

AGENDA

**Regional Transportation Council
Thursday, October 8, 2015
North Central Texas Council of Governments**

10:30 am Community Schools and Transportation Workshop

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

1:00 – 1:05 1. Approval of September 10, 2015, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Mark Riley, RTC Chair
Item Summary: Approval of the September 10, 2015, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A

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

2.1. **Transportation Improvement Program Modifications**
Presenter: Christie Gotti, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2015-2018 Transportation Improvement Program (TIP) will be requested.
Background: September 2015 out-of-cycle and November 2015 revisions to the 2015-2018 TIP are provided as [Reference Item 2.1](#) for RTC 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. **CentrePort Regional Trail Connection for Possible Employer Location**
Presenter: Karla Weaver, NCTCOG
Item Summary: The Regional Transportation Council (RTC) will be requested to approve \$2,080,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to the City of Fort Worth for a regional trail connection to the CentrePort Trinity Railway Express (TRE) station and a contingency connection to a potential large regional employer site.
Background: Staff is requesting approval to award \$2,080,000 of CMAQ funds to the City of Fort Worth to implement a regional trail connection to the CentrePort TRE station. The trail connection will improve bicycle/pedestrian access to the TRE rail station for major employers and residents in the area, and implement a portion of the Fort Worth to Dallas Regional Veloweb Trail Corridor. Details are provided in [Reference Item 2.2](#).

In addition to the regional trail connection to the station, there is a potential large regional employer that is looking to locate in Fort Worth and has requested a connection to the Regional Trail. There will be a strategic economic spur connection made from its potential location to the trail, contingent on the site selection occurring. The City of Fort Worth will contribute a local match of \$520,000 for a project total of \$2,600,000.

1:05 – 1:20

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

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

1. Recognition of Vonciel Jones Hill for Service on the Regional Transportation Council (RTC)
2. RTC Subcommittees (RTC Chair Mark Riley)
 - Mobility Plan Committee of the Whole through RTC Workshops
 - Partnership with Schools will be done through Workshops Entitled Community Schools and Transportation
 - Subcommittee 1: Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee
 - Subcommittee 2: Legislation and Finance Partnership Subcommittee
3. Citizen Guide Wins Silver Quill Award from International Association of Business Communicators
4. Dallas-Fort Worth Clean Cities Recognition from US Department of Energy for Most Media and Outreach Activities ([Electronic Item 3.1](#))
5. October Public Meeting Notice ([Electronic Item 3.2](#))
6. September Public Meeting Minutes: Including Comments for Agenda Item 4 and Item 6 ([Electronic Item 3.3](#))
7. Freeway Incident Management Executive Level Course ([Electronic Item 3.4](#))
8. Rail~Volution Regional Day Conference Flyer (Handout)
9. SH 161 Pilot Project Opening
10. IH 635 Opening: A Region of Choice
11. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.5](#))
12. Ozone Season Update ([Electronic Item 3.6](#))
13. Anticipated National Ambient Air Quality Standard Ozone Final Rule (70 ppb)
14. East/West Equity Update ([Electronic Item 3.7.1](#) and [Electronic Item 3.7.2](#))
15. American Recovery and Reinvestment Act Update ([Electronic Item 3.8.1](#) and [Electronic Item 3.8.2](#))
16. Recent Correspondence ([Electronic Item 3.9](#))
17. Recent News Articles ([Electronic Item 3.10](#))
18. Recent Press Releases ([Electronic Item 3.11](#))
19. Transportation Partners Progress Reports

1:20 – 1:30

4. **Proposition 1 – Phase 2 Draft Listings (Fiscal Years 2016 and 2017)**

Action Possible Action Information Minutes: 10
Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will seek Regional Transportation Council (RTC) approval of the Proposition 1 – Phase 2 projects in Fiscal Year (FY) 2016 and FY2017.

Background: In November 2014, Texas voters approved Proposition 1, which provided \$1.74 billion to the State Highway Fund in the first year. The Dallas-Fort Worth region received approximately \$367.6 million funds in year one, and is anticipated to receive \$268.1 million in year two and \$263.91 million in year three. The RTC and Texas Department of Transportation (TxDOT) selected year one projects in February 2015. Since that time, TxDOT and North Central Texas Council of Governments (NCTCOG) staffs have collaborated to develop a draft list of proposed Proposition 1 projects for FY2016-FY2019. Eligible projects include engineering, right-of-way acquisition, and construction of traditional roadways, excluding toll roads. NCTCOG staff presented a draft list of proposed Proposition 1 – Phase 2 projects at public meetings in September 2015. [Reference Item 4.1](#) is the inventory of proposed Proposition 1 projects with recommended projects in FY2016 and FY2017. Details of the Proposition 1 – Phase 2 effort are available in [Electronic Item 4.2](#).

1:30 – 1:40

5. **Proposition 7 Allocations and Federal Legislative Update**

Action Possible Action Information Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: Last month the Regional Transportation Council (RTC) took a position to support Proposition 7, the proposed constitutional amendment for transportation funding that will appear on the November 3, 2015, ballot for voter approval. If the measure is successful, the Texas Transportation Commission or the Texas Legislature will determine how to allocate the revenue throughout the State. The RTC will be asked to take action requesting that a fair share of the revenue be allocated to metropolitan regions to address congestion, provided in [Reference Item 5.1](#). [Electronic Item 5.2](#) provides additional information. The RTC will also receive a federal legislative update and be asked to take action supporting legislation that would make improvements to passenger rail, provided in [Reference Item 5.3](#).

Background: The 84th session of the Texas legislature adjourned on June 1, 2015, during which SJR 5 was approved. SJR 5 proposes a constitutional amendment that could result in \$2.5 billion per year for the State Highway Fund beginning in September 2017, as well as direct a portion of the motor vehicle sales tax to go toward transportation beginning in September 2019. The United States Congress convened January 6, 2015, and is in session at the time of the October meeting. Transportation issues are a focus for Congress, as the current extension of the surface transportation authorization, Moving Ahead for Progress in the 21st Century, expires on October 29, 2015.

- 1:40 – 1:50** 6. **Mobility 2040**
 Action Possible Action Information Minutes: 10
Presenters: Dan Lamers and Michael Morris, NCTCOG
Item Summary: Work is underway on the region’s next long-range transportation plan. Staff will provide an update on the development of Mobility 2040, including roadway projects submitted by partner agencies for consideration in the plan, project prioritization, preliminary financial forecasts, and public involvement results and feedback. Staff will seek policy direction from the Regional Transportation Council on the determination of best approaches to address the needs of 10.7 million people.
Background: One of the primary responsibilities of the Metropolitan Planning Organization is the development and maintenance of a metropolitan transportation plan (MTP). The last comprehensive update of the MTP occurred in 2011 with the adoption of Mobility 2035. Since then, Mobility 2035 has gone through two revisions, an update in 2013 and an amendment in 2014. Staff has initiated the development of a new MTP, Mobility 2040. This plan will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives.
- 1:50 – 2:00** 7. **Dallas-Fort Worth Region High-Speed Rail Initiatives Update: Mobility 2040**
 Action Possible Action Information Minutes: 10
Presenter: Kevin Feldt, NCTCOG
Item Summary: Staff will provide an update of recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region, including staff efforts to advance the initiatives.
Background: The Regional Transportation Council (RTC) has adopted a regional policy guiding the development of high-speed rail implementation within the Dallas-Fort Worth region. Currently, three separate projects designed to serve the region are ongoing. North Central Texas Council of Governments (NCTCOG) staff continues to coordinate with project partners to ensure that efforts are consistent with the adopted RTC High-Speed Rail Policy and with all transportation partners, consultants, and the public to ensure successful high-speed rail service implementation. NCTCOG staff will continue to serve as the RTC liaison for regional high-speed rail efforts.
- 2:00 – 2:10** 8. **Emergency Assistance to Texoma Area Paratransit System**
 Action Possible Action Information Minutes: 10
Presenter: Jessie Huddleston, NCTCOG
Item Summary: Staff will provide an update on recent issues at Texoma Area Paratransit System (TAPS) and may request action on potential strategies to ensure passengers are not left stranded. Strategies may include obtaining financial management services for TAPS and backstopping a loan for up to \$250,000.
Background: The Federal Transit Administration has recently completed a Financial Management Oversight review of TAPS and requested findings be addressed through a recovery plan.

2:10 – 2:20

9. **HB 20/Development of 10-Year Plan**

Action Possible Action Information Minutes: 10

Presenters: Michael Morris and Amanda Wilson, NCTCOG

Item Summary: The Regional Transportation Council will be briefed on work of the HB 20 Planning Organization Stakeholder Committee, which is made up of Texas Department of Transportation district engineers and metropolitan planning organizations (MPOs).

Background: The HB 20 Planning Organization Stakeholder Committee contributed to a report that was provided to a legislative oversight committee, which is included as [Electronic Item 9](#). The committee will continue working through the fall on developing performance measures, distributions to funding categories and formulas within categories, as well as the new MPO 10-year plan. The 84th session of the Texas Legislature adjourned on June 1, 2015, during which HB 20 was approved. HB 20 requires the Texas Department of Transportation and MPOs to use a performance-based planning process to prioritize projects. In addition, MPOs will need to add a 10-year plan, as a required document. HB 20 also created a legislative oversight committee, ended diversions, and amended design-build terms. It is anticipated that Mobility 2040 will have staged 2017, 2027, 2037, and 2040 networks. In addition, the "10-year plan" is anticipated to align with the 2027 transportation network.

10. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Reference Item 10.1](#))
- STTC Attendance and Minutes ([Electronic Item 10.2](#))
- Local Motion ([Electronic Item 10.3](#))

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

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

13. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, November 12, 2015, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
September 10, 2015**

The Regional Transportation Council (RTC) met on Thursday, September 10, 2015, 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, Loyl Bussell (representing Brian Barth), Mike Cantrell, Sheri Capehart, Rudy Durham, Andy Eads, Charles Emery, Rick Stopfer (representing Mark Enoch), Andy Nguyen (representing Gary Fickes), Marcus Knight (representing Rob Franke), Sandy Greyson, Mojoy Haddad, Roger Harmon, Clay Jenkins, Ron Jensen, Jungus Jordan, Lee Kleinman, Stephen Lindsey, Brian Loughmiller, David Magness, Scott Mahaffey, Matthew Marchant, Ray Smith (representing Maher Maso), Stan Pickett, Mark Riley, Kevin Roden, Amir Rupani, Kelly Selman, Lissa Smith, Mike Taylor, Oscar Trevino, Oscar Ward, Bernice J. Washington, Duncan Webb, Kathryn Wilemon, Erik Wilson, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Nancy Amos, Gustavo Baez, Melissa Baker, Berrien Barks, Carli Baylor, Brandy Bissland, Alberta Blair, Cal Bostwick, Bryan Bradford, Tanya Brooks, Bob Brown, Ron Brown, John Brunk, Ken Bunkley, Mo Bur, Chris Burkett, Pamela Burns, David Cain, Angie Carson, Dave Carter, David Clarke, Jim Cline, Juan Contreras, Michael Copeland, John Cordary, Jason Crawford, Mike Curtis, Dawn Dalrymple, Clarence Daugherty, Ebony Daughtry, Ruben Delgado, Kim Diederich, Jerry Dittman, Eric Dominguez, Tammy Dubberke, Mike Eastland, Traci Enna, Steve Farco, Kevin Feldt, David Gattis, Matt Gauntt, Martin Glenn, Bob Golden, Gary Graham, Jerry Haddican, Rebekah Hernandez, Jessa Herrera, Jodi Hodges, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Paul Knippel, April Leger, Eron Linn, Sonny Loper, Paul Luedtke, Karina Maldonado, Mickey Marlow, Steve McCullough, Cliff Miller, Mindy Mize, Erin Moore, Michael Morris, Ron Morrison, Markus Neubauer, Mickey Nowell, James Paris, John Polster, Greg Porter, Vercie Pruitt-Jenkins, Molly Rendon, Rylea Roderick, Kyle Roy, Greg Royster, Kathryn Rush, Moosa Saghian, Steve Salin, Russell Schaffner, Cathy Scott, Lori Shelton, Jody Short, Randy Skinner, Franklin Stephens, Shannon Stevenson, Vic Suhm, Lauren Trimble, Frank Turner, Whitney Vandiver, Mitzi Ward, Sandy Wesch, Chris Williams, Brian Wilson, Bruce Wood, Mykol Woodruff, and Ed Wueste.

1. **Approval August 13, 2015, Minutes:** The minutes of the August 13, 2015, meeting were approved as submitted in Reference Item 1. Sheri Capehart (M); Bernice J. Washington (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 approving that the Regional Transportation Council recommend to the North Central Texas Council of Governments Executive Board the approval of approximately \$817,000 in new funding for Fiscal Year 2016 transportation advertising initiatives. Supporting information was provided in Reference Item 2.1.1 and Reference Item 2.1.2.

Mike Cantrell (M); Erik Wilson (S). The motion passed unanimously.
3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Danny Scarth for his years of service on the Regional Transportation Council (RTC). In addition, he reminded members that RTC meetings are now being livestreamed. He noted

that RTC New Member Orientation was held on September 4 and that a video of the meeting was available online. A notice of September public meetings was provided in Electronic Item 3.1, a fact sheet highlighting unmanned aircraft systems was provided in Electronic item 3.2, and an update on the current ozone season was provided in Electronic Item 3.3. In addition, current air quality funding opportunities for vehicles were provided in Electronic item 3.4, and information regarding the relaunch of the AirCheckTexas Program was provided in Electronic Item 3.5. Electronic Item 3.6 provided information on the Clean Cities Annual Report results, and Electronic Item 3.7 included information for the National Drive Electric Week event on September 19. Mr. Morris highlighted 2015 mobility data from the Texas Transportation Institute, noting slides included in Electronic Item 3.8 that compared congestion levels in the Dallas-Fort Worth region to Austin and Houston. Travel Demand Management performance measures were 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 partner progress reports were provided at the meeting, along with event announcements for National Drive Electric Week and the Clean Fleets North Texas 2015 Call for Projects.

4. **Statewide Proposition 7 Position Statement:** Amanda Wilson briefed the Regional Transportation Council (RTC) on Proposition 7, the constitutional amendment for transportation funding that will appear on the November 3, 2015, ballot for voter approval. During the legislative session, SJR 5 proposed a constitutional amendment that will appear on the ballot as Statewide Proposition 7 and would dedicate certain sales and use tax revenue and motor vehicle sales, use and rental tax revenue to the State Highway Fund to provide funding for non-tolled roads and the reduction of certain transportation-related debt. Beginning in FY2018 (September 2017) \$2.5 billion of the state sales tax per year will go to the State Highway fund once \$28 billion is exceeded in general state sales tax revenue. Beginning in FY2020 (September 2019) 35 percent of the motor vehicles sales tax per year above \$5 billion will be transferred to the State Highway Fund. She noted that this revenue can only be used for non-tolled roadways. This revenue will only be in place for approximately ten years unless it is reauthorized by the Legislature, and the Legislature can stop a portion of the funding in each given biennium if deemed necessary for other purposes. Transportation revenue was highlighted, specifically revenue from the sales and excise tax. The sales tax is estimated at about \$2.5 billion per year beginning in 2018 and the excise tax in 2020 for approximately \$300-500 million statewide. The specific allocations are not known for Proposition 7. Reference Item 4.1 contained a position statement supporting the Statewide Proposition 7, and Electronic Item 4.2 contained additional information. Lee Kleinman noted that it may be important to not only provide support for Proposition 7, but also note that the urban areas also receive the appropriate allocation. Michael Morris noted the importance of supporting Proposition 7, and requested that an item be placed on the October 8, 2015, RTC agenda addressing concerns that the Texas Transportation Commission consider adequate funding for congestion relief within urban regions. Mr. Kleinman expressed additional concern that the funding will only be available for non-tolled roadways. He noted several upcoming projects in the region with tolled components that will not be eligible for the potential funding, which could cause suburban areas to receive the major benefit. Mr. Morris noted that efforts for IH 35E and IH 635E would be discussed in Item 12, and also noted the importance of support for Proposition 7 at this time. Oscar Trevino discussed noting concerns regarding the allocations to TxDOT, but cautioned that the issue could cause animosity amongst entities and have potential impacts to Proposition 7 approval by voters. A motion was made to approve the Statewide Proposition 7 position statement to support transportation funding in Reference Item 4.1, direct staff to provide cities and counties in the Dallas-Fort Worth region a template

resolution supporting Proposition 7, and direct staff to communicate the RTC's support of Proposition 7 to advocacy groups working to pass the measure. Oscar Ward (M); Oscar Trevino (S). The motion passed unanimously.

5. **Collin County Funding Partnership Proposal:** Chris Klaus presented a funding partnership with Collin County related to the Low-Income Repair and Replacement Assistance Program (LIRAP), also referred to as the AirCheckTexas Program, and the Local Initiative Projects (LIP) Program. LIRAP funding is used to repair or replace vehicles that fail the emissions test or are ten years or older. The funding is collected from the \$6 fee included in the inspection fee collected in participating counties and is available to individuals that qualify based on income. LIP funds include approximately 10 percent of the collected funds and are used for various air quality initiatives in the region. In April 2014, Collin County initiated a process to opt out of the LIRAP/LIP Programs since the dedicated funding for the programs was not being allocated back to the region by the Legislature. In addition, Collin County has traditionally been a donor county for LIRAP funds and funding requirements make utilizing LIP funds difficult, so it expressed it was not interested in utilizing those funds. At the time, there was no procedure for a county to opt out of the program, thus a lengthy rulemaking process by the Texas Commission on Environmental Quality began. While Collin County continued the process to opt out, the 84th Texas Legislature restored full funding to the programs. Staff proposed that Collin County reconsider program participation through a partnership in which its LIRAP/LIP funds would be exchanged for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. This would allow LIRAP/LIP funds to be used by other participating counties so that the nonattainment area is able to fully utilize all available revenue to the region. The partnership would be assessed in one year to determine future continuation and/or participation amounts. The county would identify eligible CMAQ projects for RTC approval. Approximately \$2.6 million in LIRAP funds and approximately \$300,000 in LIP funds are anticipated in FY2016 for Collin County. Staff proposes to swap \$1.5 million of the total funds with CMAQ funds. Details were provided in Reference Item 5. Michael Morris noted that not participating in a program that aggressively reduces volatile organic compounds and nitrogen oxides would not be in the best interest of the region, but noted that Collin County does not historically use the a large portion of the funds collected by its residents. RTC Chair Mark Riley asked the impact of future counties withdrawing from the program. Mr. Morris noted that some determination would have to be made about the future of the program if that were the case. Lee Kleinman asked for clarification of the funding exchange. Mr. Morris noted that \$1.5 million would remain with Collin County for repair and replacement and \$1.5 million would be swapped for CMAQ funds. Matthew Marchant asked if there is now a process for a county to withdraw. Chris Klaus noted that a process to withdraw now exists. Duncan Webb noted that Collin County chose to opt of the program initially because the funds collected from citizens were not being returned to the region. Once full funding was restored, Collin County reviewed its historical utilization of funds and began to discuss a partnership with North Central Texas Council of Governments staff to determine how it could continue in the program without being such a large donor of Collin County citizen funds to other counties A motion was made to approve a funding partnership with Collin County utilizing \$1.5 million in LIRAP/LIP funds in exchange for \$1.5 million in CMAQ funds and Transportation Development Credits. Duncan Webb (M); Andy Eads (S). The motion passed unanimously.
6. **Creation of the Metropolitan Planning Organization Revolver Fund and Partnership with Dallas County:** Michael Morris discussed the latest efforts regarding the creation of the Metropolitan Planning Organization (MPO) Revolver Fund, including a proposed

partnership with Dallas County. He discussed federal rules requiring that the North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC) pay for regional program and project expenses upfront and then seek reimbursement. Since NCTCOG does not collect revenue, creation of a revolver fund provides a cash flow solution for regional programs and projects that are funded with federal dollars. RTC Local funds have traditionally be used, but as the funds are spent down, another option is necessary. In July 2014, the Texas Transportation Commission (TTC) approved the exchange of 100 million Transportation Development Credits for \$10 million in Category 12 funds. The TTC's desire is that the Category 12 funds be placed on projects with existing local funds. These local funds would then be sent to NCTCOG/RTC to create the revolver fund. Reference Item 6 provided additional details. NCTCOG, the Texas Department of Transportation (TxDOT), and Dallas County have inventoried projects with local funds for which Category 12 funds can be exchange and have selected SH 352, Pleasant Run, and Southern Gateway. For SH 352, staff proposes that \$2.015 million in Category 12 funds be exchanged for existing Dallas County local funds and that approximately \$6 million in Proposition 1 be added to fully fund the remainder of the project. For Pleasant Run Road, staff proposes to swap \$4 million in existing Dallas County local funds for Regional Toll Revenue (RTR) funds and in addition proposed \$2.9 million additional RTR funds. On Southern Gateway, staff proposes to exchange \$4 million in existing RTR funds for \$4 million in Category 12 funds. Other entities interested in a similar partnership were asked to contact staff. A motion was made to approve the funding allocations/transfers identified on slides 5-7 of Reference Item 6, creation of the MPO Revolver Fund with an initial balance of \$5.423-\$6.015 million, and to allow staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and other necessary administrative documents. Mike Cantrell (M); Erik Wilson (S). The motion passed unanimously.

7. **Proposition 1 – Phase 2 Draft Listings (Fiscal Years 2016 and 2017):** Adam Beckom briefed the Council on the latest developments regarding Proposition 1 – Phase 2 and associated draft listings. In November 2014, voters approved Proposition 1 which provided \$1.74 billion to the State Highway Fund. The Dallas-Fort Worth region received approximately \$367 million in year one and project selections were finalized in February 2015. In July 2015, the Texas Department of Transportation (TxDOT) announced the draft allocation of an additional \$532 million for FY2016 and FY2017. He noted that the six guiding principles and the statewide program rules from the Phase 1 effort were proposed to remain in effect. The project selection focus areas are also proposed to be maintained, including that projects must be environmentally cleared in time to let if FY2016 and FY2017, must be consistent with the Mobility Plan, maintain sensitivity to existing projects with funding shortfalls, with continued focus on capacity. Equitable distribution by county across the five-year period, as well as regional east/west equity will also be maintained. Electronic Item 7 is the inventory of proposed Proposition 1 projects. Approximately \$268 million is anticipated for FY2016 and approximately \$263 million in FY2017. Final approval is anticipated by TxDOT in November 2015. Mr. Beckom highlighted maps showing the geographic location and distribution of proposed projects. Staff will continue to seek Regional Toll Revenue (RTR)/Proposition 1 partnership with Dallas and Collin Counties, similar to the partnership with Denton County. Staff is also considering the utilization of Proposition 7 funds on some projects, assuming a successful November 2015 election. Projects will continue to be constrained based on the Unified Transportation Program, and the projects will be presented for public review and comment at September public meetings, with action requested at the September Surface Transportation Technical Committee meeting and October Regional Transportation Council meeting. Staff anticipates submitting projects to TxDOT in November 2015, as well as including the projects in the current

2015-2018 Transportation Improvement Program (TIP)/Statewide TIP and/or upcoming 2017-2020 TIP/Statewide TIP. Monica Alonzo asked how public comments were being gathered. Michael Morris noted that RTC would receive all public comments prior to taking action on the proposed projects.

8. **High-Occupancy Vehicle Subsidy Report:** Natalie Bettger provided an update on the most recent managed lane performance report. She noted the current Regional Transportation Council (RTC) policy that 50 percent of the High-Occupancy Vehicle (HOV) users on toll managed lanes receive a 50 percent discount during the peak period, with the RTC responsible for the discount. Current facilities include LBJ, the North Tarrant Express, and the DFW Connector. It was noted that the DFW Connector is owned by the Texas Department of Transportation so it is not subsidized by the RTC. As of July 2015, the HOV 2+ subsidy is approximately \$200,000 and is the portion being paid by the RTC. The vanpool toll reimbursement subsidy allowing RTC-sponsored vanpool users to be reimbursed for tolls is approximately \$400 (October 2014-July 2015) and is paid out of Regional Vanpool Program funds. Based on this information, staff believes the RTC HOV policy can remain at 2+ until June 2016 or earlier based on future reports. The North Texas Tollway Authority has reported no impact to its customer service needs and there have been no incidence where speeds dropped below 35 mph except for ice days in February 2015, which were reported in a previous update. Staff will continue to provide quarterly updates on the HOV subsidy.
9. **DFW Connector Pilot Study Update:** Ken Kirkpatrick briefed the Council on the status of the DFW Connector Pilot Program related to pay-by mail surcharges. He noted that approximately two years ago, the Texas Department of Transportation asked the Regional Transportation Council (RTC) to set aside \$2-4 million per year to cover the pay-by-mail collection risk in the IH 35W corridor. RTC elected to approve a pilot program to test the impact of additional surcharges on the pay-by-mail users to cover the collection risk, which is more costly and of which there is only a 70 percent collection rate. The pay-by-mail surcharges would periodically increase at 90 days and 180 days to see if there was an impact causing users to purchase toll tags. Results from the market driven approach to increase toll tag usage would then be applied to the IH 35W corridor. In July 2014, the collection of tolls began on the corridor. In October 2014, pay-by-mail surcharges increased to 75 percent and then to 90 percent in January 2015. Staff has reviewed the pilot data, and the percentages of pay-by-mail transportations were highlighted. Mr. Kirkpatrick noted that transactions totaled approximately 37 percent in July 2014 and have dropped to approximately 30 percent as of July 2015. Overall transactions have increased from 120,000 to 170,000. The question is whether the decrease in pay-by-mail transactions is due to the increase in surcharges, or other factors such as the introduction of another corridor. He noted that preliminary results were positive and that the pilot will continue. Staff would like to review the communication to users, currently through dynamic message signs in the corridor, and look at options to include mailers in the pay-by-mail bills, as well as review data in other corridors to see if the decrease is potentially related to other things. Michael Morris discussed innovative work by the North Texas Tollway Authority (NTTA) to increase toll tag usages, and ideas from the NTTA that could be used in other corridors. He noted that suggestions from NTTA were welcome.
10. **Transportation Investment Generating Economic Recovery School Siting Program:** Karla Weaver presented information on the Community Schools and Transportation Program, funded through the 2014 Transportation Investment Generating Economic Recover (TIGER) planning grant. Within the 12-county metropolitan planning area boundary,

there are 111 independent schools districts (ISDs). Many cities have multiple ISDs within their boundaries, and ISDs are often operating in multiple cities which creates the need for coordination. In addition, increasing populations in the region will have significant impacts on the regional transportation system and its relationship with ISDs. Approximately five years ago, North Central Texas Council of Governments (NCTCOG) staff held a regional kickoff meeting to discuss school siting issues and the benefit of collaboration with ISDs and the Regional Transportation Council (RTC). In addition, the City of McKinney/McKinney ISD and the City of Denton/Denton ISD held workshops and meetings. In 2013, RTC adopted a policy on school coordination and another meeting of elected officials, school board presidents, and superintendents was held. It was determined that there was significant interest in continuing the conversation. Ms. Weaver highlighted the four main components of the policy, including active transportation, outreach and engagement, school siting, and air quality. In 2014, the US Department of Transportation awarded NCTCOG a TIGER planning grant to promote improved coordination between school districts, local governments, and transportation agencies and to assist with implementing portions of the RTC School Policy. Interagency coordination will encourage coordination between ISDs/local governments/transportation agencies through the creation of a regional working group of technicians, coordinate planning, and removing policy barriers to the development of sustainable schools. School siting efforts will include review of state and national policies related to school siting and landbanking, best practices, and coordination regarding demographic projects. Transportation safety will include safety audits, recommendations for pedestrian and bicycle safety, and bilingual education programs. Multitmodal transportation efforts will coordinate discussions between transit agencies and schools related to bus routes, schedules, and alternate transportation connections. Ms. Weaver noted that an RTC workshop has been schedule for 10:30 am on October 8, 2015, prior to the next RTC meeting. Staff would like to develop a process for ongoing meetings/conversations between municipal and ISD elected officials. Over the next few months staff also plans to develop a technical regional working group, continue researching school siting issues, and work with communities to develop pilot planning projects. She noted that related information would be made available at www.nctcog.org/schools. Ron Jensen discussed charter schools and the difficulty in determining where they will locate in advance. Ms. Weaver noted that staff will continue efforts to assist with this concern.

11. **Managed Lane Auto-Occupancy Verification Procurement:** Ken Kirkpatrick briefed the Regional Transportation Council (RTC) on the status of the joint Texas Department of Transportation (TxDOT)/RTC auto-occupancy verification procurement for managed lane corridors. The RTC's Tolloed Managed Lane Policies provide for a 50 percent discount to HOV users during the peak period, currently for 2+ users. The policy is enforced manually through technology support, with the users being required to declare eligibility prior to using the managed lane. Officers then manually enforce the 2+ requirement. The RTC policy provides that more advanced technology verification be phased in over time, when available. RTC and TxDOT staffs have been working to procure a technology solution to provide automated vehicle occupancy verification that is seamless to the user. A Request for Proposals was issued in May 2015. Proposals are being evaluated, and two RTC staff representatives are part of the review team. TxDOT is anticipated to make an award in early fall and subsequent reports will be provided to the Council. Lee Kleinman asked about the anticipated cost of the technology, noting the cost of the discounts provided versus the cost of the technology. Mr. Kirkpatrick noted that RTC staff will be briefed by TxDOT prior to the award so that those types of issues can be assessed and to ensure that the procurement is consistent with RTC discussion and policies.

12. **Update on Southern Gateway, IH 635E, US 75, and Texas Department of Transportation Dallas CityMAP Initiative:** Michael Morris discussed focus on projects in the eastern subregion, including: Southern Gateway, IH 635E, and US 75. The first funding focus is Proposition 1. Funding is proposed for the IH 345 Interchange maintenance project, and the Texas Department of Transportation (TxDOT) has indicated that the project is expected to let significantly lower than the engineers estimate. This leaves potential revenue to help projects in the east. The next funding focus, if approved by voters, will be Proposition 7. The Regional Transportation Council (RTC) will communicate to the Texas Transportation Commission (TTC) the importance of the region receiving its fair allocation of funding. Both Proposition 1 and Proposition 7 are revenue streams that are important to move projects forward. Southern Gateway is listed in the current Mobility Plan as a tolled managed lane. Potential revenue sources and its listing in the Plan are not aligned. It is important that project listings and revenues are aligned to prevent projects from letting out of order. For the Southern Gateway, the toll component may need to be updated in order to ensure that other projects are not let in its place. Since Mobility 2040 is under development, there is an opportunity to make adjustments to the project listing at this time. Staff is working with TxDOT and local governments to gain consensus on the implementation of the Southern Gateway so that the revenues, Mobility Plan listing, and environmental clearance for the project are aligned with Proposition 1 revenue, potential Proposition 7 revenue, and other revenues coming to the region. For IH 635E, if Proposition 7 passes there is an opportunity to advance the project. It must be determined whether the project should proceed as originally conceived, as a free road, or as a hybrid. The magnitude of money coming to the region will not likely be adequate enough to pay for IH 635E as a free road, so it will be also be important to determine whether adjustments to the project listings are necessary during Mobility 2040 development. US 75 will also require discussion. Collin County has several toll projects and is not interested in US 75 having additional toll elements. One option is to hold off on US 75 and advance Proposition 1 and Proposition 7 (if approved by voters) in the county. This will give Collin County with a better balance of tolled and non-tolled projects. Finally, Mr. Morris presented information regarding CityMAP, a partnership between the City of Dallas and TxDOT for the city's urban core. This concept cannot be included in Mobility 2040 since significant efforts are still necessary. It is proposed that RTC wait to see the outcome of the initiative. Kelly Selman noted that the IH 345 Interchange maintenance project let for \$30.5 million, much less than the initial estimate allowing money to be freed and reallocated by the Texas Transportation Commission.
13. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 13.1, Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 13.2, and the current Local Motion was provided in Electronic Item 13.3.
14. **Other Business (Old or New):** There was no discussion on this item.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, October 8, 2015, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:31 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: 51328 **Facility:** SP 303 **Location/Limits From:** ON ROSEDALE FROM STALCUP **Modification #:** 2015-0467

Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 820

County: TARRANT **CSJ:** 2208-01-061

City: FORT WORTH **Desc:** RECONSTRUCT FACILITY FROM 4 UNDIVIDED TO 4 LANE DIVIDED ROADWAY

Request: INCREASE CONSTRUCTION FUNDING BY \$2,800,000 STP-MM (\$2,240,000 FEDERAL AND \$560,000 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$4,800,000 TOTAL (\$2,000,000 CAT 1 [\$1,600,000 FEDERAL AND \$400,000 STATE] AND \$2,800,000 STP-MM [\$2,240,000 FEDERAL AND \$560,000 LOCAL]) FOR CONSTRUCTION, AND DELAY CONSTRUCTION TO FY2016; INCREASE IN FUNDING OFFSET BY A DECREASE ON TIP 11252.2/CSJ 0902-48-453

Comment: EXAMPLE COMMENT

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2208-01-061	SBPE:	\$88,190	\$22,047	\$0	\$0	\$0	\$110,237
2015	CON	2208-01-061	Cat 1:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$1,688,190	\$422,047	\$0	\$0	\$0	\$2,110,237

STTC APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2208-01-061	SBPE:	\$88,190	\$22,047	\$0	\$0	\$0	\$110,237
2016	CON	2208-01-061	Cat 1:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2016	CON	2208-01-061	Cat 7:	\$2,240,000	\$560,000	\$0	\$0	\$0	\$2,800,000
Phase Subtotal:				\$3,840,000	\$960,000	\$0	\$0	\$0	\$4,800,000
Grand Total:				\$3,928,190	\$982,047	\$0	\$0	\$0	\$4,910,237

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2208-01-061	SBPE:	\$88,190	\$22,047	\$0	\$0	\$0	\$110,237
2016	CON	2208-01-061	Cat 1:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2016	CON	2208-01-061	Cat 7:	\$2,240,000	\$0	\$0	\$560,000	\$0	\$2,800,000
Phase Subtotal:				\$3,840,000	\$400,000	\$0	\$560,000	\$0	\$4,800,000
Grand Total:				\$3,928,190	\$422,047	\$0	\$560,000	\$0	\$4,910,237

Revisions since STTC Meeting: REVISED STP-MM MATCH FROM STATE TO LOCAL

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	Identifies the county in which the project is located.
CITY:	Identifies the city in which the project is located.
FY:	Identifies the fiscal years in which the project occurs.

PHASE:	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is Construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
FACILITY:	Identifies the highway or road on which the project is located. VA means Various, CS means City Street, and MH means Municipal Highway.
LOCATION/LIMITS FROM:	Identifies the starting point of the project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
CSJ:	Tracking number the Texas Department of Transportation (TxDOT) assigns to a project.
DESC:	Identifies the project description or scope of work that will be completed in the project.
REQUEST:	Describes the action being requested through each modification.
COMMENT:	States any comments related to the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: http://www.nctcog.org/trans/tip/15-18/index.asp
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
STTC APPROVED FUNDING TABLE:	Provides the total proposed funding for a project as recommended for RTC approval by Surface Transportation Technical Committee (STTC); incorporates total funding for all fiscal years and phases. This table will only show if funding has changed since STTC took action on the project.
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.
REVISIONS SINCE STTC MEETING	Describes any revisions made to a modification since STTC took action on a project.

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11998 **Facility:** VA **Location/Limits From:** CITYWIDE IMPLEMENTATION OF CITY OF IRVING'S ATM **Modification #:** 2015-0446
Implementing Agency: IRVING **Location/Limits To:** COMMUNICATION SYSTEMS
County: DALLAS **CSJ:** 0918-47-150
City: IRVING **Desc:** CONSTRUCTION AND INSTALLATION OF SIGNAL CONTROLLERS, WIRELESS COMMUNICATION SYSTEM, CENTRAL MANAGEMENT SYSTEM SOFTWARE, AND PERIPHERAL SYSTEMS RELATED TO THE TRAFFIC SIGNAL NETWORK
Request: ADD PROJECT TO THE 2015-2018 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
2016	CON	0918-45-906	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2016	CON	0918-45-906	Cat 5:	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
Phase Subtotal:				\$2,000,000	\$0	\$0	\$500,000	\$1,500,000	\$4,000,000
Grand Total:				\$2,000,000	\$0	\$0	\$500,000	\$1,500,000	\$4,000,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0918-47-150	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2016	CON	0918-47-150	Cat 5:	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
Phase Subtotal:				\$2,000,000	\$0	\$0	\$500,000	\$1,500,000	\$4,000,000
Grand Total:				\$2,000,000	\$0	\$0	\$500,000	\$1,500,000	\$4,000,000

Revisions since STTC Meeting: TEMPORARY CSJ CHANGED FROM 0918-45-906 TO PERMANENT CSJ 0918-47-150

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 20081 **Facility:** FM 1378 **Location/Limits From:** ROCKRIDGE ROAD **Modification #:** 2015-0448
Implementing Agency: COLLIN CO **Location/Limits To:** STACY ROAD
County: COLLIN **CSJ:** 1392-01-032
City: ALLEN **Desc:** RECONSTRUCT 2 LANE RURAL HIGHWAY TO 6 LANE URBAN HIGHWAY
Request: REVISE SCOPE TO RECONSTRUCT 2 LANE RURAL HIGHWAY TO 4 LANE URBAN HIGHWAY; DECREASE FUNDING IN FY 2017 FOR ROW AND IN FY2018 FOR CONSTRUCTION THEREBY DELETING ROW AND CONSTRUCTION PHASES AND FUNDING FROM PROJECT; DECREASE IN FUNDING OFFSETS AN INCREASE ON TIP 83209/CSJ 2056-01-042; NO CHANGES TO ENGINEERING PHASE

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	1392-01-032	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$255,362	\$63,840	\$0	\$319,202
2017	ROW	1392-01-032	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$179,978	\$44,995	\$0	\$224,973
2018	CON	1392-01-032	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$5,138,531	\$1,284,633	\$0	\$6,423,164
Grand Total:				\$0	\$0	\$5,573,871	\$1,393,468	\$0	\$6,967,339

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	1392-01-032	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$255,362	\$63,840	\$0	\$319,202
Grand Total:				\$0	\$0	\$255,362	\$63,840	\$0	\$319,202

Revisions since STTC Meeting: WORDING WAS ADDED TO THE REQUEST TO CLARIFY THAT THERE WERE NO CHANGES MADE TO THE FUNDING FOR THE ENGINEERING PHASE

TIP Code: 11917 **Facility:** VA **Location/Limits From:** DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM UNION STATION/HOUSTON STREET **Modification #:** 2015-0450
Implementing Agency: DALLAS **Location/Limits To:** YOUNG/WOOD AT THE CONVENTION CENTER HOTEL
County: DALLAS **CSJ:** 0918-47-087
City: DALLAS **Desc:** DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM OAK CLIFF TO DOWNTOWN DALLAS (PHASE III); CONSTRUCT DALLAS CBD STREETCAR EXTENSION NORTH
Request: DECREASE CONSTRUCTION FUNDING BY \$4,500,000 CAT 3TMF (\$4,500,000 STATE) AND DELAY CONSTRUCTION TO FY2017; DECREASE IN FUNDING OFFSETS AN INCREASE ON TIP 11916/CSJ 0918-47-086

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-087	Cat 3 - TMF:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2015	CON	0918-47-087	Cat 3 - TMF:	\$0	\$6,870,000	\$0	\$0	\$0	\$6,870,000
Grand Total:				\$0	\$7,870,000	\$0	\$0	\$0	\$7,870,000

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

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11916 **Facility:** VA **Location/Limits From:** DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM OAK CLIFF TO BISHOP ARTS DISTRICT (PHASE II); COLORADO/BECKLEY **Modification #:** 2015-0451

Implementing Agency: DALLAS **Location/Limits To:** ZANG/DAVIS

County: DALLAS **CSJ:** 0918-47-086

City: DALLAS **Desc:** CONSTRUCT DALLAS CBD STREETCAR EXTENSION SOUTH

Request: MOVE \$1,000,000 CAT 3TMF (\$1,000,000 STATE) FROM ENGINEERING TO CONSTRUCTION AND INCREASE CONSTRUCTION BY AN ADDITIONAL \$4,500,000 CAT 3TMF (\$4,500,000 STATE) FROM COST SAVINGS ON TIP 11917/CSJ 0918-47-087

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-086	Cat 3 - TMF:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2015	CON	0918-47-086	Cat 3 - TMF:	\$0	\$12,000,000	\$0	\$0	\$0	\$12,000,000
Grand Total:				\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-086	Cat 3 - TMF:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2015	CON	0918-47-086	Cat 3 - TMF:	\$0	\$17,500,000	\$0	\$0	\$0	\$17,500,000
Grand Total:				\$0	\$19,500,000	\$0	\$0	\$0	\$19,500,000

TIP Code: 25014 **Facility:** FM 1382 **Location/Limits From:** SOUTHEAST OF WEST SPINE ROAD **Modification #:** 2015-0452

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF NEW CLARK ROAD

County: DALLAS **CSJ:** 1047-03-068

City: CEDAR HILL **Desc:** INTERSECTION IMPROVEMENTS-CONSTRUCT TURN LANES

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11543.3 **Facility:** VA

Location/Limits From: TEXRAIL CORRIDOR RAIL LINE PROJECT

Modification #: 2015-0454

Implementing Agency: FWTA

County: TARRANT **CSJ:** 0902-90-006

City: VARIOUS **Desc:** CONSTRUCTION OF NEW COMMUTER RAIL LINE

Request: INCREASE ENGINEERING FUNDING BY \$1,288,982 (\$1,031,186 FEDERAL AND \$257,796 LOCAL) IN FY2010; INCREASE IN FUNDING OFFSET BY A COST SAVINGS ON TIP 11555/CSJ 0902-48-766

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0902-90-006	Cat 5:	\$4,377,057	\$0	\$0	\$1,094,264	\$0	\$5,471,321
Grand Total:				\$4,377,057	\$0	\$0	\$1,094,264	\$0	\$5,471,321

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0902-90-006	Cat 5:	\$1,031,186	\$0	\$0	\$257,796	\$0	\$1,288,982
2014	ENG	0902-90-006	Cat 5:	\$4,377,057	\$0	\$0	\$1,094,264	\$0	\$5,471,321
Grand Total:				\$5,408,243	\$0	\$0	\$1,352,060	\$0	\$6,760,303

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 54112 Facility: FM 1570

Location/Limits From: SH 66

Modification #: 2015-0455

Implementing Agency: TXDOT-PARIS

Location/Limits To: US 380

County: HUNT CSJ: 0901-22-103

City: GREENVILLE Desc: CONSTRUCT 2 LANES (4 LANE ULTIMATE) DIVIDED HIGHWAY ON NEW LOCATION

Request: INCREASE FEDERAL FUNDS FOR ROW BY \$800,000 STP-MM [\$800,000 FEDERAL], REMOVE STATE MATCH FOR ROW (\$200,000 STATE), INCREASE ROW BY 320,000 TDC (MPO) (320,000 REGIONAL), AND DELAY ROW AND UTIL TO FY2016; INCREASE CONSTRUCTION BY \$3,500,000 STP-MM (\$2,800,000 FEDERAL AND \$700,000 STATE) AND DELAY TO FY2017

Comment: 320,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0901-22-103	SBPE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2015	ROW	0901-22-103	Cat 7:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2015	UTIL	0901-22-103	Cat 7:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2016	CON	0901-22-103	Cat 7:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				<u>\$5,200,000</u>	<u>\$1,600,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$6,800,000</u>

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0901-22-103	SBPE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2016	ROW	0901-22-103	Cat 3 - TDC (MPO):	\$0	\$0	\$320,000	\$0	\$0	\$0
2016	ROW	0901-22-103	Cat 7:	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000
Phase Subtotal:				<u>\$1,600,000</u>	<u>\$0</u>	<u>\$320,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,600,000</u>
2016	UTIL	0901-22-103	Cat 7:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2017	CON	0901-22-103	Cat 7:	\$6,800,000	\$1,700,000	\$0	\$0	\$0	\$8,500,000
Grand Total:				<u>\$8,800,000</u>	<u>\$2,100,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$10,900,000</u>

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11979.2 Facility: VA

Location/Limits From: REGIONAL AIR QUALITY INITIATIVES

Modification #: 2015-0456

Implementing Agency: NCTCOG

County: VARIOUS CSJ: 0000-18-005

City: OTHER Desc: VARIOUS AQ PROJECTS INCL. SCHOOL BUS REPLACEMENTS/REPOWERS, CLEAN TECHNOLOGY REVOLVING LOAN PROGRAM, BARNETT SHALE ACTIVITIES, SIP STRATEGIES, & DEMO PROJECTS/FEASIBILITY STUDIES (INCL, HEAVY DUTY DIESEL I&M, EMISSIONS & WEIGH-IN-MOTION STUDIES, ETC.)

Request: CANCEL PROJECT; DECREASE IN FUNDING OFFSETS AN INCREASE ON TIP 11979.8/CSJ 0000-18-056

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0000-18-005	Cat 3 - TDC (MPO):	\$0	\$0	\$400,000	\$0	\$0	\$0
2017	IMP	0000-18-005	Cat 5:	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$2,000,000	\$0	\$400,000	\$0	\$0	\$2,000,000
Grand Total:				\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0000-18-005	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2017	IMP	0000-18-005	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11979.3 **Facility:** VA

Location/Limits From: REGIONAL AIR QUALITY INITIATIVES (WESTERN SUBREGION)

Modification #: 2015-0457

Implementing Agency: NCTCOG

County: VARIOUS **CSJ:** 0000-18-006

City: OTHER **Desc:** ADMIN OF VARIOUS AQ PROJECTS INCL. SCHOOL BUS REPLACEMENTS/REPOWERS, CLEAN TECH REVOLVING LOAN PROGRAM, BARNETT SHALE ACTIVITIES, SIP STRATEGIES, & DEMO PROJECTS/FEASIBILITY STUDIES (INCL. HEAVY DUTY DIESEL I&M, EMISSIONS & WEIGH-IN-MOTION STUDIES, ETC.)

Request: REVISE SCOPE TO ADMIN OF VARIOUS AQ PROJECTS INCL. CLEAN FLEET TECHNOLOGIES, IDLE-FREE SCHOOL ZONES, ALT FUEL DEPLOYMENT INITIATIVES, HDDV WEIGH-IN-MOTION, ETC.

Comment: 200,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0000-18-006	Cat 3 - TDC (MPO):	\$0	\$0	\$200,000	\$0	\$0	\$0
2016	IMP	0000-18-006	Cat 7:	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Phase Subtotal:				\$1,000,000	\$0	\$200,000	\$0	\$0	\$1,000,000
Grand Total:				\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0000-18-006	Cat 3 - TDC (MPO):	\$0	\$0	\$200,000	\$0	\$0	\$0
2016	IMP	0000-18-006	Cat 7:	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Phase Subtotal:				\$1,000,000	\$0	\$200,000	\$0	\$0	\$1,000,000
Grand Total:				\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

TIP Code: 11999 **Facility:** CS

Location/Limits From: PRESTON ROAD/SH 289 AT LEBANON, JOHN HICKMAN, WARREN, AND GAYLORD; AND GAYLORD PARKWAY AT MALL RD F

Modification #: 2015-0458

Implementing Agency: FRISCO

County: COLLIN **CSJ:** 0918-24-904

City: FRISCO **Desc:** IMPLEMENT ADAPTIVE TRAFFIC SIGNAL SYSTEMS AT 5 TRAFFIC SIGNALS ALONG PRESTON ROAD AND GAYLORD PARKWAY; INCLUDES ADAPTIVE TRAFFIC SIGNAL CONTROL SYSTEM, SOFTWARE AND AUTOMATED PERFORMANCE MEASURES

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

Comment: PROJECT BEING CONSIDERED IN COLLIN COUNTY/NCTCOG CMAQ PARTNERSHIP; IF APPROVED LOCAL MATCH WILL BE CHANGED TO TDCS

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-24-904	Cat 5:	\$158,970	\$0	\$0	\$39,742	\$0	\$198,712
2016	IMP	0918-24-904	Cat 5:	\$100,527	\$0	\$0	\$25,132	\$0	\$125,659
Grand Total:				\$259,497	\$0	\$0	\$64,874	\$0	\$324,371

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11979.8 **Facility:** VA **Location/Limits From:** CLEAN TECHNOLOGIES REVOLVING LOAN PROGRAM **Modification #:** 2015-0459

Implementing Agency: NCTCOG

County: VARIOUS **CSJ:** 0902-00-912

City: VARIOUS **Desc:** ESTABLISH INNOVATIVE FINANCING TO OFFSET COST OF CLEAN VEHICLE TECHNOLOGIES (INCL. REPLACEMENTS, REPOWERS, RETROFITS, ALT FUELS, IDLE REDUCTION TECHNOLOGIES, ETC.) BY LEVERAGING FUNDING OPPORTUNITIES FOR INCREASED EMISSIONS REDUCTIONS

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE IN FUNDING IS PARTIALLY OFFSET BY A DECREASE ON TIP 11979.2/CSJ 0000-18-005

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-912	Cat 5:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
Grand Total:				\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000

Revisions since STTC Meeting: ADDED "INCREASE IN FUNDING IS PARTIALLY OFFSET BY A DECREASE ON TIP 11979.2/CSJ 0000-18-005" TO REQUEST

TIP Code: 11726 **Facility:** CS **Location/Limits From:** RIVERFRONT BLVD FROM CADIZ STREET **Modification #:** 2015-0464

Implementing Agency: DALLAS **Location/Limits To:** NORTH OF CONTINENTAL AVENUE

County: DALLAS **CSJ:** 0918-45-885

City: DALLAS **Desc:** RECONSTRUCT 6 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS, AND INTERSECTION IMPROVEMENTS

Request: SPLIT PROJECT, CHANGE TIP CODE TO 11726.3; REVISE LIMITS AS RIVERFRONT BOULEVARD FROM UNION PACIFIC RAILROAD TO NORTH OF CONTINENTAL AVENUE; DELETE ROW AND UTIL PHASES, DECREASE CONSTRUCTION FUNDING; DECREASE IN FUNDING OFFSETS AN INCREASE ON TIP 11726.4/CSJ 0918-45-908

Comment: LOCAL CONTRIBUTION PAID BY CITY OF DALLAS

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-45-885	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$2,640,000	\$660,000	\$0	\$3,300,000
2013	ENG	0918-45-885	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,309,735	\$1,309,735
Phase Subtotal:				\$0	\$0	\$2,640,000	\$660,000	\$1,309,735	\$4,609,735
2013	ROW	0918-45-885	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2013	UTIL	0918-45-885	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$50,000	\$50,000
2013	CON	0918-45-885	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$26,487,713	\$7,882,027	\$0	\$34,369,740
Grand Total:				\$0	\$0	\$29,127,713	\$8,542,027	\$1,459,735	\$39,129,475

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-45-885	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,350,000	\$1,350,000
2013	CON	0918-45-885	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$6,840,000	\$1,710,000	\$0	\$8,550,000
Grand Total:				\$0	\$0	\$6,840,000	\$1,710,000	\$1,350,000	\$9,900,000

Revisions since STTC Meeting: ADDED "CSJ 0918-45-908" TO REQUEST

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11726.4 **Facility:** CS

Location/Limits From: RIVERFRONT BLVD FROM CADIZ STREET

Modification #: 2015-0465

Implementing Agency: DALLAS CO

Location/Limits To: UNION PACIFIC RAILROAD

County: DALLAS **CSJ:** 0918-45-908

City: DALLAS **Desc:** RECONSTRUCT 6 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS

Request: SPLIT FROM 11726, ACKNOWLEDGE RTR INTEREST ACCRUED TO DATE OF \$396,366 AND APPROVE ITS USE FOR CONSTRUCTION PHASE; ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT OFFSET BY A DECREASE ON TIP 11726.3/CSJ 0918-45-885

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-45-908	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$2,640,000	\$660,000	\$0	\$3,300,000
2013	ROW	0918-45-908	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$40,000	\$10,000	\$0	\$50,000
2015	UTIL	0918-45-908	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$440,000	\$110,000	\$0	\$550,000
2016	CON	0918-45-908	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$19,564,079	\$4,891,020	\$0	\$24,455,099
2016	CON	0918-45-908	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,244,901	\$4,244,901
Phase Subtotal:				\$0	\$0	\$19,564,079	\$4,891,020	\$4,244,901	\$28,700,000
Grand Total:				\$0	\$0	\$22,684,079	\$5,671,020	\$4,244,901	\$32,600,000

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 51328 **Facility:** SP 303 **Location/Limits From:** ON ROSEDALE FROM STALCUP **Modification #:** 2015-0467
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 820
County: TARRANT **CSJ:** 2208-01-061
City: FORT WORTH **Desc:** RECONSTRUCT FACILITY FROM 4 UNDIVIDED TO 4 LANE DIVIDED ROADWAY
Request: INCREASE CONSTRUCTION FUNDING BY \$2,800,000 STP-MM (\$2,240,000 FEDERAL AND \$560,000 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$4,800,000 TOTAL (\$2,000,000 CAT 1 [\$1,600,000 FEDERAL AND \$400,000 STATE] AND \$2,800,000 STP-MM [\$2,240,000 FEDERAL AND \$560,000 LOCAL]) FOR CONSTRUCTION, AND DELAY CONSTRUCTION TO FY2016; INCREASE IN FUNDING OFFSET BY A DECREASE ON TIP 11252.2/CSJ 0902-48-453

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2208-01-061	SBPE:	\$88,190	\$22,047	\$0	\$0	\$0	\$110,237
2015	CON	2208-01-061	Cat 1:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$1,688,190	\$422,047	\$0	\$0	\$0	\$2,110,237

STTC APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2208-01-061	SBPE:	\$88,190	\$22,047	\$0	\$0	\$0	\$110,237
2016	CON	2208-01-061	Cat 1:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2016	CON	2208-01-061	Cat 7:	\$2,240,000	\$560,000	\$0	\$0	\$0	\$2,800,000
Phase Subtotal:				\$3,840,000	\$960,000	\$0	\$0	\$0	\$4,800,000
Grand Total:				\$3,928,190	\$982,047	\$0	\$0	\$0	\$4,910,237

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2208-01-061	SBPE:	\$88,190	\$22,047	\$0	\$0	\$0	\$110,237
2016	CON	2208-01-061	Cat 1:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2016	CON	2208-01-061	Cat 7:	\$2,240,000	\$0	\$0	\$560,000	\$0	\$2,800,000
Phase Subtotal:				\$3,840,000	\$400,000	\$0	\$560,000	\$0	\$4,800,000
Grand Total:				\$3,928,190	\$422,047	\$0	\$560,000	\$0	\$4,910,237

Revisions since STTC Meeting: REVISED STP-MM MATCH FROM STATE TO LOCAL

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11716 Facility: US 75

Location/Limits From: PRESIDENT GEORGE BUSH TURNPIKE (PGBT)

Modification #: 2015-0468

Implementing Agency: TXDOT-DALLAS

Location/Limits To: PARK BOULEVARD EXIT RAMP

County: COLLIN CSJ: 0047-06-133

City: PLANO Desc: WIDEN DIRECT CONNECT RAMPS FROM PGBT TO NORTHBOUND US 75 AND FROM SOUTHBOUND US 75 TO THE PGBT; WIDEN THE DART RAILROAD BRIDGE AND PLANO PKWY BRIDGE OVERPASSES; CONSTRUCT AN AUXILIARY LANE ON NORTHBOUND US 75 TO THE PARK BLVD EXIT RAMP; BOTTLENECK REMOVAL

Request: INCREASE CONSTRUCTION FUNDING DUE TO COST INCREASE AND DELAY CONSTRUCTION TO FY2016

Comment: LOCAL CONTRIBUTION PAID BY NTTA; A PORTION OF THE COST INCREASE MAY COME FROM TxDOT FUNDS

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0047-06-133	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2015	ENG	0047-06-133	SBPE:	\$0	\$2,800,000	\$0	\$0	\$0	\$2,800,000
Phase Subtotal:				\$0	\$2,800,000	\$1,500,000	\$0	\$0	\$4,300,000
2015	ROW	0047-06-133	S102:	\$440,000	\$110,000	\$0	\$0	\$0	\$550,000
2015	CON	0047-06-133	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,627,466	\$0	\$0	\$2,627,466
2015	CON	0047-06-133	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000
2015	CON	0047-06-133	Cat 7:	\$23,500,000	\$5,875,000	\$0	\$0	\$0	\$29,375,000
Phase Subtotal:				\$23,500,000	\$5,875,000	\$2,627,466	\$0	\$2,500,000	\$34,502,466
Grand Total:				\$23,940,000	\$8,785,000	\$4,127,466	\$0	\$2,500,000	\$39,352,466

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0047-06-133	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
2015	ENG	0047-06-133	SBPE:	\$0	\$2,800,000	\$0	\$0	\$0	\$2,800,000
Phase Subtotal:				\$0	\$2,800,000	\$1,500,000	\$0	\$0	\$4,300,000
2015	ROW	0047-06-133	S102:	\$440,000	\$110,000	\$0	\$0	\$0	\$550,000
2016	CON	0047-06-133	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,627,466	\$0	\$0	\$2,627,466
2016	CON	0047-06-133	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000
2016	CON	0047-06-133	Cat 7:	\$30,178,194	\$7,544,549	\$0	\$0	\$0	\$37,722,743
Phase Subtotal:				\$30,178,194	\$7,544,549	\$2,627,466	\$0	\$2,500,000	\$42,850,209
Grand Total:				\$30,618,194	\$10,454,549	\$4,127,466	\$0	\$2,500,000	\$47,700,209

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 51422 **Facility:** IH 35E **Location/Limits From:** US 77 SOUTH OF WAXAHACHIE **Modification #:** 2015-0469
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** US 77 NORTH OF WAXAHACHIE
County: ELLIS **CSJ:** 0048-04-079
City: WAXAHACHIE **Desc:** RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES
Request: ADD STP-MM FUNDS TO CONSTRUCTION PHASE FOR AMENITIES AND DECREASE PROP 1 AND CAT 1 FUNDS DUE TO A COST SAVINGS AT LETTING
Comment: LOCAL CONTRIBUTION PAID BY WAXAHACHIE; NCTCOG/RTC CONTRIBUTION IS FOR AMENITIES ONLY AND IS CONTINGENT UPON TXDOT CLEANING UP THE MAINTENANCE AND STORAGE AREAS ALONG THE CORRIDOR; PROJECT HAS A SUBSTANTIAL COST SAVINGS DUE TO LOWER BID THAN EXPECTED

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0048-04-079	SBPE:	\$4,540,903	\$1,135,226	\$0	\$0	\$0	\$5,676,129
2015	ROW	0048-04-079	S102:	\$2,270,452	\$567,613	\$0	\$0	\$0	\$2,838,065
2015	CON	0048-04-079	Cat 1:	\$1,255,020	\$313,755	\$0	\$0	\$0	\$1,568,775
2015	CON	0048-04-079	Cat 1 - Prop 1:	\$0	\$5,156,001	\$0	\$0	\$0	\$5,156,001
2015	CON	0048-04-079	Cat 2 - Prop 1:	\$0	\$8,111,761	\$0	\$0	\$0	\$8,111,761
2015	CON	0048-04-079	Cat 11 - Prop 1:	\$0	\$3,167,071	\$0	\$0	\$0	\$3,167,071
2015	CON	0048-04-079	Cat 12:	\$96,000,000	\$24,000,000	\$0	\$0	\$0	\$120,000,000
Phase Subtotal:				\$97,255,020	\$40,748,588	\$0	\$0	\$0	\$138,003,608
Grand Total:				\$104,066,375	\$42,451,427	\$0	\$0	\$0	\$146,517,802

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0048-04-079	SBPE:	\$4,540,903	\$1,135,226	\$0	\$0	\$0	\$5,676,129
2015	ROW	0048-04-079	S102:	\$2,270,452	\$567,613	\$0	\$0	\$0	\$2,838,065
2015	CON	0048-04-079	Cat 1:	\$221,901	\$55,475	\$0	\$0	\$0	\$277,376
2015	CON	0048-04-079	Cat 1 - Prop 1:	\$0	\$1,948,520	\$0	\$0	\$0	\$1,948,520
2015	CON	0048-04-079	Cat 2 - Prop 1:	\$0	\$1,948,520	\$0	\$0	\$0	\$1,948,520
2015	CON	0048-04-079	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$177,000	\$177,000
2015	CON	0048-04-079	Cat 4 - Prop 1:	\$0	\$1,948,520	\$0	\$0	\$0	\$1,948,520
2015	CON	0048-04-079	Cat 7:	\$341,154	\$85,289	\$0	\$0	\$0	\$426,443
2015	CON	0048-04-079	Cat 12:	\$96,000,000	\$24,000,000	\$0	\$0	\$0	\$120,000,000
Phase Subtotal:				\$96,563,055	\$29,986,324	\$0	\$0	\$177,000	\$126,726,379
Grand Total:				\$103,374,410	\$31,689,163	\$0	\$0	\$177,000	\$135,240,573

Revisions since STTC Meeting: ADDED "AND DECREASE PROP 1 AND CAT 1 FUNDS DUE TO A COST SAVINGS AT LETTING" TO REQUEST

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 55104 **Facility:** US 377 **Location/Limits From:** SL 288 **Modification #:** 2015-0470

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** US 380

County: DENTON **CSJ:** 0135-10-057

City: DENTON **Desc:** ADD RAISED MEDIAN WITH LEFT TURN LANES, ADD RIGHT TURN LANES AND RESTRIPE FOR SHARED USE

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

REVISION REQUESTED:										
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total	
2035	ENG	0135-10-057	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
2035	ROW	0135-10-057	S102:	\$5,280,000	\$1,320,000	\$0	\$0	\$0	\$0	\$6,600,000
Grand Total:				\$5,280,000	\$2,320,000	\$0	\$0	\$0	\$0	\$7,600,000

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11754.1 Facility: CS

Location/Limits From: ON LAKESHORE DRIVE AT US 180/IH 20

Modification #: 2015-0471

Implementing Agency: TXDOT-FORT WORTH

County: PARKER CSJ: 0902-38-075

City: HUDSON OAKS Desc: IMPROVEMENTS AT LAKESHORE DRIVE, US 180, AND IH 20 FRONTAGE ROADS, CONSTRUCT TURNAROUND BRIDGE, AND WIDEN EXISTING LAKESHORE DRIVE BRIDGE TO ACCOMMODATE TURN LANES

Request: REVISE PHASING, FUNDING, AND INCREASE CONSTRUCTION FUNDING DUE TO LOW BID

Comment: LOCAL CONTRIBUTION PAID FOR BY HUDSON OAKS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ROW	0902-38-075	Cat 5:	\$129,280	\$0	\$0	\$32,320	\$0	\$161,600
2015	CON	0902-38-075	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$552,250	\$552,250
2015	CON	0902-38-075	Cat 5:	\$1,603,397	\$0	\$0	\$400,849	\$0	\$2,004,246
2015	CON	0902-38-075	Cat 11:	\$529,600	\$132,400	\$0	\$0	\$0	\$662,000
2015	CON	0902-38-075	Cat 12(C):	\$2,041,923	\$510,481	\$0	\$0	\$0	\$2,552,404
Phase Subtotal:				\$4,174,920	\$642,881	\$0	\$400,849	\$552,250	\$5,770,900
Grand Total:				\$4,304,200	\$642,881	\$0	\$433,169	\$552,250	\$5,932,500

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0902-38-075	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,307,641	\$1,307,641
2014	ROW	0902-38-075	Cat 5:	\$129,280	\$0	\$0	\$32,320	\$0	\$161,600
2015	ROW	0902-38-075	Cat 5:	\$139,573	\$0	\$0	\$34,893	\$0	\$174,466
2015	UTIL	0902-38-075	Cat 5:	\$208,800	\$0	\$0	\$52,200	\$0	\$261,000
2015	CON	0902-38-075	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$552,250	\$552,250
2015	CON	0902-38-075	Cat 5:	\$2,611,590	\$0	\$0	\$652,897	\$0	\$3,264,487
2015	CON	0902-38-075	Cat 11:	\$720,000	\$180,000	\$0	\$0	\$0	\$900,000
2015	CON	0902-38-075	Cat 12(C):	\$2,041,923	\$510,481	\$0	\$0	\$0	\$2,552,404
Phase Subtotal:				\$5,373,513	\$690,481	\$0	\$652,897	\$552,250	\$7,269,141
Grand Total:				\$5,851,166	\$690,481	\$0	\$772,310	\$1,859,891	\$9,173,848

Revisions since STTC Meeting: REVISED REQUEST FROM "INCREASE CONSTRUCTION FUNDING DUE TO LOW BID" TO THE ABOVE REQUEST

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 53082 Facility: US 287

Location/Limits From: SH 34

Modification #: 2015-0472

Implementing Agency: TXDOT-DALLAS

Location/Limits To: IH 45

County: ELLIS CSJ: 0172-08-053

City: ENNIS Desc: WIDEN 2-LANE UNDIVIDED HIGHWAY TO 4-LANE DIVIDED HIGHWAY WITH GRADE SEPARATED INTERCHANGES AND 0 TO 4 LANE FRONTAGE ROADS (ENNIS BYPASS; PHASE II)

Request: INCREASE CONSTRUCTION FUNDING BY \$6,079,862 STP-MM (\$4,863,890 FEDERAL AND \$1,215,972 STATE) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$76,539,862 TOTAL (\$56,000,000 CAT 12 [\$44,800,000 FEDERAL AND \$11,200,000 STATE] AND \$20,539,862 STP-MM [\$16,431,890 FEDERAL AND \$4,107,972 STATE]) FOR CONSTRUCTION; ADVANCE CONSTRUCTION TO FY2016

Comment: CAT 12 FUNDS FOR ROW PREVIOUSLY CONVERTED TO S102 FUNDS PER MO 113526

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0172-08-053	SBPE:	\$0	\$3,869,953	\$0	\$0	\$0	\$3,869,953
2015	ROW	0172-08-053	S102:	\$4,500,000	\$0	\$0	\$500,000	\$0	\$5,000,000
2017	CON	0172-08-053	Cat 7:	\$11,568,000	\$2,892,000	\$0	\$0	\$0	\$14,460,000
2017	CON	0172-08-053	Cat 12:	\$44,800,000	\$11,200,000	\$0	\$0	\$0	\$56,000,000
Phase Subtotal:				\$56,368,000	\$14,092,000	\$0	\$0	\$0	\$70,460,000
Grand Total:				\$60,868,000	\$17,961,953	\$0	\$500,000	\$0	\$79,329,953

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0172-08-053	SBPE:	\$0	\$3,869,953	\$0	\$0	\$0	\$3,869,953
2015	ROW	0172-08-053	S102:	\$4,500,000	\$0	\$0	\$500,000	\$0	\$5,000,000
2016	CON	0172-08-053	Cat 7:	\$16,431,890	\$4,107,972	\$0	\$0	\$0	\$20,539,862
2016	CON	0172-08-053	Cat 12:	\$44,800,000	\$11,200,000	\$0	\$0	\$0	\$56,000,000
Phase Subtotal:				\$61,231,890	\$15,307,972	\$0	\$0	\$0	\$76,539,862
Grand Total:				\$65,731,890	\$19,177,925	\$0	\$500,000	\$0	\$85,409,815

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 54134 **Facility:** SH 121 **Location/Limits From:** SOUTH OF FM 455 **Modification #:** 2015-0473
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF FM 455
County: COLLIN **CSJ:** 0549-03-024
City: ANNA **Desc:** RECONSTRUCT AND WIDEN TWO LANE RURAL HIGHWAY TO FOUR LANE DIVIDED ROADWAY
Request: REVISE LIMITS TO SH 121 FROM COLLIN COUNTY OUTER LOOP TO NORTH OF FM 455; INCREASE ENGINEERING FUNDING BY \$1,500,000 SBPE (\$1,500,000 STATE) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$2,000,000 SBPE (\$2,000,000 STATE) FOR ENGINEERING, INCREASE ROW FUNDING BY \$8,500,000 S102 (6,750,000 FEDERAL AND \$1,750,000 STATE) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$9,000,000 S102 (7,200,000 FEDERAL, \$900,000 STATE, AND \$900,000 LOCAL) FOR ROW

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0549-03-024	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2024	ROW	0549-03-024	S102:	\$450,000	\$50,000	\$0	\$0	\$0	\$500,000
Grand Total:				\$450,000	\$550,000	\$0	\$0	\$0	\$1,000,000

STTC APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0549-03-024	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2024	ROW	0549-03-024	S102:	\$7,200,000	\$1,800,000	\$0	\$0	\$0	\$9,000,000
Grand Total:				\$7,200,000	\$3,800,000	\$0	\$0	\$0	\$11,000,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0549-03-024	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2024	ROW	0549-03-024	S102:	\$7,200,000	\$900,000	\$0	\$900,000	\$0	\$9,000,000
Grand Total:				\$7,200,000	\$2,900,000	\$0	\$900,000	\$0	\$11,000,000

Revisions since STTC Meeting: REVISE FUNDING FOR ROW TO BE 80% FEDERAL, 10% STATE, AND 10% LOCAL; REVISE REQUEST FIELD TO MATCH

TIP Code: 55105 **Facility:** SL 9 **Location/Limits From:** US 67 **Modification #:** 2015-0475
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 35E
County: DALLAS **CSJ:** 2964-10-901
City: VARIOUS **Desc:** CONSTRUCT 0 TO 2 LANE FRONTAGE ROAD
Request: ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	2964-10-901	SBPE:	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
2035	ROW	2964-10-901	S102:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$6,500,000	\$0	\$0	\$0	\$14,500,000

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 20068 **Facility:** VA **Location/Limits From:** RENNER ROAD AT ALMA DRIVE, SH 190, AND **Modification #:** 2015-0476
Implementing Agency: RICHARDSON **Location/Limits To:** JUPITER, AND JUPITER AT SH 190
County: COLLIN **CSJ:** 0918-24-168
City: RICHARDSON **Desc:** ADDITIONAL LEFT TURN LANES AND/OR A RIGHT TURN BAYS AT FOUR INTERSECTIONS
Request: INCREASE CONSTRUCTION FUNDING BY \$700,000 RTR 121-CC2 (\$560,000 REGIONAL AND \$140,000 LOCAL) IN FY2013; INCREASE IN FUNDING OFFSET BY A DECREASE ON TIP 20276/CSJ 0918-24-189 AND TIP 20272/CSJ 0918-24-193

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-24-168	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$86,528	\$21,632	\$0	\$108,160
2013	CON	0918-24-168	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$838,698	\$209,674	\$0	\$1,048,372
Grand Total:				\$0	\$0	\$925,226	\$231,306	\$0	\$1,156,532

STTC APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-24-168	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$86,528	\$21,632	\$0	\$108,160
2013	CON	0918-24-168	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,398,698	\$349,674	\$0	\$1,748,372
Grand Total:				\$0	\$0	\$1,485,226	\$371,306	\$0	\$1,856,532

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-24-168	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$86,528	\$21,632	\$0	\$108,160
2013	CON	0918-24-168	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$838,698	\$209,674	\$0	\$1,048,372
2013	CON	0918-24-168	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$560,000	\$140,000	\$0	\$700,000
Phase Subtotal:				\$0	\$0	\$1,398,698	\$349,674	\$0	\$1,748,372
Grand Total:				\$0	\$0	\$1,485,226	\$371,306	\$0	\$1,856,532

Revisions since STTC Meeting: FUNDING REVISED TO MATCH THE ORIGINAL FUNDING SOURCES OF TIP 20276/CSJ 0918-24-189 AND TIP 20272/CSJ 0918-24-193, WHICH ARE THE SOURCES OF THE ADDITIONAL RTR FUNDS

TIP Code: 55106 **Facility:** SL 9 **Location/Limits From:** IH 45 **Modification #:** 2015-0480
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 20
County: DALLAS **CSJ:** 2964-10-902
City: VARIOUS **Desc:** CONSTRUCT 0 TO 2 LANE FRONTAGE ROAD
Request: ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	2964-10-902	SBPE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2035	ROW	2964-10-902	S102:	\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000
Grand Total:				\$10,800,000	\$7,700,000	\$0	\$0	\$0	\$18,500,000

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11934 **Facility:** IH 20

Location/Limits From: WEST OF BANKHEAD HIGHWAY

Modification #: 2015-0489

Implementing Agency: PARKER CO

Location/Limits To: EAST OF CENTERPOINT ROAD

County: PARKER **CSJ:** 0314-07-051

City: WEATHERFORD **Desc:** RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE BRIDGE AT BANKHEAD OVER IH 20 AND 2/3 LANE FRONTAGE ROAD AND RAMPS (PHASE 3 OF 3)

Request: REVISE LIMITS TO IH 20 FROM WEST OF BANKHEAD HIGHWAY TO EAST OF BANKHEAD HIGHWAY; REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 LANE BRIDGE TO 4 LANE BRIDGE AT BANKHEAD OVER IH 20, RAMP MODIFICATIONS AND 2 LANE FRONTAGE ROADS IN EACH DIRECTION WITH AN AUXILIARY LANE BETWEEN RAMPS WEST OF BANKHEAD, CONSTRUCT NEW U-TURN BRIDGE EAST OF BANKHEAD; DECREASE ENGINEERING FUNDING BY \$1,240,000 LOCAL CONTRIBUTION (\$1,240,000 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$200,000 LOCAL CONTRIBUTION (\$200,000 LOCAL) FOR ENGINEERING, ADVANCE ENGINEERING TO FY2015; ADD ENVIRONMENTAL PHASE OF \$50,000 LOCAL CONTRIBUTION (\$50,000 LOCAL) IN FY2015

Comment: LOCAL CONTRIBUTION PAID FOR BY PARKER CO

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0314-07-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,440,000	\$1,440,000
Grand Total:				\$0	\$0	\$0	\$0	\$1,440,000	\$1,440,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0314-07-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$200,000	\$200,000
2015	ENV	0314-07-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Grand Total:				\$0	\$0	\$0	\$0	\$250,000	\$250,000

Revisions since STTC Meeting: REVISE REQUEST TO CLARIFY THAT THE FRONTAGE ROADS ARE 2 LANES IN EACH DIRECTION

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11933 **Facility:** IH 20 **Location/Limits From:** WEST OF BANKHEAD HIGHWAY **Modification #:** 2015-0490
Implementing Agency: PARKER CO **Location/Limits To:** EAST OF CENTERPOINT ROAD
County: PARKER **CSJ:** 0314-07-053
City: WEATHERFORD **Desc:** RECONSTRUCT 2/3 LANE EASTBOUND FRONTAGE ROAD AND 2 NEW ON/OFF RAMPS (PHASE 2 OF 3)
Request: CANCEL PROJECT AND MOVE \$850,000 LOCAL CONTRIBUTION (\$850,000 LOCAL) FOR ENGINEERING TO TIP 11932/CSJ 0314-07-052; DECREASE IN FUNDING OFFSETS AN INCREASE IN FUNDING ON TIP 11932/CSJ 0314-07-052

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

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

Revisions since STTC Meeting: REVISED REQUEST TO SHOW THAT ENGINEERING FUNDS ARE MOVING TO TIP 11932 AND NOT TO TIP 11933

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11989.1 **Facility:** SH 170

Location/Limits From: TARRANT COUNTY LINE

Modification #: 2015-0492

Implementing Agency: TXDOT-DALLAS

Location/Limits To: WEST OF SH 114 INTERCHANGE

County: DENTON **CSJ:** 3559-01-005

City: VARIOUS **Desc:** CONSTRUCT GRADE SEPARATED INTERCHANGE AT PARISH LANE INTERSECTION-FRONTAGE ROAD BYPASS

Request: INCREASE CONSTRUCTION FUNDING AND CHANGE LOCAL CONTRIBUTION TO RTR 121-DE1; DELAY TO ENGINEERING TO FY2016 AND REVISE ENGINEERING TO 100% STATE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	3559-01-005	SBPE:	\$880,000	\$220,000	\$0	\$0	\$0	\$1,100,000
2016	CON	3559-01-005	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,332,800	\$5,332,800
2016	CON	3559-01-005	Cat 7:	\$2,133,760	\$533,440	\$0	\$0	\$0	\$2,667,200
2016	CON	3559-01-005	Cat 12:	\$6,400,000	\$1,600,000	\$0	\$0	\$0	\$8,000,000
Phase Subtotal:				\$8,533,760	\$2,133,440	\$0	\$0	\$5,332,800	\$16,000,000
Grand Total:				\$9,413,760	\$2,353,440	\$0	\$0	\$5,332,800	\$17,100,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	3559-01-005	SBPE:	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
2016	CON	3559-01-005	Cat 1:	\$465,094	\$116,273	\$0	\$0	\$0	\$581,367
2016	CON	3559-01-005	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$5,332,800	\$0	\$0	\$5,332,800
2016	CON	3559-01-005	Cat 7:	\$2,133,760	\$533,440	\$0	\$0	\$0	\$2,667,200
2016	CON	3559-01-005	Cat 12:	\$6,400,000	\$1,600,000	\$0	\$0	\$0	\$8,000,000
Phase Subtotal:				\$8,998,854	\$2,249,713	\$5,332,800	\$0	\$0	\$16,581,367
Grand Total:				\$8,998,854	\$3,349,713	\$5,332,800	\$0	\$0	\$17,681,367

Revisions since STTC Meeting: ADDED "AND REVISE ENGINEERING TO 100% STATE" TO THE ABOVE REQUEST

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11989.2 **Facility:** SH 170

Location/Limits From: EAST OF ROANOKE ROAD

Modification #: 2015-0493

Implementing Agency: TXDOT-DALLAS

Location/Limits To: DENTON COUNTY LINE

County: TARRANT **CSJ:** 3559-02-008

City: WESTLAKE **Desc:** CONSTRUCT GRADE SEPARATED INTERCHANGE AT PARISH LANE INTERSECTION - FRONTAGE ROAD BYPASS

Request: INCREASE CONSTRUCTION FUNDING; DELAY ENGINEERING TO FY2016 AND REVISE ENGINEERING TO 100% STATE

Comment: LOCAL CONTRIBUTION PAID BY TARRANT COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	3559-02-008	SBPE:	\$220,000	\$55,000	\$0	\$0	\$0	\$275,000
2016	CON	3559-02-008	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,666,500	\$1,666,500
2016	CON	3559-02-008	Cat 7:	\$666,800	\$166,700	\$0	\$0	\$0	\$833,500
2016	CON	3559-02-008	Cat 12:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
Phase Subtotal:				\$2,666,800	\$666,700	\$0	\$0	\$1,666,500	\$5,000,000
Grand Total:				<u>\$2,886,800</u>	<u>\$721,700</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,666,500</u>	<u>\$5,275,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	3559-02-008	SBPE:	\$0	\$275,000	\$0	\$0	\$0	\$275,000
2016	CON	3559-02-008	Cat 1:	\$145,342	\$36,335	\$0	\$0	\$0	\$181,677
2016	CON	3559-02-008	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,666,500	\$1,666,500
2016	CON	3559-02-008	Cat 7:	\$666,800	\$166,700	\$0	\$0	\$0	\$833,500
2016	CON	3559-02-008	Cat 12:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
Phase Subtotal:				\$2,812,142	\$703,035	\$0	\$0	\$1,666,500	\$5,181,677
Grand Total:				<u>\$2,812,142</u>	<u>\$978,035</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,666,500</u>	<u>\$5,456,677</u>

Revisions since STTC Meeting: ADDED "AND REVISE ENGINEERING TO 100% STATE" TO THE ABOVE REQUEST

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11990 **Facility:** VA **Location/Limits From:** PRESTON CENTER AREA ALONG NORTHWEST HIGHWAY **Modification #:** 2015-0496
Implementing Agency: NCTCOG **Location/Limits To:** AT PRESTON AND THE DALLAS NORTH TOLLWAY
County: DALLAS **CSJ:** N/A
City: DALLAS **Desc:** PLANNING STUDY TO REVIEW CONTEXT SENSITIVE URBAN DESIGN, LAND USE, ZONING, AND NEEDED OPERATIONS IMPROVEMENTS (SIGNALS AND INTERSECTIONS)
Request: INCREASE REGIONAL FUNDS BY \$50,000 AND DECREASE LOCAL FUNDS BY \$100,000 FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$350,000 RTC/LOCAL (\$250,000 REGIONAL AND \$100,000 LOCAL) FOR IMPLEMENTATION IN FY2015; FUNDS OFFSET BY A DECREASE IN TIP 11924 (SUSTAINABLE DEVELOPMENT CALL FOR PROJECTS FUNDING POOL)
Comment: NO RTC/LOCAL APPROVAL FORM NEEDED AS PART OF RTC/LOCAL PHASE 1 FUNDING POOL

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$200,000	\$200,000	\$0	\$400,000
Grand Total:				\$0	\$0	\$200,000	\$200,000	\$0	\$400,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$250,000	\$100,000	\$0	\$350,000
Grand Total:				\$0	\$0	\$250,000	\$100,000	\$0	\$350,000

Revisions since STTC Meeting: REVISED FY IN REQUEST FROM FY2011 TO FY2015

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11987 Facility: SH 114

Location/Limits From: TROPHY LAKE DR IN TROPHY CLUB

Modification #: 2015-0497

Implementing Agency: TXDOT-DALLAS

Location/Limits To: TARRANT CO LINE (WEST OF FM 1938)

County: DENTON CSJ: 0353-02-074

City: TROPHY CLUB Desc: WIDEN FREEWAY FROM 4 LANES TO 6 LANES

Request: INCREASE CONSTRUCTION FUNDING AND CHANGE LOCAL CONTRIBUTION TO RTR 121-DE1

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-02-074	SBPE:	\$0	\$450,000	\$0	\$0	\$0	\$450,000
2016	ROW	0353-02-074	S102:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2016	CON	0353-02-074	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,666,400	\$2,666,400
2016	CON	0353-02-074	Cat 7:	\$1,066,880	\$266,720	\$0	\$0	\$0	\$1,333,600
2016	CON	0353-02-074	Cat 12:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
Phase Subtotal:				\$4,266,880	\$1,066,720	\$0	\$0	\$2,666,400	\$8,000,000
Grand Total:				\$4,266,880	\$2,016,720	\$0	\$0	\$2,666,400	\$8,950,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-02-074	SBPE:	\$0	\$450,000	\$0	\$0	\$0	\$450,000
2016	ROW	0353-02-074	S102:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2016	CON	0353-02-074	Cat 1:	\$880,000	\$220,000	\$0	\$0	\$0	\$1,100,000
2016	CON	0353-02-074	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$3,399,660	\$0	\$0	\$3,399,660
2016	CON	0353-02-074	Cat 7:	\$1,360,272	\$340,068	\$0	\$0	\$0	\$1,700,340
2016	CON	0353-02-074	Cat 12:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
Phase Subtotal:				\$5,440,272	\$1,360,068	\$3,399,660	\$0	\$0	\$10,200,000
Grand Total:				\$5,440,272	\$2,310,068	\$3,399,660	\$0	\$0	\$11,150,000

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11988 **Facility:** SH 114 **Location/Limits From:** TARRANT CO LINE (WEST OF FM 1938) **Modification #:** 2015-0498
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** KIRKWOOD BLVD
County: TARRANT **CSJ:** 0353-03-093
City: WESTLAKE **Desc:** WIDEN FREEWAY FROM 4 TO 6 LANES
Request: INCREASE CONSTRUCTION FUNDING
Comment: LOCAL CONTRIBUTION PAID BY TARRANT COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-03-093	SBPE:	\$0	\$450,000	\$0	\$0	\$0	\$450,000
2015	ROW	0353-03-093	S102:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2016	CON	0353-03-093	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,666,400	\$2,666,400
2016	CON	0353-03-093	Cat 7:	\$1,066,880	\$266,720	\$0	\$0	\$0	\$1,333,600
2016	CON	0353-03-093	Cat 12:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
Phase Subtotal:				\$4,266,880	\$1,066,720	\$0	\$0	\$2,666,400	\$8,000,000
Grand Total:				\$4,266,880	\$2,016,720	\$0	\$0	\$2,666,400	\$8,950,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-03-093	SBPE:	\$0	\$450,000	\$0	\$0	\$0	\$450,000
2015	ROW	0353-03-093	S102:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2016	CON	0353-03-093	Cat 1:	\$1,420,000	\$355,000	\$0	\$0	\$0	\$1,775,000
2016	CON	0353-03-093	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,849,615	\$3,849,615
2016	CON	0353-03-093	Cat 7:	\$1,540,308	\$385,077	\$0	\$0	\$0	\$1,925,385
2016	CON	0353-03-093	Cat 12:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
Phase Subtotal:				\$6,160,308	\$1,540,077	\$0	\$0	\$3,849,615	\$11,550,000
Grand Total:				\$6,160,308	\$2,490,077	\$0	\$0	\$3,849,615	\$12,500,000

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11888.7 **Facility:** VA

Location/Limits From: M&O-UNMANNED AIRCRAFT SYSTEM PLANNING AND IMPLEMENTATION (ORDINANCE)

Modification #: 2015-0531

Implementing Agency: NCTCOG

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

City: VARIOUS **Desc:** UNMANNED AIRCRAFT SYSTEM PLANNING AND IMPLEMENTATION (ORDINANCE)

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND CHANGE SCOPE TO AVIATION COMPATIBLE LAND USE INCLUDING UNMANNED AIRCRAFT SYSTEM PLANNING AND IMPLEMENTATION, ORDINANCES, AND LAND USE SUPPORT

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$50,000	\$0	\$0	\$50,000
2017	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$50,000	\$0	\$0	\$50,000
2018	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Grand Total:				\$0	\$0	\$150,000	\$0	\$0	\$150,000

TIP Code: 20299 **Facility:** MH

Location/Limits From: ON DALLAS NORTH TOLLWAY FROM FM 428

Modification #: 2015-0539

Implementing Agency: DENTON CO

Location/Limits To: DENTON/COLLIN COUNTY LINE (CR 9)

County: VARIOUS **CSJ:** 0918-46-901

City: CELINA **Desc:** CONSTRUCT 0 TO 6 LANE NON-TOLLED FRONTAGE ROAD (DNT 4B EXTENSION)

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

Comment: PROJECT LOCATED IN COLLIN COUNTY BUT USING DENTON COUNTY RTR FUNDING; LOCAL CONTRIBUTION PAID BY DENTON COUNTY

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0918-46-901	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,600,000	\$2,600,000
2016	ROW	0918-46-901	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$50,000	\$12,500	\$0	\$62,500
2016	ROW	0918-46-901	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$337,500	\$337,500
Phase Subtotal:				\$0	\$0	\$50,000	\$12,500	\$337,500	\$400,000
2017	UTIL	0918-46-901	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$150,000	\$37,500	\$0	\$187,500
2017	UTIL	0918-46-901	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$812,500	\$812,500
Phase Subtotal:				\$0	\$0	\$150,000	\$37,500	\$812,500	\$1,000,000
2017	CON	0918-46-901	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,800,000	\$1,200,000	\$0	\$6,000,000
2017	CON	0918-46-901	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$16,500,000	\$16,500,000
Phase Subtotal:				\$0	\$0	\$4,800,000	\$1,200,000	\$16,500,000	\$22,500,000
Grand Total:				\$0	\$0	\$5,000,000	\$1,250,000	\$20,250,000	\$26,500,000

Revisions since STTC Meeting: CLARIFIED PROJECT TERMINI LIMITS FROM "DNT EXIT 4B FROM FM 428 TO DENTON/COLLIN COUNTY LINE" TO ABOVE LIMITS; REVISED COUNTY FROM DENTON TO VARIOUS

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 20277.1 Facility: CS

Location/Limits From: ON DALLAS PARKWAY FROM LEBANON RD

Modification #: 2015-0541

Implementing Agency: FRISCO

Location/Limits To: ELDORADO PKWY

County: COLLIN CSJ: 0918-24-207

City: FRISCO Desc: WIDEN NORTHBOUND AND SOUTHBOUND DALLAS PARKWAY FROM 2 LANES IN EACH DIRECTION TO 3 LANES IN EACH DIRECTION

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

Comment: COST OVERRUNS ARE THE RESPONSIBILITY OF THE CITY; LOCAL CONTRIBUTION BY CITY OF FRISCO

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-24-207	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,041,600	\$260,400	\$0	\$1,302,000
2015	CON	0918-24-207	Cat 3 - RTR 161 - CC2:	\$0	\$0	\$786,400	\$196,600	\$0	\$983,000
2015	CON	0918-24-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$8,317,000	\$8,317,000
Phase Subtotal:				\$0	\$0	\$786,400	\$196,600	\$8,317,000	\$9,300,000
Grand Total:				\$0	\$0	\$1,828,000	\$457,000	\$8,317,000	\$10,602,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-24-207	Cat 3 - RTR 161 - CC2:	\$0	\$0	\$786,400	\$196,600	\$0	\$983,000
2016	ENG	0918-24-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$67,000	\$67,000
Phase Subtotal:				\$0	\$0	\$786,400	\$196,600	\$67,000	\$1,050,000
2017	CON	0918-24-207	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,041,600	\$260,400	\$0	\$1,302,000
2017	CON	0918-24-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,198,000	\$2,198,000
Phase Subtotal:				\$0	\$0	\$1,041,600	\$260,400	\$2,198,000	\$3,500,000
Grand Total:				\$0	\$0	\$1,828,000	\$457,000	\$2,265,000	\$4,550,000

Revisions since STTC Meeting: ADDED "REVISE FUNDING SHARES AND" TO THE ABOVE REQUEST

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 20212 **Facility:** IH 20 **Location/Limits From:** WEST OF CARRIER PARKWAY **Modification #:** 2015-0557
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 1382 (BELT LINE ROAD)
County: DALLAS **CSJ:** 2374-04-049
City: GRAND PRAIRIE **Desc:** CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS AND RAMP MODIFICATIONS
Request: REVISE CONSTRUCTION FUNDING SOURCES AND INCREASE CONSTRUCTION FUNDING BY \$7,766,089 FOR CONSTRUCTION IN FY2016 WITH NO CHANGES TO ENGINEERING OR ROW

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2374-04-049	SBPE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2015	ROW	2374-04-049	S102:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2016	CON	2374-04-049	Cat 2:	\$15,200,000	\$3,800,000	\$0	\$0	\$0	\$19,000,000
2016	CON	2374-04-049	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$2,069,498	\$0	\$0	\$2,069,498
Phase Subtotal:				\$15,200,000	\$3,800,000	\$2,069,498	\$0	\$0	\$21,069,498
Grand Total:				\$15,200,000	\$7,800,000	\$2,069,498	\$0	\$0	\$25,069,498

STTC APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2374-04-049	SBPE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2015	ROW	2374-04-049	S102:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2016	CON	2374-04-049	Cat 2:	\$19,840,000	\$4,960,000	\$0	\$0	\$0	\$24,800,000
2016	CON	2374-04-049	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$4,035,587	\$0	\$0	\$4,035,587
Phase Subtotal:				\$19,840,000	\$4,960,000	\$4,035,587	\$0	\$0	\$28,835,587
Grand Total:				\$19,840,000	\$8,960,000	\$4,035,587	\$0	\$0	\$32,835,587

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2374-04-049	SBPE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2015	ROW	2374-04-049	S102:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2016	CON	2374-04-049	Cat 2:	\$2,240,000	\$560,000	\$0	\$0	\$0	\$2,800,000
2016	CON	2374-04-049	Cat 2 - Prop 1:	\$0	\$18,600,000	\$0	\$0	\$0	\$18,600,000
2016	CON	2374-04-049	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$1,235,587	\$0	\$0	\$1,235,587
2016	CON	2374-04-049	Cat 4 - Prop 1:	\$0	\$6,200,000	\$0	\$0	\$0	\$6,200,000
Phase Subtotal:				\$2,240,000	\$25,360,000	\$1,235,587	\$0	\$0	\$28,835,587
Grand Total:				\$2,240,000	\$29,360,000	\$1,235,587	\$0	\$0	\$32,835,587

Revisions since STTC Meeting: REVISED FUNDING TO INCLUDE PROP 1 THROUGH FUNDING SWAP WITH TIP 20290/CSJ 0353-06-057 (SH 114 AT TEXAS PLAZA BRIDGE) AND REVISED REQUEST TO MATCH

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55108 **Facility:** US 75 **Location/Limits From:** AT NORTHAVEN ROAD **Modification #:** 2015-0558

Implementing Agency: TXDOT-DALLAS

County: DALLAS **CSJ:** 0047-07-228

City: DALLAS **Desc:** CONSTRUCT BIKE/PEDESTRIAN BRIDGE OVER US 75

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

REVISION REQUESTED:										
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total	
2035	ENG	0047-07-228	SBPE:	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
2035	ROW	0047-07-228	S102:	\$675,000	\$75,000	\$0	\$0	\$0	\$0	\$750,000
Grand Total:				\$675,000	\$125,000	\$0	\$0	\$0	\$0	\$800,000

Revisions since STTC Meeting: REVISED SCOPE FROM "CONSTRUCT PEDESTRIAN BRIDGE..." TO "CONSTRUCT BIKE/PEDESTRIAN BRIDGE..."

TIP Code: 55109 **Facility:** IH 635 **Location/Limits From:** EAST OF US 75 **Modification #:** 2015-0559

Implementing Agency: TXDOT-DALLAS

Location/Limits To: KCS RR

County: DALLAS **CSJ:** 2374-01-180

City: VARIOUS **Desc:** CONSTRUCT NOISE WALLS AT VARIOUS LOCATIONS

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

REVISION REQUESTED:										
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total	
2035	ENG	2374-01-180	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2035	ROW	2374-01-180	S102:	\$4,050,000	\$450,000	\$0	\$0	\$0	\$0	\$4,500,000
Grand Total:				\$4,050,000	\$1,950,000	\$0	\$0	\$0	\$0	\$6,000,000

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55110 **Facility:** IH 635 **Location/Limits From:** KCS RR **Modification #:** 2015-0560
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 30
County: DALLAS **CSJ:** 2374-02-144
City: VARIOUS **Desc:** CONSTRUCT NOISE WALLS AT VARIOUS LOCATIONS
Request: ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	2374-02-144	SBPE:	\$0	\$750,000	\$0	\$0	\$0	\$750,000
2035	ROW	2374-02-144	S102:	\$2,250,000	\$250,000	\$0	\$0	\$0	\$2,500,000
Grand Total:				<u>\$2,250,000</u>	<u>\$1,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,250,000</u>

TIP Code: 55111 **Facility:** FM 548 **Location/Limits From:** NORTH OF US 80 **Modification #:** 2015-0561
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF SH 205
County: KAUFMAN **CSJ:** 2588-01-907
City: FORNEY **Desc:** WIDEN 2 TO 4 LANE URBAN ARTERIAL
Request: ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	2588-01-907	SBPE:	\$0	\$750,000	\$0	\$0	\$0	\$750,000
2035	ROW	2588-01-907	S102:	\$2,250,000	\$250,000	\$0	\$0	\$0	\$2,500,000
Grand Total:				<u>\$2,250,000</u>	<u>\$1,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,250,000</u>

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11798.9 **Facility:** VA

Location/Limits From: HIKE AND BIKE TRAILS AT LEWISVILLE LAKE FROM GARDEN RIDGE

Modification #: 2015-0569

Implementing Agency: TXDOT-DALLAS

Location/Limits To: FM 2181/SWISHER ROAD

County: DENTON **CSJ:** 0196-02-123

City: HIGHLAND VILLAGE **Desc:** HIKE & BIKE TRAILS; MITIGATION FOR PARKS AND CORPS PROPERTY AT VARIOUS LOCATIONS AT LAKE LEWISVILLE AND ASSOCIATED TRAILS

Request: REVISE LIMITS TO HIKE AND BIKE TRAILS AT LEWISVILLE LAKE FROM GARDEN RIDGE TO HIGHLAND VILLAGE ROAD

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0196-02-123	SBPE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2016	CON	0196-02-123	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,468,390	\$0	\$0	\$4,468,390
Grand Total:				\$0	\$400,000	\$4,468,390	\$0	\$0	\$4,868,390

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0196-02-123	SBPE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2016	CON	0196-02-123	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,468,390	\$0	\$0	\$4,468,390
Grand Total:				\$0	\$400,000	\$4,468,390	\$0	\$0	\$4,868,390

PROPOSED NOVEMBER 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 20290 Facility: SH 114

Location/Limits From: AT TEXAS PLAZA

Modification #: 2015-0570

Implementing Agency: TXDOT-DALLAS

County: DALLAS CSJ: 0353-06-057

City: IRVING Desc: CONSTRUCT 0 TO 4 LANE SIGNATURE BRIDGE ON NEW LOCATION

Request: REVISE LIMITS TO SH 114/TEXAS PLAZA BRIDGE FROM SL 12 TO SS 482; REVISE SCOPE TO CONSTRUCT 0 TO 4 LANE SIGNATURE BRIDGE AND RAMP MODIFICATIONS; REVISE CONSTRUCTION FUNDING

Comment: NCTCOG TO COORDINATE WITH CITY STAFF REGARDING POTENTIAL PARTNERSHIP THAT WOULD EXCHANGE LOCAL FUNDS FOR CATEGORY 12 FUNDS; LOCAL CONTRIBUTION PAID BY CITY OF IRVING; THIS PROJECT IS INCLUDED IN THE SEPTEMBER 2015 OUT-OF-CYCLE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-06-057	SBPE:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
2016	ROW	0353-06-057	S102:	\$0	\$4,400,000	\$0	\$0	\$0	\$4,400,000
2017	CON	0353-06-057	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$8,595,000	\$0	\$0	\$8,595,000
2017	CON	0353-06-057	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$5,120,000	\$0	\$0	\$5,120,000
2017	CON	0353-06-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,000,000	\$11,000,000
Phase Subtotal:				\$0	\$0	\$13,715,000	\$0	\$11,000,000	\$24,715,000
Grand Total:				\$960,000	\$4,640,000	\$13,715,000	\$0	\$11,000,000	\$30,315,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-06-057	SBPE:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
2016	ROW	0353-06-057	S102:	\$0	\$4,400,000	\$0	\$0	\$0	\$4,400,000
2016	CON	0353-06-057	Cat 2 - Prop 1:	\$0	\$16,500,000	\$0	\$0	\$0	\$16,500,000
2016	CON	0353-06-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,000,000	\$11,000,000
2016	CON	0353-06-057	Cat 4 - Prop 1:	\$0	\$5,500,000	\$0	\$0	\$0	\$5,500,000
Phase Subtotal:				\$0	\$22,000,000	\$0	\$0	\$11,000,000	\$33,000,000
Grand Total:				\$960,000	\$26,640,000	\$0	\$0	\$11,000,000	\$38,600,000

REVISION REQUESTED:

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

Revisions since STTC Meeting: PROP 1 FUNDS REPLACED BY CATEGORY 2 FUNDS THROUGH FUNDING SWAP WITH TIP 20212/CSJ 2374-04-049; REVISE THE ABOVE REQUEST TO INCLUDE "SIGNATURE BRIDGE" IN THE PROJECT SCOPE

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: NORTHEAST TRANSPORTATION SERVICES **Apportionment Year:** FY2016 PROGRAM OF PROJECTS **Modification #:** 2015-0607
Request: REFINE FY2016 PROGRAM OF PROJECTS **UZA:** DALLAS-FORT WORTH-ARLINGTON
Comment: 83,200 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 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>
12653.16	PURCHASE OF SERVICE	2016	CAPITAL	\$416,000	\$0	\$0	\$104,000	0	\$520,000
TOTAL:				\$416,000	\$0	\$0	\$104,000	0	\$520,000

STTC APPROVED:			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
12653.16	PURCHASE OF SERVICE	2016	CAPITAL	\$416,000	\$0	\$0	\$0	83,200	\$416,000	DECREASE LOCAL SHARE; ADD TDC
TOTAL:				\$416,000	\$0	\$0	\$0	83,200	\$416,000	

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>	BY PROJECT
12653.16	PURCHASE OF SERVICE	2016	CAPITAL	\$416,000	\$0	\$0	\$0	83,200	\$416,000	DECREASE LOCAL SHARE; ADD TDC
TOTAL:				\$416,000	\$0	\$0	\$0	83,200	\$416,000	

Revisions since STTC Meeting: EXAMPLE COMMENT

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

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.
REVISIONS SINCE STTC MEETING	Describes any revisions made to a modification since STTC took action on a project.

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0544

Request: REVISE AGENCY TO CITY OF ARLINGTON; REVISE FUNDING

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12651.15	OPERATING ASSISTANCE	2015	OPERATING	\$654,818	\$168,773	\$0	\$486,045	0	\$1,309,636
TOTAL:				\$654,818	\$168,773	\$0	\$486,045	0	\$1,309,636

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
12651.15	OPERATING ASSISTANCE	2015	OPERATING	\$654,818	\$224,749	\$0	\$430,069	0	\$1,309,636	REVISE AGENCY TO CITY OF ARLINGTON; REVISE FUNDING
TOTAL:				\$654,818	\$224,749	\$0	\$430,069	0	\$1,309,636	

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0549

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5339 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
12726.15	PURCHASE REPLACEMENT VEHICLES	2015	CAPITAL	\$418,016	\$0	\$0	\$73,768	0	\$491,784	ADD PROJECT
TOTAL:				\$418,016	\$0	\$0	\$73,768	0	\$491,784	

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0572

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 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>		
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$720,411	\$0	\$0	\$180,103	0	\$900,514		
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$315,367	\$0	\$0	\$0	0	\$315,367		
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:				\$1,207,778	\$0	\$0	\$252,103	20,000	\$1,459,881		

Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	DECREASE FUNDING	
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	INCREASE FUNDING	
12752.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE	
12765.15	OPERATING ASSISTANCE	2015	OPERATING	\$72,000	\$0	\$0	\$72,000	0	\$144,000	NO CHANGE	
TOTAL:				\$599,311	\$0	\$0	\$98,357	20,000	\$697,668		

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0573

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 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>	
12728.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$1,394,774	\$0	\$0	\$246,137	0	\$1,640,911	ADD PROJECT	
TOTAL:				\$1,394,774	\$0	\$0	\$246,137	0	\$1,640,911		

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0574

Request: REVISE AGENCY TO CITY OF ARLINGTON; REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 551,381 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12539.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$836,760	\$0	\$0	\$209,190	0	\$1,045,950
TOTAL:				\$836,760	\$0	\$0	\$209,190	0	\$1,045,950

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12036.16	BUS PREVENTIVE MAINTENANCE	2016	CAPITAL	\$129,779	\$0	\$0	\$0	25,956	\$129,779	ADD PROJECT (MPO TDCs)
12037.16	OPERATING ASSISTANCE - JARC	2016	OPERATING	\$600,000	\$0	\$0	\$600,000	0	\$1,200,000	ADD PROJECT
12079.16	CAPITAL COST OF CONTRACTING	2016	CAPITAL	\$875,708	\$0	\$0	\$0	525,425	\$875,708	ADD PROJECT (MPO TDCs)
12539.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$1,605,487	\$0	\$0	\$600,000	551,381	\$2,205,487	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0575

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 397,759 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12541.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$45,733	\$0	\$0	\$11,434	0	\$57,167
TOTAL:				\$45,733	\$0	\$0	\$11,434	0	\$57,167

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	\$751,472	\$0	\$0	\$0	150,295	\$751,472	ADD PROJECT (MPO TDCs)
12541.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12575.16	OPERATING ASSISTANCE	2016	OPERATING	\$375,000	\$0	\$0	\$375,000	0	\$750,000	ADD PROJECT
12576.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$1,208,546	\$0	\$0	\$0	181,282	\$1,208,546	ADD PROJECT (MPO TDCs)
12783.16	PURCHASE EXPANSION VEHICLES	2016	CAPITAL	\$441,209	\$0	\$0	\$0	66,182	\$441,209	ADD PROJECT (MPO TDCs)
TOTAL:				\$2,776,227	\$0	\$0	\$375,000	397,759	\$3,151,227	

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0576

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 128,190 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:								
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12545.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$650,000	\$0	\$0	\$162,500	0	\$812,500		
TOTAL:				\$650,000	\$0	\$0	\$162,500	0	\$812,500		
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY PROJECT	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12545.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12625.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$318,750	\$0	\$0	\$0	63,750	\$318,750	ADD PROJECT (MPO TDCs)	
12711.16	MOBILITY MANAGEMENT	2016	CAPITAL	\$112,500	\$0	\$0	\$0	22,500	\$112,500	ADD PROJECT (MPO TDCs)	
12712.16	ACQUISITION OF HARDWARE	2016	CAPITAL	\$17,000	\$0	\$0	\$0	3,400	\$17,000	ADD PROJECT (MPO TDCs)	
12713.16	ACQUISITION OF SOFTWARE	2016	CAPITAL	\$80,200	\$0	\$0	\$0	16,040	\$80,200	ADD PROJECT (MPO TDCs)	
12735.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$112,500	\$0	\$0	\$0	22,500	\$112,500	ADD PROJECT (MPO TDCs)	
TOTAL:				\$640,950	\$0	\$0	\$0	128,190	\$640,950		

Implementing Agency: TAPS PUBLIC TRANSIT

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0577

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: MCKINNEY

Comment: 146,995 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:								
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12512.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$2,492,353	\$0	\$0	\$623,089	0	\$3,115,442		
TOTAL:				\$2,492,353	\$0	\$0	\$623,089	0	\$3,115,442		
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY PROJECT	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12109.16	OPERATING ASSISTANCE	2016	OPERATING	\$2,039,766	\$0	\$0	\$2,039,766	0	\$4,079,532	ADD PROJECT	
12512.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12552.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$277,473	\$0	\$0	\$0	55,495	\$277,473	ADD PROJECT (MPO TDCs)	
12762.16	GENERAL PLANNING	2016	PLANNING	\$187,500	\$0	\$0	\$0	37,500	\$187,500	ADD PROJECT (MPO TDCs)	
12784.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$270,000	\$0	\$0	\$0	54,000	\$270,000	ADD PROJECT (MPO TDCs)	
TOTAL:				\$2,774,739	\$0	\$0	\$2,039,766	146,995	\$4,814,505		

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0578

Request: REVISE AGENCY TO CITY OF GRAND PRAIRIE; REFINE FY2016 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12650.16	OPERATING ASSISTANCE	2016	OPERATING	\$262,000	\$35,675	\$0	\$226,325	0	\$524,000	
TOTAL:				\$262,000	\$35,675	\$0	\$226,325	0	\$524,000	

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>	BY PROJECT
12650.16	OPERATING ASSISTANCE	2016	OPERATING	\$262,000	\$181,343	\$0	\$80,657	0	\$524,000	INCREASE STATE SHARE; DECREASE LOCAL SHARE
TOTAL:				\$262,000	\$181,343	\$0	\$80,657	0	\$524,000	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0579

Request: REFINE FY2016 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12644.16	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$1,279,523	\$0	\$0	\$319,881	0	\$1,599,404	
12678.16	PROGRAM ADMINISTRATION	2016	CAPITAL	\$220,428	\$0	\$0	\$0	0	\$220,428	
TOTAL:				\$1,499,951	\$0	\$0	\$319,881	0	\$1,819,832	

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

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0580

Request: REFINE FY2016 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12655.16	OPERATING ASSISTANCE	2016	OPERATING	\$70,420	\$0	\$0	\$70,420	0	\$140,840	
TOTAL:				\$70,420	\$0	\$0	\$70,420	0	\$140,840	

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
12655.16	OPERATING ASSISTANCE	2016	OPERATING	\$66,782	\$0	\$0	\$66,782	0	\$133,564	DECREASE FUNDING
TOTAL:				\$66,782	\$0	\$0	\$66,782	0	\$133,564	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0581

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 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
12730.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$3,573,099	\$0	\$0	\$630,547	0	\$4,203,646	ADD PROJECT
TOTAL:				\$3,573,099	\$0	\$0	\$630,547	0	\$4,203,646	

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0582

Request: REVISE AGENCY TO CITY OF GRAND PRAIRIE; REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 85,952 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12538.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$494,049	\$0	\$0	\$123,513	0	\$617,562	
TOTAL:				\$494,049	\$0	\$0	\$123,513	0	\$617,562	

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
12003.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$160,000	\$0	\$0	\$0	24,000	\$160,000	ADD PROJECT (MPO TDCs)
12006.16	BUS PREVENTIVE MAINTENANCE	2016	CAPITAL	\$209,757	\$0	\$0	\$0	41,952	\$209,757	ADD PROJECT (MPO TDCs)
12538.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12785.16	GENERAL PLANNING	2016	PLANNING	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$469,757	\$0	\$0	\$0	85,952	\$469,757	

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF MESQUITE

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0583

Request: REVISE AGENCY TO CITY OF MESQUITE; REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 34,070 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12540.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$460,000	\$0	\$0	\$115,000	0	\$575,000
TOTAL:				\$460,000	\$0	\$0	\$115,000	0	\$575,000

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>
12013.16	OPERATING ASSISTANCE - JARC	2016	OPERATING	\$350,000	\$0	\$0	\$350,000	0	\$700,000	ADD PROJECT
12540.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12701.16	ACQUISITION OF SOFTWARE	2016	CAPITAL	\$113,300	\$0	\$0	\$0	22,660	\$113,300	ADD PROJECT (MPO TDCs)
12702.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$57,050	\$0	\$0	\$0	11,410	\$57,050	ADD PROJECT (MPO TDCs)
TOTAL:				\$520,350	\$0	\$0	\$350,000	34,070	\$870,350	

Implementing Agency: COMMUNITY TRANSIT SERVICES

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0584

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<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>
12786.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$15,000	\$0	\$0	\$0	3,000	\$15,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$15,000	\$0	\$0	\$0	3,000	\$15,000	

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0585

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:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12028.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$45,124,966	\$0	\$0	\$11,281,242	0	\$56,406,208
12415.16	SYSTEM TRANSIT ENHANCEMENTS	2016	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824
12415.16	BUS TRANSIT ENHANCEMENTS	2016	CAPITAL	\$493,788	\$0	\$0	\$123,447	0	\$617,235
12515.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824
TOTAL:				\$46,660,072	\$0	\$0	\$11,665,019	0	\$58,325,091

Revision Requested:		FUNDING TABLE:								REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12028.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$47,499,661	\$0	\$0	\$11,621,544	202,697	\$59,121,205	INCREASE FUNDING; ADD TDC
12415.16	ASSOCIATED TRANSIT IMPROVEMENTS	2016	CAPITAL	\$563,601	\$0	\$0	\$140,901	0	\$704,502	CHANGE PROJECT DESCRIPTION; INCREASE FUNDING
12415.16	SYSTEM TRANSIT ENHANCEMENTS	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12515.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$563,601	\$0	\$0	\$140,901	0	\$704,502	INCREASE FUNDING
TOTAL:				\$48,626,863	\$0	\$0	\$11,903,346	202,697	\$60,530,209	

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0586

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2015-2018 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:							
<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>
12510.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$239,811	\$0	\$0	\$59,953	0	\$299,764
TOTAL:				\$239,811	\$0	\$0	\$59,953	0	\$299,764

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>
12510.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12750.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)
12781.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$9,600	\$0	\$0	\$0	1,920	\$9,600	ADD PROJECT (MPO TDCs)
12782.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$25,000	\$0	\$0	\$0	5,000	\$25,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$84,600	\$0	\$0	\$0	16,920	\$84,600	

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: TAPS PUBLIC TRANSIT

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0587

Request: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 497,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:						
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12307.15	ACQUISITION OF HARDWARE	2015	CAPITAL	\$125,000	\$0	\$0	\$0	25,000	\$125,000
12346.15	PROJECT ADMINISTRATION	2015	CAPITAL	\$60,000	\$0	\$0	\$0	12,000	\$60,000
12662.15	PURCHASE EXPANSION VEHICLES	2015	CAPITAL	\$1,400,000	\$0	\$0	\$0	210,000	\$1,400,000
12663.15	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12670.15	ACQUISITION OF SHOP EQUIPMENT	2015	CAPITAL	\$250,000	\$0	\$0	\$0	50,000	\$250,000
12672.15	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$350,000	\$0	\$0	\$0	70,000	\$350,000
12757.15	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12758.15	ACQUISITION OF RADIOS	2015	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000
12759.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2015	CAPITAL	\$250,000	\$0	\$0	\$0	50,000	\$250,000
12760.15	GENERAL PLANNING	2015	PLANNING	\$125,000	\$0	\$0	\$0	25,000	\$125,000
TOTAL:				\$2,835,000	\$0	\$0	\$0	497,000	\$2,835,000

STTC APPROVED:			FUNDING TABLE:							REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12307.15	ACQUISITION OF HARDWARE	2015	CAPITAL	\$125,000	\$0	\$0	\$0	25,000	\$125,000	NO CHANGE
12346.15	PROJECT ADMINISTRATION	2015	CAPITAL	\$60,000	\$0	\$0	\$0	12,000	\$60,000	NO CHANGE
12662.15	PURCHASE EXPANSION VEHICLES	2015	CAPITAL	\$1,400,000	\$0	\$0	\$0	210,000	\$1,400,000	NO CHANGE
12663.15	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12670.15	ACQUISITION OF SHOP EQUIPMENT	2015	CAPITAL	\$250,000	\$0	\$0	\$0	50,000	\$250,000	NO CHANGE
12672.15	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$350,000	\$0	\$0	\$0	70,000	\$350,000	NO CHANGE
12757.15	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12758.15	ACQUISITION OF RADIOS	2015	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000	NO CHANGE
12759.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2015	CAPITAL	\$250,000	\$0	\$0	\$0	50,000	\$250,000	NO CHANGE
12760.15	GENERAL PLANNING	2015	PLANNING	\$125,000	\$0	\$0	\$0	25,000	\$125,000	NO CHANGE
12787.16	OPERATING ASSISTANCE	2015	OPERATING	\$15,997	\$0	\$0	\$15,997	0	\$31,994	ADD PROJECT
TOTAL:				\$2,850,997	\$0	\$0	\$15,997	497,000	\$2,866,994	

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12307.15	ACQUISITION OF HARDWARE	2015	CAPITAL	\$125,000	\$0	\$0	\$0	25,000	\$125,000	NO CHANGE
12346.15	PROJECT ADMINISTRATION	2015	CAPITAL	\$60,000	\$0	\$0	\$0	12,000	\$60,000	NO CHANGE
12662.15	PURCHASE EXPANSION VEHICLES	2015	CAPITAL	\$1,400,000	\$0	\$0	\$0	210,000	\$1,400,000	NO CHANGE
12663.15	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

12670.15	ACQUISITION OF SHOP EQUIPMENT	2015	CAPITAL	\$250,000	\$0	\$0	\$0	50,000	\$250,000	NO CHANGE
12672.15	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$350,000	\$0	\$0	\$0	70,000	\$350,000	NO CHANGE
12757.15	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12758.15	ACQUISITION OF RADIOS	2015	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000	NO CHANGE
12759.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2015	CAPITAL	\$250,000	\$0	\$0	\$0	50,000	\$250,000	NO CHANGE
12760.15	GENERAL PLANNING	2015	PLANNING	\$125,000	\$0	\$0	\$0	25,000	\$125,000	NO CHANGE
12787.15	OPERATING ASSISTANCE	2015	OPERATING	\$15,997	\$0	\$0	\$15,997	0	\$31,994	ADD PROJECT
TOTAL:				\$2,850,997	\$0	\$0	\$15,997	497,000	\$2,866,994	

Revisions since STTC Meeting: CORRECTED 12787.16 TO BE 12787.15

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0588

Request: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 69,500 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12628.15	PURCHASE REPLACEMENT VEHICLES	2015	CAPITAL	\$295,000	\$0	\$0	\$0	44,250	\$295,000
12747.15	ACQUISITION OF HARDWARE	2015	CAPITAL	\$10,000	\$0	\$0	\$0	2,000	\$10,000
12748.15	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$10,000	\$0	\$0	\$0	2,000	\$10,000
12749.15	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$56,250	\$0	\$0	\$0	11,250	\$56,250
12750.15	PROJECT ADMINISTRATION	2015	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000
TOTAL:				\$421,250	\$0	\$0	\$0	69,500	\$421,250

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>REVISION REQUESTED BY PROJECT</u>
12154.15	OPERATING ASSISTANCE	2015	OPERATING	\$76,581	\$0	\$0	\$76,581	0	\$153,162	ADD PROJECT
12628.15	PURCHASE REPLACEMENT VEHICLES	2015	CAPITAL	\$295,000	\$0	\$0	\$0	44,250	\$295,000	NO CHANGE
12747.15	ACQUISITION OF HARDWARE	2015	CAPITAL	\$10,000	\$0	\$0	\$0	2,000	\$10,000	NO CHANGE
12748.15	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$10,000	\$0	\$0	\$0	2,000	\$10,000	NO CHANGE
12749.15	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$56,250	\$0	\$0	\$0	11,250	\$56,250	NO CHANGE
12750.15	PROJECT ADMINISTRATION	2015	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	NO CHANGE
TOTAL:				\$497,831	\$0	\$0	\$76,581	69,500	\$574,412	

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0589

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 9,494,614 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>
12028.15	SYSTEM PREVENTIVE MAINTENANCE	2015	CAPITAL	\$45,363,747	\$0	\$0	\$0	9,072,750	\$45,363,747
12415.15	ASSOCIATED TRANSIT IMPROVEMENTS	2015	CAPITAL	\$538,903	\$0	\$0	\$134,726	0	\$673,629
12515.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2015	CAPITAL	\$538,903	\$0	\$0	\$134,726	0	\$673,629
TOTAL:				\$46,441,553	\$0	\$0	\$269,452	9,072,750	\$46,711,005

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>
12028.15	SYSTEM PREVENTIVE MAINTENANCE	2015	CAPITAL	\$47,473,070	\$0	\$0	\$0	9,494,614	\$47,473,070	INCREASE FUNDING
12415.15	ASSOCIATED TRANSIT IMPROVEMENTS	2015	CAPITAL	\$563,625	\$0	\$0	\$140,907	0	\$704,532	INCREASE FUNDING
12515.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2015	CAPITAL	\$563,625	\$0	\$0	\$140,907	0	\$704,532	INCREASE FUNDING
TOTAL:				\$48,600,320	\$0	\$0	\$281,814	9,494,614	\$48,882,134	

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0590

Request: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2015-2018 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	
12104.15	ASSOCIATED TRANSIT IMPROVEMENTS	2015	CAPITAL	\$50,847	\$0	\$0	\$12,712	0	\$63,559	
12354.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2015	CAPITAL	\$50,847	\$0	\$0	\$12,712	0	\$63,559	
12356.15	ADA PARATRANSIT SERVICE	2015	CAPITAL	\$508,469	\$0	\$0	\$127,118	0	\$635,587	
12465.15	OPERATING ASSISTANCE	2015	OPERATING	\$462,000	\$0	\$0	\$462,000	0	\$924,000	
12534.15	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$1,160,834	\$0	\$0	\$290,209	0	\$1,451,043	
12535.15	RAIL PREVENTIVE MAINTENANCE	2015	CAPITAL	\$2,750,000	\$0	\$0	\$687,500	0	\$3,437,500	
TOTAL:				\$4,982,997	\$0	\$0	\$1,592,251	0	\$6,575,248	

Revision Requested:

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT	
12104.15	ASSOCIATED TRANSIT IMPROVEMENTS	2015	CAPITAL	\$56,124	\$0	\$0	\$14,031	0	\$70,155	INCREASE FUNDING	
12354.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2015	CAPITAL	\$56,124	\$0	\$0	\$14,031	0	\$70,155	INCREASE FUNDING	
12356.15	ADA PARATRANSIT SERVICE	2015	CAPITAL	\$561,234	\$0	\$0	\$140,309	0	\$701,543	INCREASE FUNDING	
12465.15	OPERATING ASSISTANCE	2015	OPERATING	\$462,000	\$0	\$0	\$462,000	0	\$924,000	NO CHANGE	
12534.15	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$1,160,834	\$0	\$0	\$290,209	0	\$1,451,043	NO CHANGE	
12535.15	RAIL PREVENTIVE MAINTENANCE	2015	CAPITAL	\$2,139,700	\$0	\$0	\$534,925	0	\$2,674,625	DECREASE FUNDING	
12558.15	PURCHASE REPLACEMENT VEHICLES	2015	CAPITAL	\$1,176,325	\$0	\$0	\$207,587	0	\$1,383,912	ADD PROJECT	
TOTAL:				\$5,612,341	\$0	\$0	\$1,663,092	0	\$7,275,433		

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0591

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

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>
12033.15	SYSTEM PREVENTIVE MAINTENANCE	2015	CAPITAL	\$8,702,414	\$0	\$0	\$2,175,604	0	\$10,878,018
12034.15	ASSOCIATED TRANSIT IMPROVEMENTS	2015	CAPITAL	\$185,109	\$0	\$0	\$46,278	0	\$231,387
12390.15	PURCHASE REPLACEMENT VEHICLES	2015	CAPITAL	\$3,403,000	\$0	\$0	\$600,530	0	\$4,003,530
12549.15	ADA PARATRANSIT SERVICE	2015	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000
12731.15	OPERATING ASSISTANCE - JARC	2015	OPERATING	\$100,000	\$0	\$0	\$100,000	0	\$200,000
12732.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2015	CAPITAL	\$558,801	\$0	\$0	\$139,701	0	\$698,502
TOTAL:				\$14,149,324	\$0	\$0	\$3,362,113	0	\$17,511,437

Revision Requested:

Revision Requested:				FUNDING TABLE:						<u>REVISION REQUESTED</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12033.15	SYSTEM PREVENTIVE MAINTENANCE	2015	CAPITAL	\$9,205,894	\$0	\$0	\$2,301,474	0	\$11,507,368	INCREASE FUNDING
12034.15	ASSOCIATED TRANSIT IMPROVEMENTS	2015	CAPITAL	\$227,763	\$0	\$0	\$56,941	0	\$284,704	INCREASE FUNDING
12390.15	PURCHASE REPLACEMENT VEHICLES	2015	CAPITAL	\$3,403,000	\$0	\$0	\$600,530	0	\$4,003,530	NO CHANGE
12549.15	ADA PARATRANSIT SERVICE	2015	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	NO CHANGE
12731.15	OPERATING ASSISTANCE - JARC	2015	OPERATING	\$113,731	\$0	\$0	\$113,731	0	\$227,462	INCREASE FUNDING
12732.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2015	CAPITAL	\$558,801	\$0	\$0	\$139,701	0	\$698,502	NO CHANGE
TOTAL:				\$14,709,189	\$0	\$0	\$3,512,377	0	\$18,221,566	

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0592

Request: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 65,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12244.15	PURCHASE REPLACEMENT VEHICLES	2015	CAPITAL	\$300,000	\$0	\$0	\$0	45,000	\$300,000
12247.15	PROJECT ADMINISTRATION	2015	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000
12567.15	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$10,000	\$0	\$0	\$0	2,000	\$10,000
12664.15	ACQUISITION OF HARDWARE	2015	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000
12766.15	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2015	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000
TOTAL:				\$400,000	\$0	\$0	\$0	65,000	\$400,000

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY PROJECT
12244.15	PURCHASE REPLACEMENT VEHICLES	2015	CAPITAL	\$300,000	\$0	\$0	\$0	45,000	\$300,000	NO CHANGE
12246.15	OPERATING ASSISTANCE	2015	OPERATING	\$29,154	\$0	\$0	\$29,154	0	\$58,308	ADD PROJECT
12247.15	PROJECT ADMINISTRATION	2015	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	NO CHANGE
12567.15	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$10,000	\$0	\$0	\$0	2,000	\$10,000	NO CHANGE
12664.15	ACQUISITION OF HARDWARE	2015	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000	NO CHANGE
12766.15	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2015	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000	NO CHANGE
TOTAL:				\$429,154	\$0	\$0	\$29,154	65,000	\$458,308	

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0593

Request: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 204,132 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
12241.15	PROJECT ADMINISTRATION	2015	CAPITAL	\$139,238	\$0	\$0	\$0	27,848	\$139,238
12483.15	ACQUISITION OF HARDWARE	2015	CAPITAL	\$85,000	\$0	\$0	\$0	17,000	\$85,000
12484.15	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$175,380	\$0	\$0	\$0	35,076	\$175,380
12627.15	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$199,040	\$0	\$0	\$0	39,808	\$199,040
12717.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$104,000	\$0	\$0	\$0	20,800	\$104,000
12741.15	OPERATING ASSISTANCE - JARC	2015	OPERATING	\$263,000	\$0	\$0	\$263,000	0	\$526,000
12756.15	ACQUISITION OF BUS SIGNAGE	2015	CAPITAL	\$10,000	\$0	\$0	\$0	2,000	\$10,000
12764.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2015	CAPITAL	\$308,000	\$0	\$0	\$0	61,600	\$308,000
TOTAL:				\$1,283,658	\$0	\$0	\$263,000	204,132	\$1,546,658

Revision Requested:		FUNDING TABLE:								REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12151.15	OPERATING ASSISTANCE	2015	OPERATING	\$194,334	\$0	\$0	\$194,334	0	\$388,688	ADD PROJECT
12241.15	PROJECT ADMINISTRATION	2015	CAPITAL	\$139,238	\$0	\$0	\$0	27,848	\$139,238	NO CHANGE
12483.15	ACQUISITION OF HARDWARE	2015	CAPITAL	\$85,000	\$0	\$0	\$0	17,000	\$85,000	NO CHANGE
12484.15	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$175,380	\$0	\$0	\$0	35,076	\$175,380	NO CHAGE
12627.15	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$199,040	\$0	\$0	\$0	39,808	\$199,040	NO CHANGE
12716.15	ACQUISITION OF SIGNAGE	2015	CAPITAL	\$10,000	\$0	\$0	\$0	2,000	\$10,000	ADD PROJECT (MPO TDCs)
12717.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$104,000	\$0	\$0	\$0	20,800	\$104,000	NO CHANGE
12741.15	OPERATING ASSISTANCE - JARC	2015	OPERATING	\$263,000	\$0	\$0	\$263,000	0	\$526,000	NO CHANGE
12756.15	ACQUISITION OF BUS SIGNAGE	2015	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12764.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2015	CAPITAL	\$308,000	\$0	\$0	\$0	61,600	\$308,000	NO CHANGE
TOTAL:				\$1,477,992	\$0	\$0	\$457,334	204,132	\$1,935,346	

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0594

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2015-2018 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	BUS TRANSIT ENHANCEMENTS	2016	CAPITAL	\$44,552	\$0	\$0	\$11,138	0	\$55,690	
12354.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$44,552	\$0	\$0	\$11,138	0	\$55,690	
12356.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$375,000	\$0	\$0	\$93,750	0	\$468,750	
12465.16	OPERATING ASSISTANCE	2016	OPERATING	\$375,000	\$0	\$0	\$375,000	0	\$750,000	
12534.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$1,202,340	\$0	\$0	\$300,585	0	\$1,502,925	
12534.16	BUS PREVENTIVE MAINTENANCE	2016	CAPITAL	\$1,205,000	\$0	\$0	\$301,250	0	\$1,506,250	
12535.16	SYSTEM PREVENTIVE MAINTENANCE (RAIL)	2016	CAPITAL	\$1,437,467	\$0	\$0	\$359,367	0	\$1,796,834	
12535.16	RAIL PREVENTIVE MAINTENANCE	2016	CAPITAL	\$2,411,063	\$0	\$0	\$602,766	0	\$3,013,829	
TOTAL:				\$7,094,974	\$0	\$0	\$2,054,994	0	\$9,149,968	

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	PROJECT DESCRIPTION CHANGE; INCREASE FUNDING	
12354.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$56,124	\$0	\$0	\$14,031	0	\$70,155	INCREASE FUNDING	
12356.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$561,234	\$0	\$0	\$140,309	0	\$701,543	INCREASE FUNDING	
12465.16	OPERATING ASSISTANCE	2016	OPERATING	\$462,000	\$0	\$0	\$462,000	0	\$924,000	INCREASE FUNDING	
12534.16	BUS PREVENTIVE MAINTENANCE	2016	CAPITAL	\$1,160,834	\$0	\$0	\$290,209	0	\$1,451,043	DECREASE FUNDING	
12534.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12535.16	RAIL PREVENTIVE MAINTENANCE	2016	CAPITAL	\$2,750,000	\$0	\$0	\$687,500	0	\$3,437,500	INCREASE FUNDING	
12535.16	SYSTEM PREVENTIVE MAINTENANCE (RAIL)	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12558.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$453,779	\$0	\$0	\$80,079	0	\$533,858	ADD PROJECT	
TOTAL:				\$5,500,095	\$0	\$0	\$1,688,159	0	\$7,188,254		

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0595

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

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>
12033.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$1,973,450	\$0	\$0	\$493,363	0	\$2,466,813
12033.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$11,057,386	\$0	\$0	\$2,764,347	0	\$13,821,733
12033.16	RAIL PREVENTIVE MAINTENANCE	2016	CAPITAL	\$2,543,340	\$0	\$0	\$635,835	0	\$3,179,175
12033.16	BUS PREVENTIVE MAINTENANCE	2016	CAPITAL	\$11,203,269	\$0	\$0	\$2,800,818	0	\$14,004,087
12034.16	BUS TRANSIT ENHANCEMENTS	2016	CAPITAL	\$182,935	\$0	\$0	\$45,734	0	\$228,669
12390.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$3,403,000	\$0	\$0	\$600,530	0	\$4,003,530
12549.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000
TOTAL:				\$31,563,380	\$0	\$0	\$7,640,627	0	\$39,204,007

Revision Requested:

Revision Requested:			FUNDING TABLE:							<u>REVISION REQUESTED</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12033.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$9,138,160	\$0	\$0	\$2,284,540	0	\$11,422,700	DECREASE FUNDING
12033.16	RAIL PREVENTIVE MAINTENANCE	2016	CAPITAL	\$2,543,340	\$0	\$0	\$635,835	0	\$3,179,175	ADD PROJECT TO THE 2015-2018 TIP/STIP
12033.16	BUS PREVENTIVE MAINTENANCE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12034.16	ASSOCIATE TRANSIT IMPROVEMENTS	2016	CAPITAL	\$227,763	\$0	\$0	\$56,941	0	\$284,704	INCREASE FUNDING
12390.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$3,403,000	\$0	\$0	\$600,530	0	\$4,003,530	NO CHANGE
12549.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	NO CHANGE
12731.16	OPERATING ASSISTANCE - JARC	2016	OPERATING	\$100,000	\$0	\$0	\$100,000	0	\$200,000	ADD PROJECT
12732.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$558,801	\$0	\$0	\$139,701	0	\$698,502	ADD PROJECT
TOTAL:				\$17,171,064	\$0	\$0	\$4,117,547	0	\$21,288,611	

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0595

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5337 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>
12033.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$1,973,450	\$0	\$0	\$493,363	0	\$2,466,813
12033.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$11,057,386	\$0	\$0	\$2,764,347	0	\$13,821,733
12033.16	RAIL PREVENTIVE MAINTENANCE	2016	CAPITAL	\$2,543,340	\$0	\$0	\$635,835	0	\$3,179,175
12033.16	BUS PREVENTIVE MAINTENANCE	2016	CAPITAL	\$11,203,269	\$0	\$0	\$2,800,818	0	\$14,004,087
12034.16	BUS TRANSIT ENHANCEMENTS	2016	CAPITAL	\$182,935	\$0	\$0	\$45,734	0	\$228,669
12390.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$3,403,000	\$0	\$0	\$600,530	0	\$4,003,530
12549.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000
TOTAL:				\$31,563,380	\$0	\$0	\$7,640,627	0	\$39,204,007

Revision Requested:

Revision Requested:			FUNDING TABLE:							<u>REVISION REQUESTED</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12033.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$9,138,160	\$0	\$0	\$2,284,540	0	\$11,422,700	DECREASE FUNDING
12033.16	RAIL PREVENTIVE MAINTENANCE	2016	CAPITAL	\$2,543,340	\$0	\$0	\$635,835	0	\$3,179,175	ADD PROJECT TO THE 2015-2018 TIP/STIP
12033.16	BUS PREVENTIVE MAINTENANCE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12034.16	ASSOCIATE TRANSIT IMPROVEMENTS	2016	CAPITAL	\$227,763	\$0	\$0	\$56,941	0	\$284,704	INCREASE FUNDING
12390.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$3,403,000	\$0	\$0	\$600,530	0	\$4,003,530	NO CHANGE
12549.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	NO CHANGE
12731.16	OPERATING ASSISTANCE - JARC	2016	OPERATING	\$100,000	\$0	\$0	\$100,000	0	\$200,000	ADD PROJECT
12732.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$558,801	\$0	\$0	\$139,701	0	\$698,502	ADD PROJECT
TOTAL:				\$17,171,064	\$0	\$0	\$4,117,547	0	\$21,288,611	

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0596

Request: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 180,992 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 5309 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>		
12045.15	PURCHASE REPLACEMENT VEHICLES	2015	CAPITAL	\$1,028,488	\$0	\$0	\$0	154,274	\$1,028,488		
12751.15	ACQUISITION OF HARDWARE	2015	CAPITAL	\$24,120	\$0	\$0	\$0	4,824	\$24,120		
12767.15	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$109,470	\$0	\$0	\$0	21,894	\$109,470		
TOTAL:				\$1,162,078	\$0	\$0	\$0	180,992	\$1,162,078		

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>	
12045.15	PURCHASE REPLACEMENT VEHICLES	2015	CAPITAL	\$1,028,488	\$0	\$0	\$0	154,274	\$1,028,488	NO CHANGE	
12751.15	ACQUISITION OF HARDWARE	2015	CAPITAL	\$24,120	\$0	\$0	\$0	4,824	\$24,120	NO CHANGE	
12767.15	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$109,470	\$0	\$0	\$0	21,894	\$109,470	NO CHANGE	
12788.15	CONSTRUCTION OF TEXRAIL	2015	CAPITAL	\$50,000,000	\$0	\$0	\$12,500,000	0	\$62,500,000	ADD PROJECT	
TOTAL:				\$51,162,078	\$0	\$0	\$12,500,000	180,992	\$63,662,078		

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0597

Request: REFINE FY2016 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:								
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12542.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$130,165	\$0	\$0	\$32,542	0	\$162,707		
TOTAL:				\$130,165	\$0	\$0	\$32,542	0	\$162,707		

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>	
12542.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$0	\$0	\$0	\$0	0	\$0		

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTHEAST TRANSPORTATION SERVICES

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0598

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 64,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

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>		
12543.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$80,000	\$0	\$0	\$20,000	0	\$100,000		
TOTAL:				\$80,000	\$0	\$0	\$20,000	0	\$100,000		
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY PROJECT	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12543.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12600.16	CAPITAL COST OF CONTRACTING	2016	CAPITAL	\$320,000	\$0	\$0	\$0	64,000	\$320,000	ADD PROJECT (MPO TDCs)	
TOTAL:				\$320,000	\$0	\$0	\$0	64,000	\$320,000		

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0599

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 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:			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>		
12544.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$862,400	\$0	\$0	\$215,600	0	\$1,078,000		
TOTAL:				\$862,400	\$0	\$0	\$215,600	0	\$1,078,000		
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY PROJECT	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12247.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$70,000	\$0	\$0	\$0	14,000	\$70,000	ADD PROJECT (MPO TDCs)	
12544.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12567.16	ACQUISITION OF SOFTWARE	2016	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000	ADD PROJECT (MPO TDCs)	
12666.16	MOBILITY MANAGEMENT	2016	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000	ADD PROJECT (MPO TDCs)	
12696.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$252,000	\$0	\$0	\$0	50,400	\$252,000	ADD PROJECT (MPO TDCs)	
12710.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$14,400	\$0	\$0	\$0	2,880	\$14,400	ADD PROJECT (MPO TDCs)	
12789.16	ACQUISITION OF FARE COLLECTION EQUIPMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)	
TOTAL:				\$966,400	\$0	\$0	\$0	193,280	\$966,400		

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0600

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 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		
12509.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$99,374	\$0	\$0	\$24,844	0	\$124,218		
TOTAL:				\$99,374	\$0	\$0	\$24,844	0	\$124,218		
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY PROJECT	
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	ADD PROJECT (MPO TDCs)	
12509.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12627.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$468,000	\$0	\$0	\$0	93,600	\$468,000	ADD PROJECT (MPO TDCs)	
12716.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$40,000	\$0	\$0	\$0	8,000	\$40,000	ADD PROJECT (MPO TDCs)	
12717.16	MOBILITY MANAGEMENT	2016	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000	ADD PROJECT (MPO TDCs)	
12741.16	OPERATING ASSISTANCE-JARC	2016	OPERATING	\$350,000	\$0	\$0	\$350,000	0	\$700,000	ADD PROJECT	
12790.16	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2016	CAPITAL	\$150,000	\$0	\$0	\$0	30,000	\$150,000	ADD PROJECT (MPO TDCs)	
TOTAL:				\$1,371,000	\$0	\$0	\$350,000	204,200	\$1,721,000		

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: TAPS PUBLIC TRANSIT

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0601

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 85,500 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12511.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$540,000	\$0	\$0	\$135,000	0	\$675,000	
TOTAL:				\$540,000	\$0	\$0	\$135,000	0	\$675,000	
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>	BY PROJECT
12346.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$90,000	\$0	\$0	\$0	18,000	\$90,000	ADD PROJECT (MPO TDCs)
12511.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12760.16	GENERAL PLANNING	2016	PLANNING	\$187,500	\$0	\$0	\$0	37,500	\$187,500	ADD PROJECT (MPO TDCs)
12791.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$150,000	\$0	\$0	\$0	30,000	\$150,000	ADD PROJECT (MPO TDCs)
12792.16	OPERATING ASSISTANCE - JARC	2016	OPERATING	\$441,000	\$0	\$0	\$441,000	0	\$882,000	ADD PROJECT
TOTAL:				\$868,500	\$0	\$0	\$441,000	85,500	\$1,309,500	

Implementing Agency: CITY OF ARLINGTON

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0604

Request: REVISE AGENCY TO CITY OF ARLINGTON; REFINE FY2016 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12651.16	OPERATING ASSISTANCE	2016	OPERATING	\$654,818	\$168,773	\$0	\$486,045	0	\$1,309,636	
TOTAL:				\$654,818	\$168,773	\$0	\$486,045	0	\$1,309,636	
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
12651.16	OPERATING ASSISTANCE	2016	OPERATING	\$654,818	\$238,865	\$0	\$415,953	0	\$1,309,636	INCREASE STATE SHARE; DECREASE LOCAL SHARE
TOTAL:				\$654,818	\$238,865	\$0	\$415,953	0	\$1,309,636	

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF MESQUITE

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0605

Request: REVISE AGENCY TO CITY OF MESQUITE; REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12652.16	OPERATING ASSISTANCE	2016	OPERATING	\$250,000	\$0	\$0	\$250,000	0	\$500,000
TOTAL:				\$250,000	\$0	\$0	\$250,000	0	\$500,000

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>
12652.16	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12704.16	PURCHASE OF SERVICE	2016	CAPITAL	\$485,072	\$60,634	\$0	\$60,634	0	\$606,340	ADD PROJECT
TOTAL:				\$485,072	\$60,634	\$0	\$60,634	0	\$606,340	

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0606

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 40,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12649.16	PURCHASE OF SERVICE	2016	CAPITAL	\$200,000	\$0	\$0	\$0	40,000	\$200,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$200,000	\$0	\$0	\$0	40,000	\$200,000	

Implementing Agency: NORTHEAST TRANSPORTATION SERVICES

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0607

Request: REFINE FY2016 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 83,200 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 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>
12653.16	PURCHASE OF SERVICE	2016	CAPITAL	\$416,000	\$0	\$0	\$104,000	0	\$520,000
TOTAL:				\$416,000	\$0	\$0	\$104,000	0	\$520,000

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>
12653.16	PURCHASE OF SERVICE	2016	CAPITAL	\$416,000	\$0	\$0	\$0	83,200	\$416,000	DECREASE LOCAL SHARE; ADD TDC
TOTAL:				\$416,000	\$0	\$0	\$0	83,200	\$416,000	

PROPOSED NOVEMBER 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0608

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5339 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>	
12794.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$418,016	\$0	\$0	\$73,768	0	\$491,784	ADD PROJECT	
TOTAL:				\$418,016	\$0	\$0	\$73,768	0	\$491,784		

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0609

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 212,162 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12698.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$6,123,132	\$0	\$0	\$1,530,783	0	\$7,653,915
TOTAL:				\$6,123,132	\$0	\$0	\$1,530,783	0	\$7,653,915

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>	
12698.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12793.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$63,610	\$0	\$0	\$0	12,722	\$63,610	ADD PROJECT (MPO TDCs)	
12796.16	PURCHASE EXPANSION VEHICLES	2016	CAPITAL	\$1,329,597	\$0	\$0	\$0	199,440	\$1,329,597	ADD PROJECT (MPO TDCs)	
TOTAL:				\$1,393,207	\$0	\$0	\$0	212,162	\$1,393,207		

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2015-0610

Request: REFINE FY2016 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12697.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$435,725	\$0	\$0	\$108,932	0	\$544,657
TOTAL:				\$435,725	\$0	\$0	\$108,932	0	\$544,657

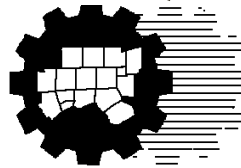
Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12697.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$0	\$0	\$0	\$0	0	\$0		

CENTREPORT TRE STATION REGIONAL TRAIL CONNECTION FOR POSSIBLE EMPLOYER LOCATION



Regional Transportation Council

October 8, 2015

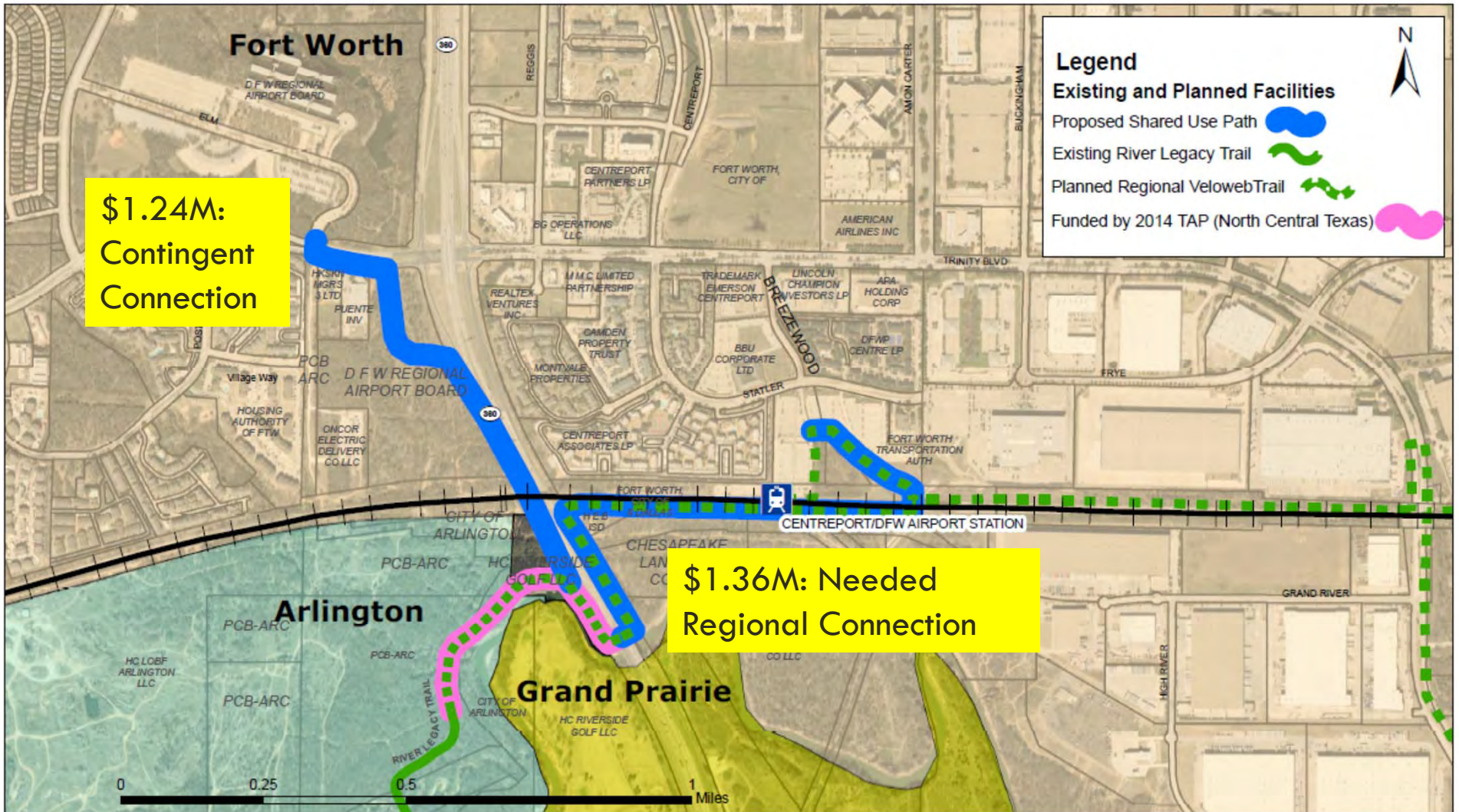


North Central Texas Council of Governments

Shared Use Path Connection to River Legacy Trail and Centreport TRE Station

\$2.6 Million Opinion of Probable Cost

UPDATED: 09/24/2015



Disclaimer: The parcels used in this map are for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. They do not represent an on-the-ground survey and represent only the approximate relative location of property boundaries.

CENTREPORT TRE STATION REGIONAL TRAIL CONNECTION

Project Overview

- **Constructs Approx. 1.5 Miles of Shared Use Path (Trail)**
- **Implements a Portion of the 64-mile, Fort Worth to Dallas Regional Trail Connection (from eastern Arlington connection to the CentrePort TRE Station in Fort Worth)**
- **Strategic Economic Provisional Spur to be Provided to Connect the Trail to the Site of a Potential Large Regional Employer**
- **Employer has Requested Transportation Improvements in the Bicycle and Pedestrian Area**
- **Construction of Spur Will be Contingent on Site Commitment**

REQUESTED FUNDING AWARD

CMAQ (Federal)

- \$2,080,000 (80 percent)

Required Minimum Local Match (City of Fort Worth)

- \$520,000 (20 percent)

Total Cost (Opinion of Probable Cost)

- \$2,600,000



REQUESTED ACTION

RECOMMEND APPROVAL OF:

**\$2,080,000 of Federal CMAQ Funds for the CentrePort TRE
Regional Trail Connection**

**-Ability to Administratively Amend the TIP/STIP to Include
the Project Funding**

**-Regional Connection to Advance and Strategic Spur to
Advance if Employer Locates on Site**



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2014 Annual Report



Alternative Fueling Station Locator



WebAward 2014 Energy Standard of Excellence

ANNUAL REPORT

The US Department of Energy's Clean Cities (DOE) Program has a goal of saving 2.5 billion gallons of petroleum per year by 2020. In order to track this progress, every coalition is required to submit an annual report to the US DOE.

DFWCC has a goal of increasing its petroleum reduction by 15 percent every year. The annual survey allows us to help track that progress. This information is used in speeches, reports, news articles, as well as funding updates to the State Energy Program and Congress. Additionally, the coalition is often called upon to provide data on the number and type of alternative fuels and clean technology vehicles in the Metroplex to help provide validity to air quality commitments in the State's air quality plan.

2014 Annual Report Results

DFW Clean Cities is happy to announce that we were recently awarded "Most Outreach/Media Activities" by the US Department of Energy during calendar year 2014! We would like to give a special thanks to all of our stakeholders and supporters for helping us receive this award.

2013 Annual Report Results

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TRANSPORTATION PUBLIC MEETINGS

OCTOBER 12 6:30 PM
MONDAY
 Hampton-Illinois
 Branch Library
 2951 South Hampton Road
 Dallas, TX 75224

OCTOBER 14 2:30 PM
WEDNESDAY
 North Central Texas
 Council of Governments
 616 Six Flags Drive
 Arlington, TX 76011

For anyone wanting to ride transit to the Oct. 14 public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-serve basis. To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Jahnae Stout at least 72 hours prior to the meeting at 817-608-2335 or jstout@nctcog.org.



**CentrePort/DFW Airport Station
 Arrival Options Oct. 14**

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

OCTOBER 15 6:30 PM
THURSDAY
 Fort Worth Intermodal
 Transportation Center
 1001 Jones Street
 Fort Worth, TX 76102

**A video recording of the Arlington meeting
 will be online at www.nctcog.org/input.**

For special accommodations due to a disability or language translation, contact Jahnae Stout at 817-608-2335 or jstout@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made. *Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2335 o por e-mail: jstout@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.*

Development of Mobility 2040

As the metropolitan planning organization for the Dallas-Fort Worth area, NCTCOG is required to maintain a long-range transportation plan that defines a blueprint for the region's multimodal transportation system and guides expenditures of local, state and federal transportation funds. This long-range plan must have a time horizon of at least 20 years. Staff is developing Mobility 2040, the next long-range transportation plan, and will present an overview of projects submitted for consideration in the plan, prioritization criteria and funding alternatives.

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

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

AirCheckTexas Program Resumes

The 84th Texas Legislature restored full funding for the AirCheckTexas Drive a Clean Machine Program, providing approximately \$87 million for Fiscal Year 2016 and Fiscal Year 2017. The AirCheckTexas Program is designed to help 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. This successful program has been extremely popular in years past and expects to replace over 6,000 vehicles in North Texas this fiscal year. Staff will be presenting information on the program's relaunch.

Other Information to be Highlighted at the Meetings:

- Clean Fleets North Texas Call for Projects



NCTCOGtrans



**North Central Texas
 Council of Governments**

MINUTES

**Regional Transportation Council
PUBLIC MEETINGS**

Proposition 1 Funding Recommendations

Public Transportation Agency Programs of Projects

Development of Mobility 2040

Meeting Dates and Locations

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

1. Tuesday, Sept. 8, 2015 – 6:30 pm – DCTA Downton Denton Transit Center (Denton); attendance: 8; moderated by Michael Morris
2. Wednesday, Sept. 9, 2015 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 21; moderated by Christie Gotti
3. Monday, Sept. 14, 2015 – 6:30 pm – Irving City Hall (Irving); attendance: 14; moderated by Christie Gotti

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. Proposition 1 Funding Recommendations – presented by Adam Beckom; Christie Gotti
2. Public Transportation Agency Programs of Projects – presented by Leah Brown; Jamie Patel
3. Development of Mobility 2040 – presented by Chad McKeown; Kendall Wendling

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 on Sept. 9, 2015, 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. Proposition 1 Funding Recommendations

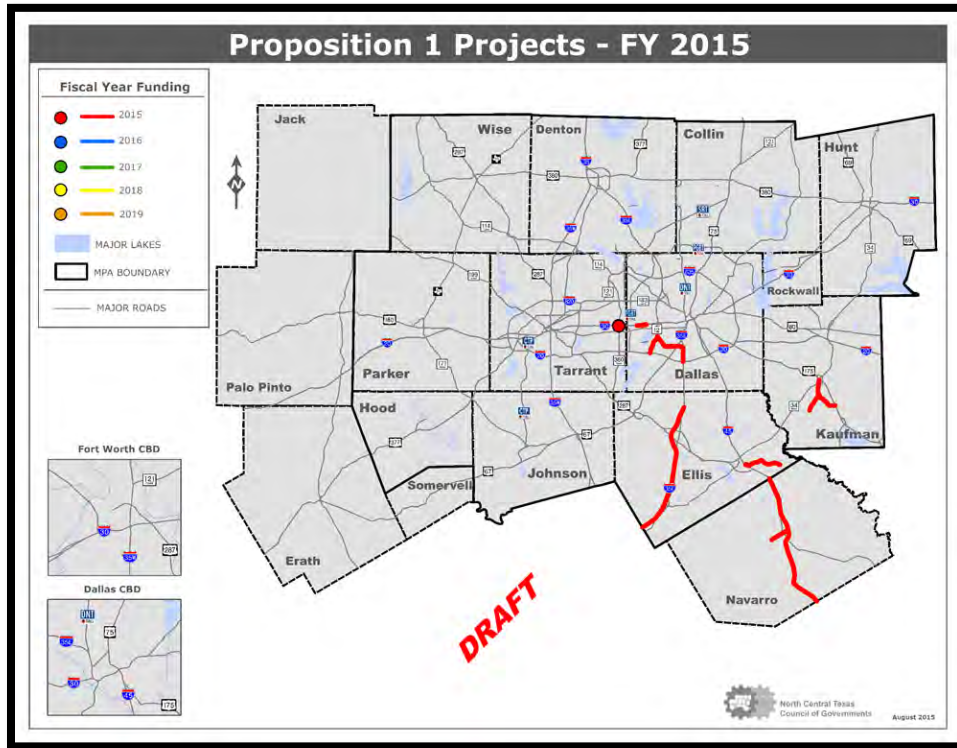
- **Year One (Phase 1)**
 - Proposition 1 provided \$1.74 billion to the State Highway Fund from the Rainy Day Fund
 - The Dallas-Fort Worth (DFW) Region received about \$367.6 million in year one (Calendar Year 2015)

- Finalized year one project selection in February 2015
- **Years Two/Three (Phase 2)**
 - In July 2015, Texas Department of Transportation (TxDOT) announced the draft allocation of about \$532.01 million to the DFW Region:
 - \$268.10 million in Fiscal Year (FY) 2016
 - \$263.91 million in FY 2017
- **Statewide Program Rules**
 - Projects must be on the Interstate Highway System or the State Highway System
 - Traditional roadway projects are eligible
 - Transit, bicycle/pedestrian and toll roads are ineligible
- **Project Selection Focus Areas Staff Recommendations**
 - Projects must be environmentally cleared in time to let in FY 2016 or FY 2017
 - Projects must be consistent with the Mobility Plan
 - Maintain sensitivity to existing projects with funding shortfalls
 - Continued focus on capacity, rather than maintenance
- **Project Selection Focus Areas Equity Principles**
 - Staff recommendation seeks to maintain:
 - Equitable distribution by county across the five-year period (FY 2015 – FY 2019)
 - Regional east-west equity
- **Anticipated Revenue in FY 2016 and FY 2017**
 - Year two revenue was announced by TxDOT in July 2015:

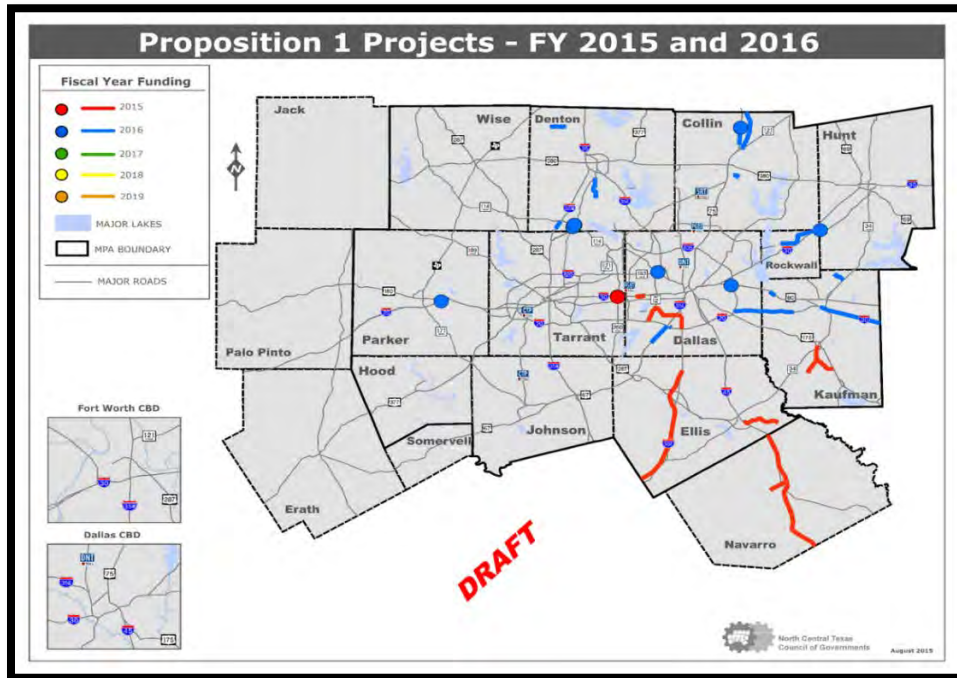
Funding Allocations		
\$ in Millions		
FY 2016	FY 2017	Total
\$268.10	\$263.91	\$532.01

- Anticipate approval of year two allocations by TxDOT in November 2015

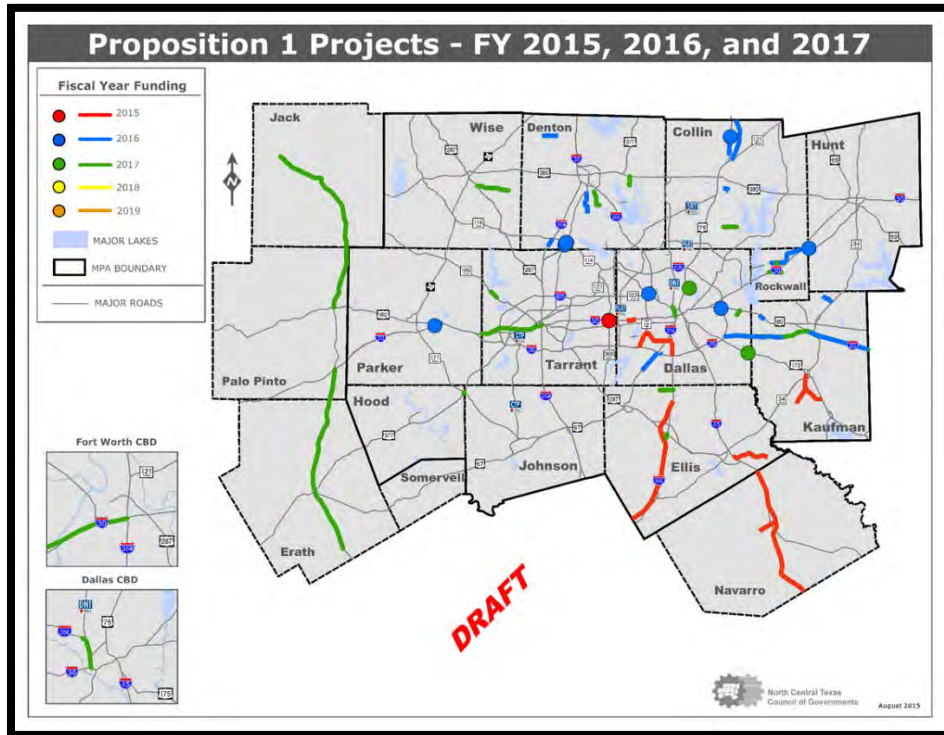
- Proposition 1 Projects – FY 2015



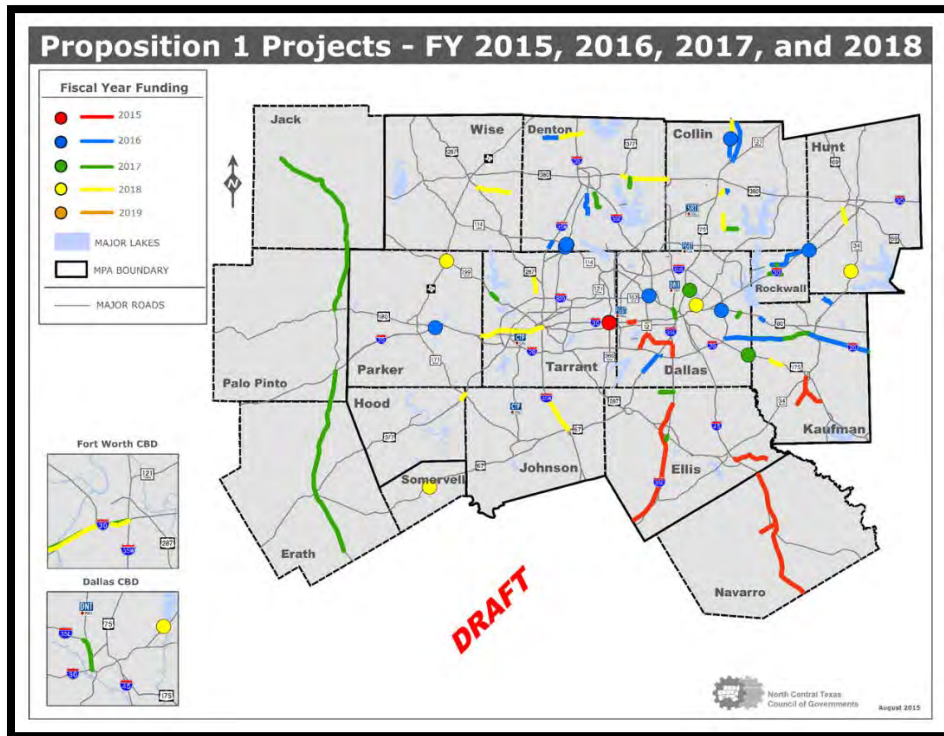
- Proposition 1 Projects – FY 2015 and 2016



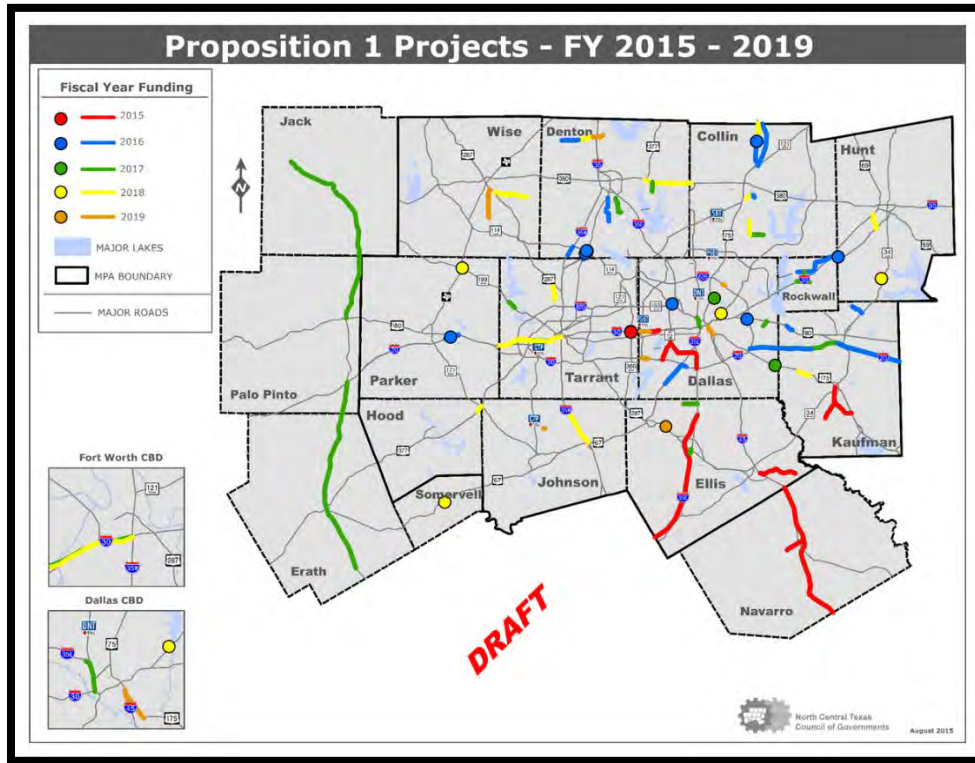
- Proposition 1 Projects – FY 2015, 2016 and 2017



- Proposition 1 Projects – FY 2015, 2016, 2017 and 2018



- **Proposition 1 Projects – FY 2015 - 2019**



- **Items Pending Further Review**

- Continue to seek Regional Toll Revenue (RTR)/Proposition 1 partnerships with Dallas and Collin counties
- Consider utilization of Proposition 7 funds on some projects (assumes a successful election in November 2015)
- Continue to constrain the list of projects to the draft allocation
- Receive public review and comment on the FY 2016 and FY 2017 projects

- **Phase 2 Projects Timeline**

- April – August 2015
 - North Central Texas Council of Governments and TxDOT coordination on projects
- July 2015
 - TxDOT released Proposition 1 allocations for FY 2016 and FY 2017
- August 2015
 - Surface Transportation Technical Committee information
- September 2015
 - Public meetings
 - Regional Transportation Council (RTC) information
 - Committee action
- October 2015
 - RTC action
- November 2015 +
 - Submit Proposition 1 projects to TxDOT

- Inclusion in the 2015-2018 and 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program (TIP/STIP)

B. Public Transportation Agency Programs of Projects

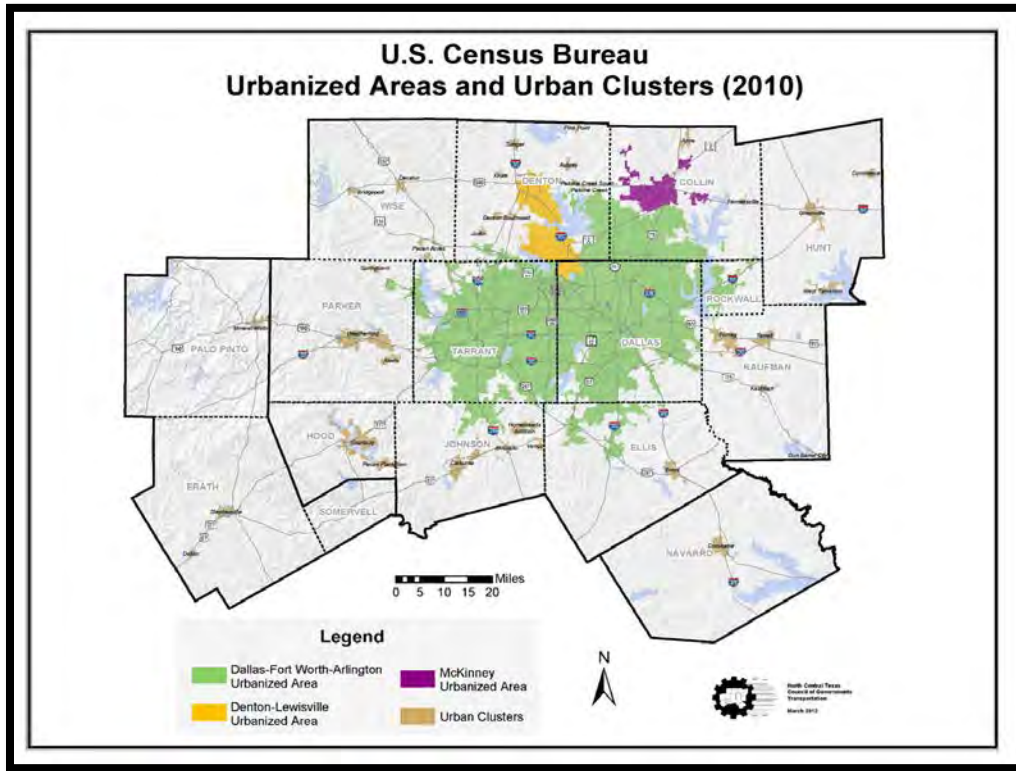
- **Types of Public Transportation**

- Fixed Route Bus
 - Regular service with a regular schedule
- Commuter Bus
 - Geared toward people needing access to employment
- Demand Response Bus
 - Nonemergency mode of transportation geared toward people with disabilities
- Rail
 - Moves large amounts of people and operates on a fixed schedule
 - Similar to fixed route bus

- **Federal Formula Funding Programs for Urban Areas**

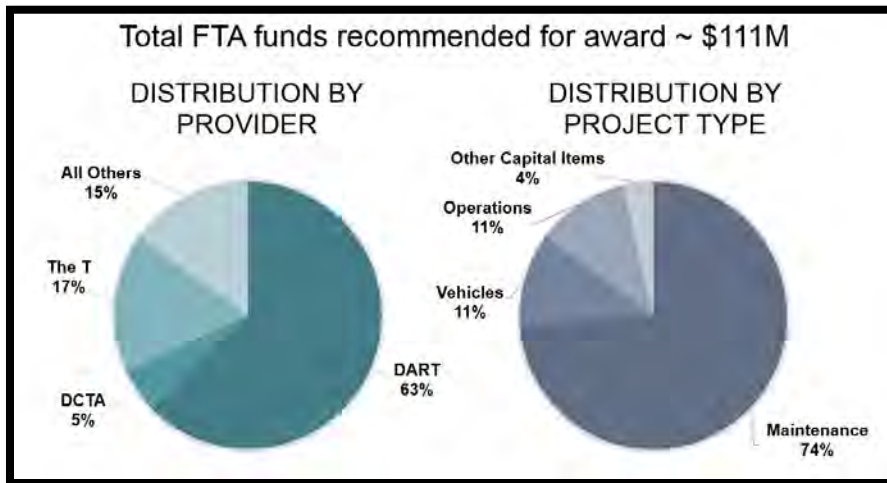
Section	Program	Purpose	Project Types
5307	Urbanized Area Formula (now includes Job Access projects)	Serve general public including low income workers	Capital Operating Planning
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of targeted populations	Capital Operating
5337	State of Good Repair	Maintain rail services	Capital
5339	Bus and Bus Facilities	Maintain bus services	Capital

- **U.S. Census Bureau Urbanized Areas and Clusters (2010)**



- **Awarding Federal Formula Funds in the Region**
 - Region receives approximately \$113 million in Federal Transit Administration (FTA) formula funds annually
 - Two processes to award the funds:
 - ≈ 2% set aside for a competitive call for projects
 - ≈ 98% available through Programs of Projects (POP)
 - The Programs of Projects (POP) describes how public transportation providers will use the FTA funds

- **Fiscal Year 2016 Programs of Projects**



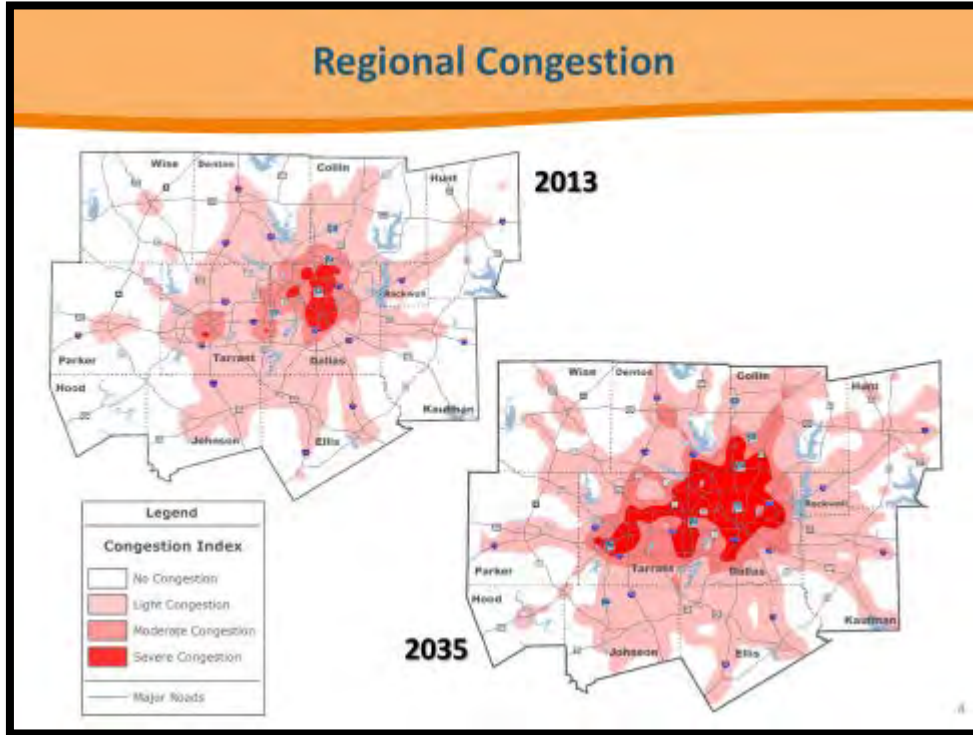
- **Transportation Development Credits for Small Transit Providers**
 - Transportation Development Credits (TDCs) are a non-cash financing tool used to eliminate the federal requirement for local matching funds.
 - The Regional Transportation Council (RTC) periodically awards TDCs for small transit providers.
 - Through the FY 2016 POP process, 2.45 million TDCs will be awarded.
- **Investing in Public Transportation**
 - Reduces roadway congestion and improves air quality
 - Provides access for people with mobility impairments
 - Has a positive economic impact within communities
- **The T's Transit System: FY 2016 Programs of Projects**
 - Member cities
 - Fort Worth
 - Richland Hills
 - Blue Mound
 - Grapevine (Partner)
 - Mission Statement
 - "We will provide quality public transportation to meet the mobility needs of our region."
 - Core services
 - Fixed route bus service
 - Para-transit bus service (MITS)
 - Trinity Railway Express (TRE) service
 - Special events service
 - Downtown bus circulator service (Molly)
 - Federal fund uses
 - Preventive maintenance on vehicles
 - Purchase of buses
 - Preventive maintenance on TRE
 - Operational support for MITS
 - Transportation improvements
 - Safety and security

C. Development of Mobility 2040

- **What is the metropolitan transportation plan?**
 - Represents a blueprint for the region's multimodal transportation system
 - Covers at least a 20-year timeframe
 - Responds to Regional Transportation Council goals
 - Identifies policies, programs, and projects for continued development
 - Guides the expenditure of federal and state transportation funds
- **Mobility 2035 – 2014 Amendment Summary**
 - Adopted by the Regional Transportation Council in November 2014
 - Calls for \$94.5 billion in transportation improvements through 2035
 - Recommends 2,200 new lane miles on the region's freeways, tollways and tolled managed lanes
 - Calls for 500 miles of passenger rail by 2035

- Supports off-street bicycle and pedestrian facilities
- Continues programs aimed at reducing travel and creating a more efficient transportation system
- Meets all applicable federal transportation planning and air quality regulations

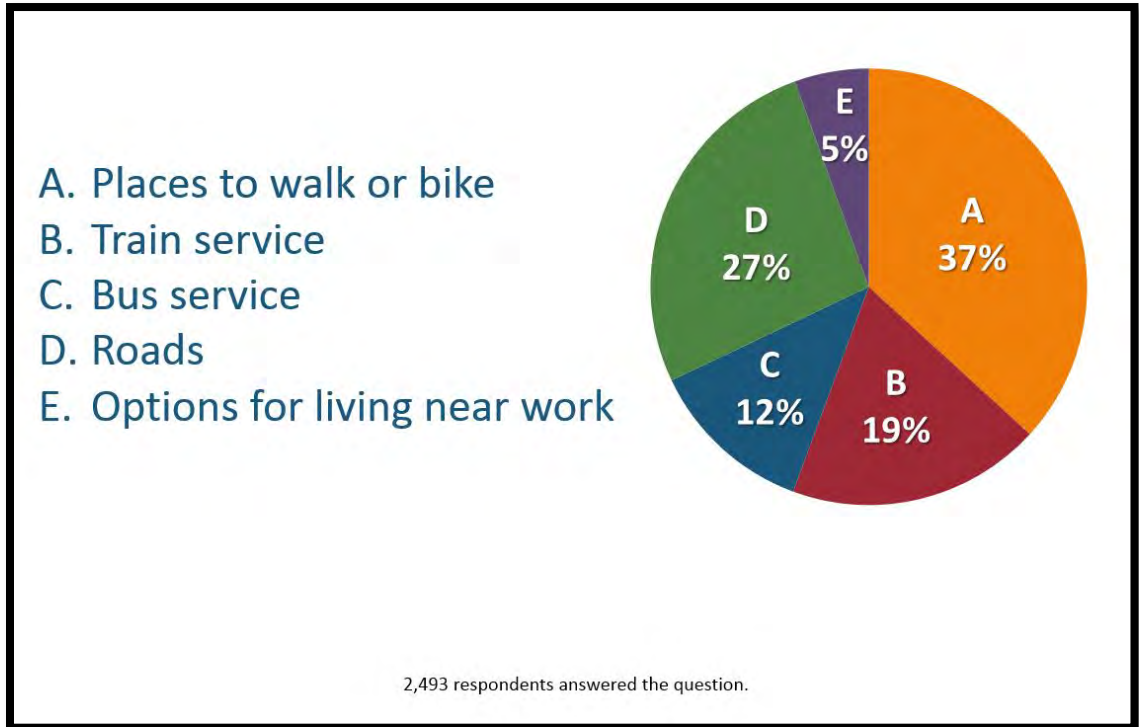
- **Regional Congestion**



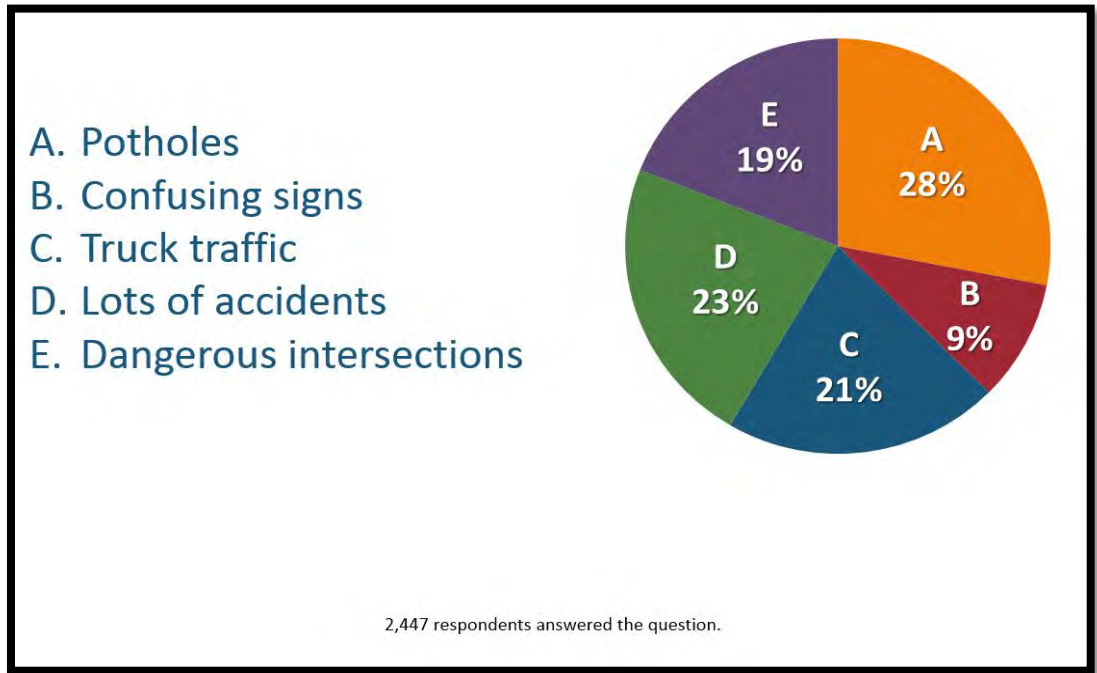
- **What is New for Mobility 2040?**

<p>Planning Horizon</p> <p>2040 (24 years)</p>	<p>Demographics</p> <p>Population by 2040: 10.7 million Employment by 2040: 6.7 million</p>	<p>Financial Assumptions</p> <p>Legislative action and RTC direction</p>
<p>Planning Requirements</p> <p>Legislative action and/or pending official guidance on MAP-21</p>	<p>Policy Considerations</p> <p>Focus on balance and integrated system connectivity More transportation options and choice</p>	<p>Recommendations</p> <p>Dependent on demographics, financial assumptions, planning requirements, and policy considerations</p>

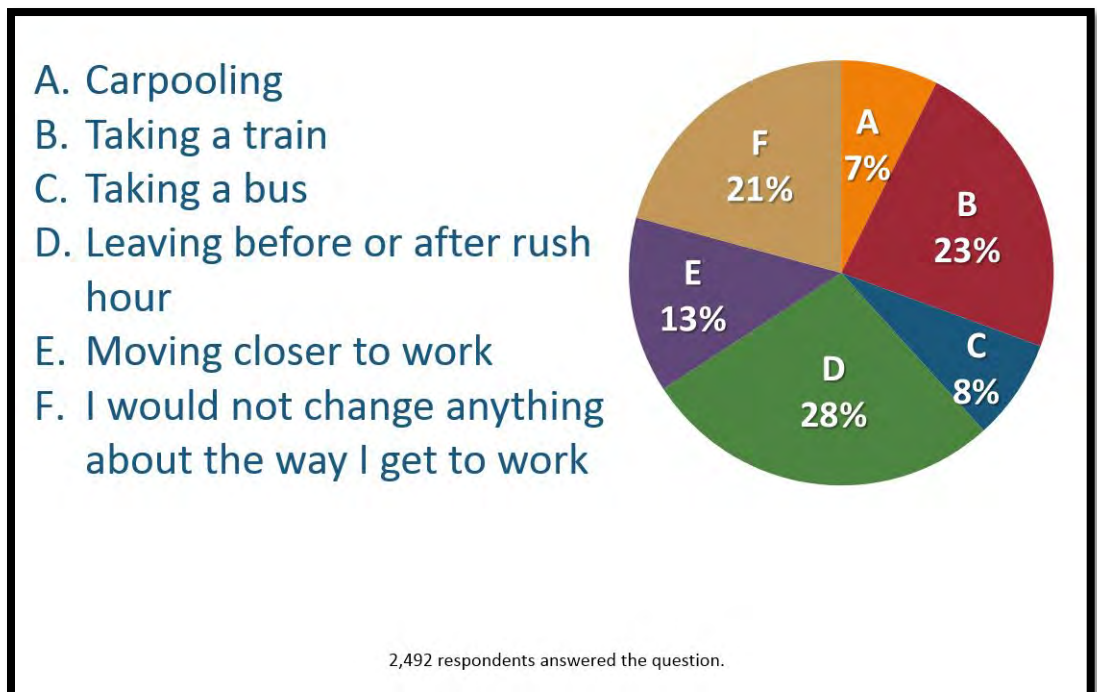
- **Public Input in Mobility 2040**
 - Mobility 2040 Online Survey
 - Approximately 2,500 respondents to date
 - Regional Transportation Council Polling Exercise
 - 44-member policy body comprised of elected officials
 - Public Meetings
 - Outreach Events
 - Policy and Technical Committee Meetings
- **Mobility 2040 Online Survey Results**
 - My community needs better _____.



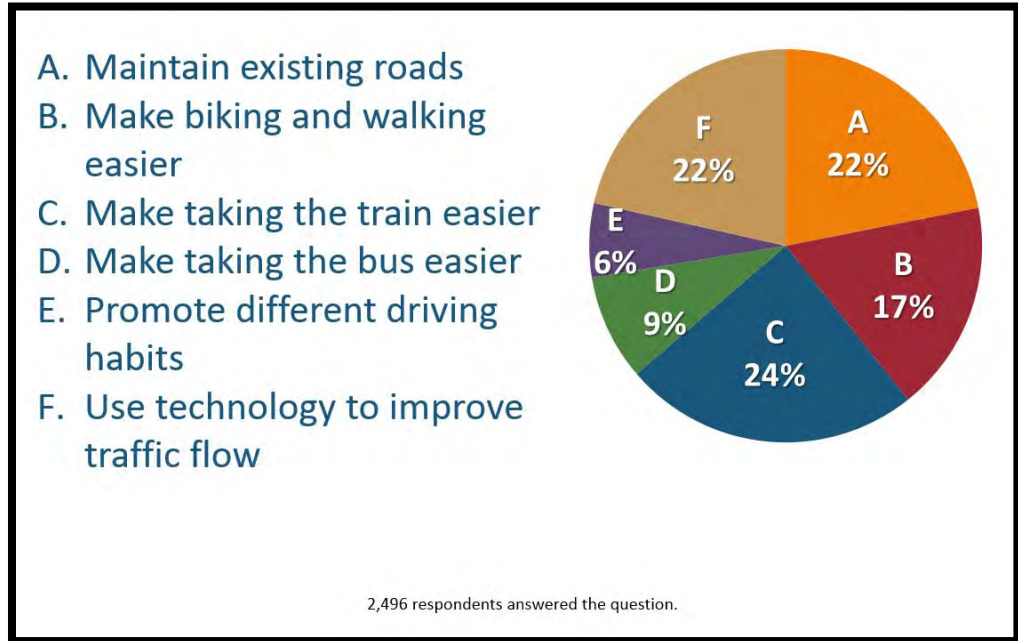
- The number one problem making traffic worse on North Texas roads is _____.



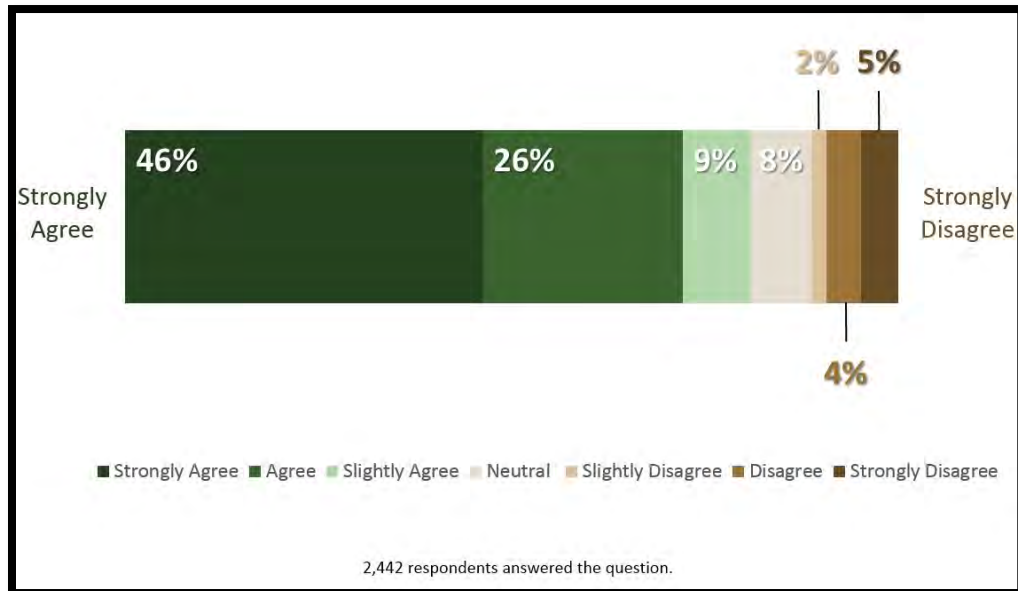
- If traffic congestion becomes much worse, I would consider _____ to get to work.



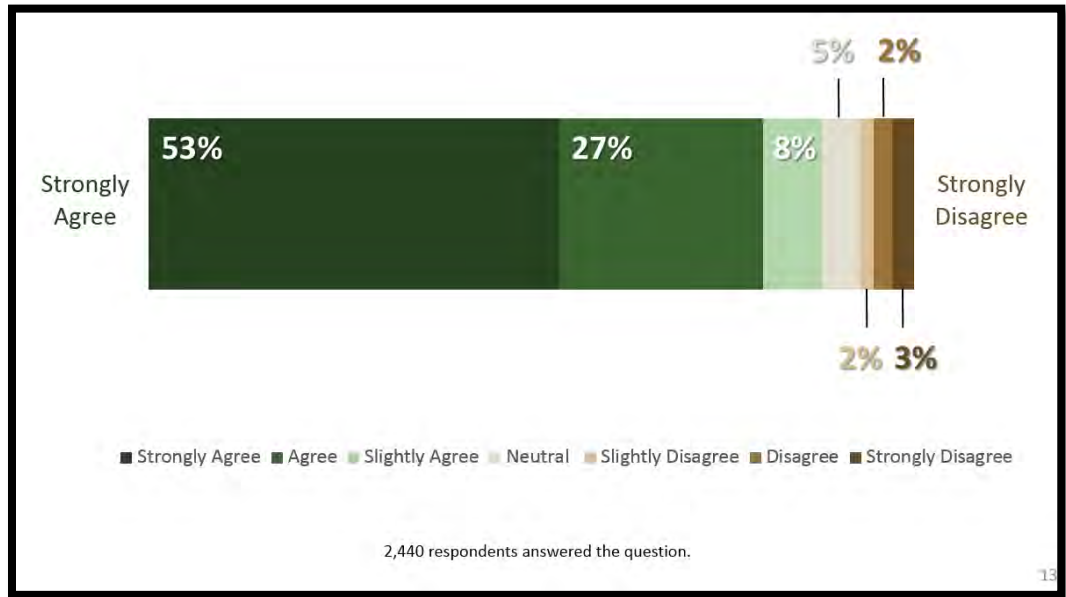
- With the population growing and money for new roads limited, how should North Texas invest transportation funds in the future?



- Would you consider options besides driving alone if they were convenient?



- Do you think roadway congestion is a top challenge facing North Texas?



- **RTC Polling Results: Key Takeaways**

- Maintain current tolling policies while continuing to review the role of toll facilities in the future.
- Re-evaluate existing planned toll facilities and maintain toll recommendations where appropriate. Add new projects to MTP without tolled elements.
- Reduce project costs by maximizing existing infrastructure investment within the current right of way.
- Select projects for inclusion in the MTP primarily based on congestion reduction potential.
- Continue to pursue a regional approach to fund a more comprehensive rail system.
- Coordinate with transit partners to pursue a variety of bus options to build transit ridership across the region.
- Include new revenue from recent legislative action and continue to make assumptions about future transportation revenue increases similar to those used in previous MTPs.

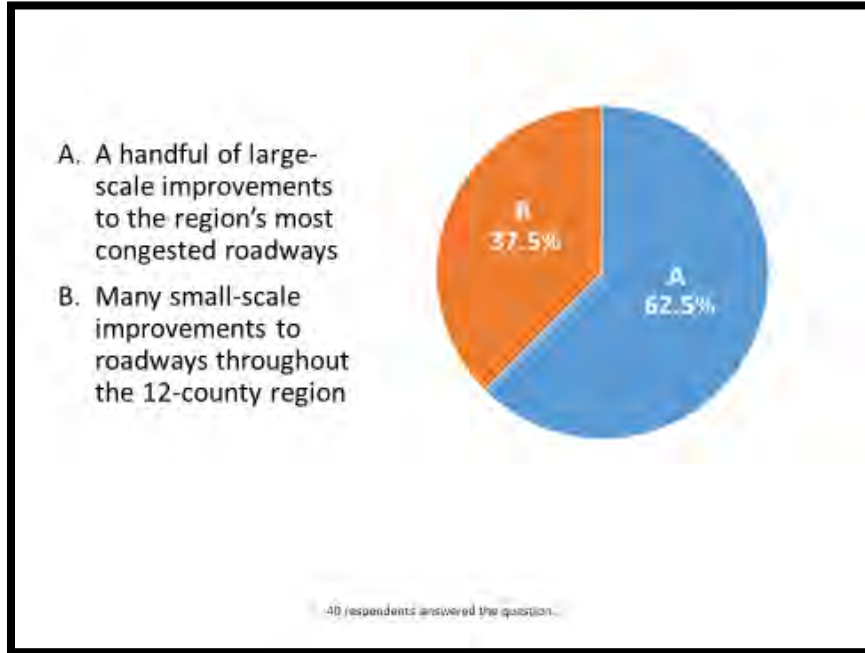
- **RTC Focus Items for Mobility 2040**

- Expand passenger rail with limited funds
- Incorporate High Speed Rail initiatives
- Identify freight improvements
- Emphasize transportation options and choice
- Balance toll and tax-funded projects
- Address impacts of new technologies
- Balance maintenance vs. new capacity
- Incorporate air quality incentives for funding

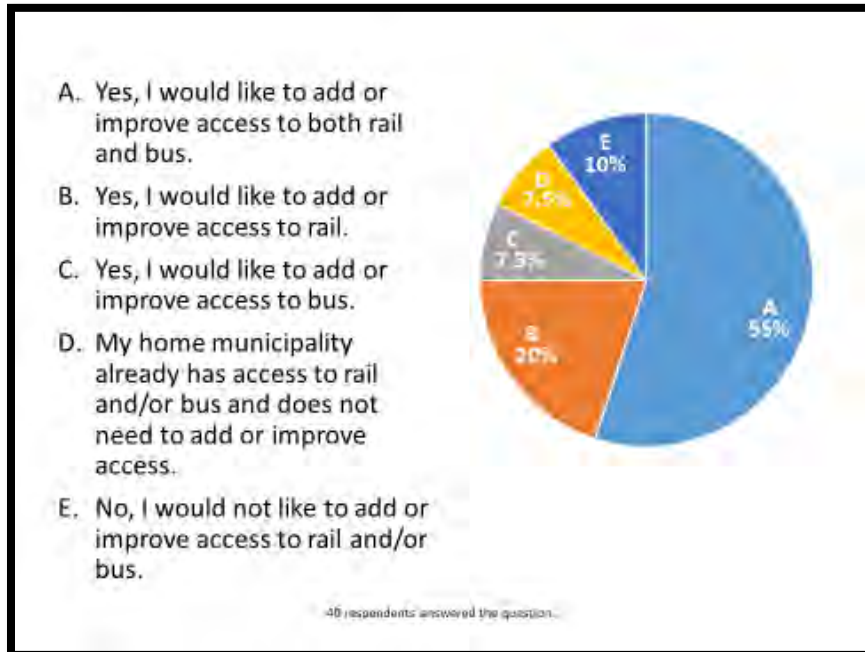
- **Additional Public Input Opportunity**

- The following questions were asked during the public meetings, and the keypad polling results are shown. The questions are online at www.nctcog.org/input for anyone who could not attend the meeting

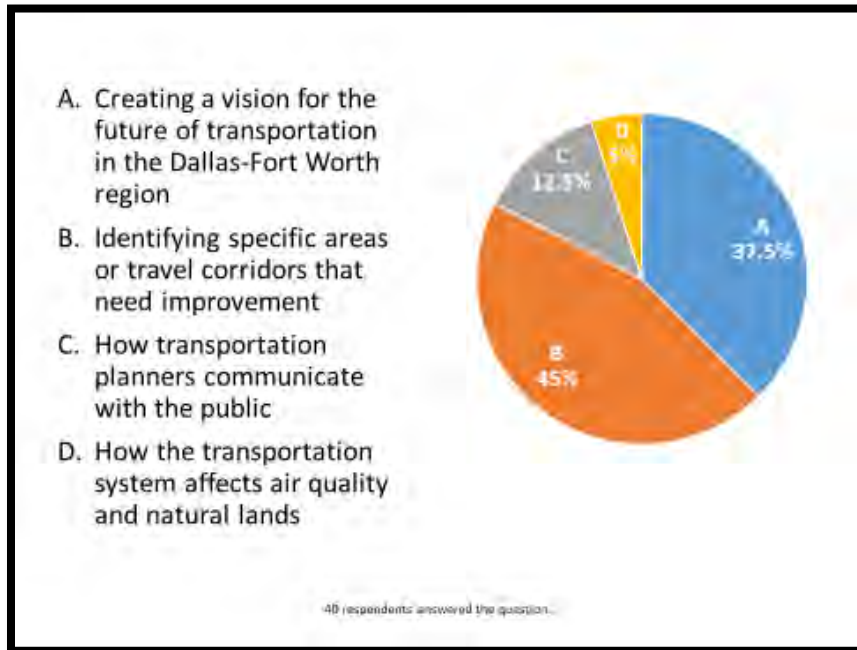
- Which of the following would most benefit you as you travel on the region's roadways?



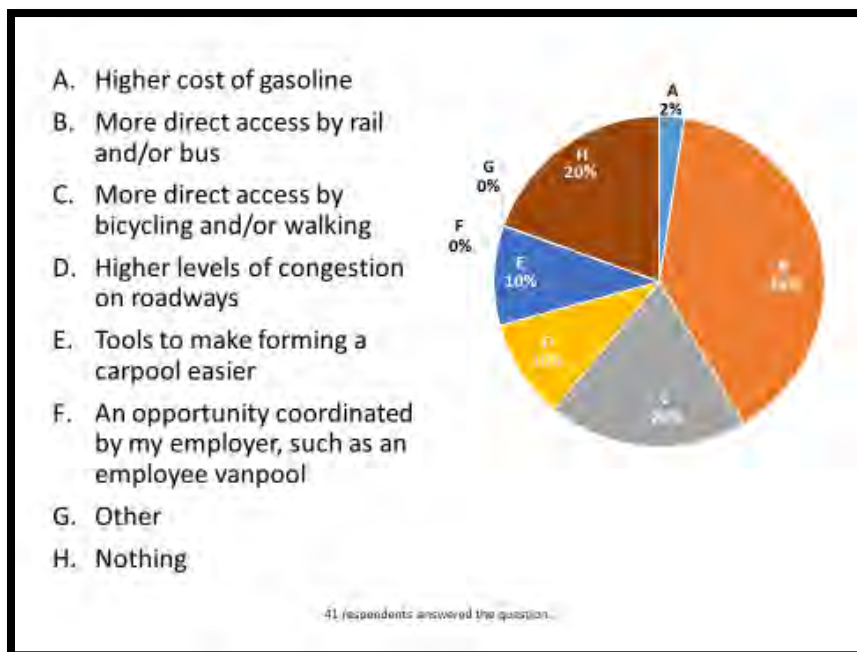
- Would you like your home municipality to add or improve access to public transportation, such as rail and/or bus?



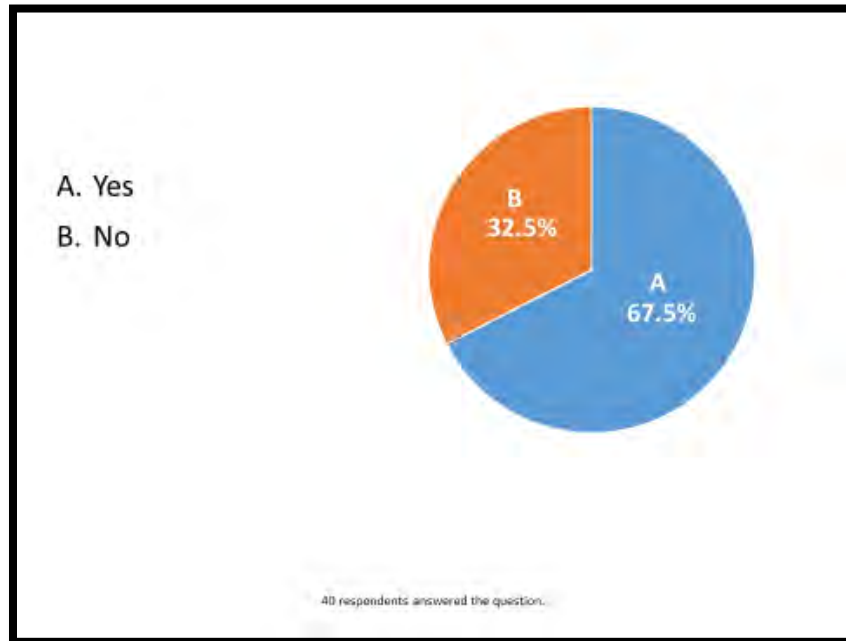
- For what aspect of the transportation planning process would you most like to provide input?



- If you drive alone to work, what factor would most likely lead you to find a different means to commute?

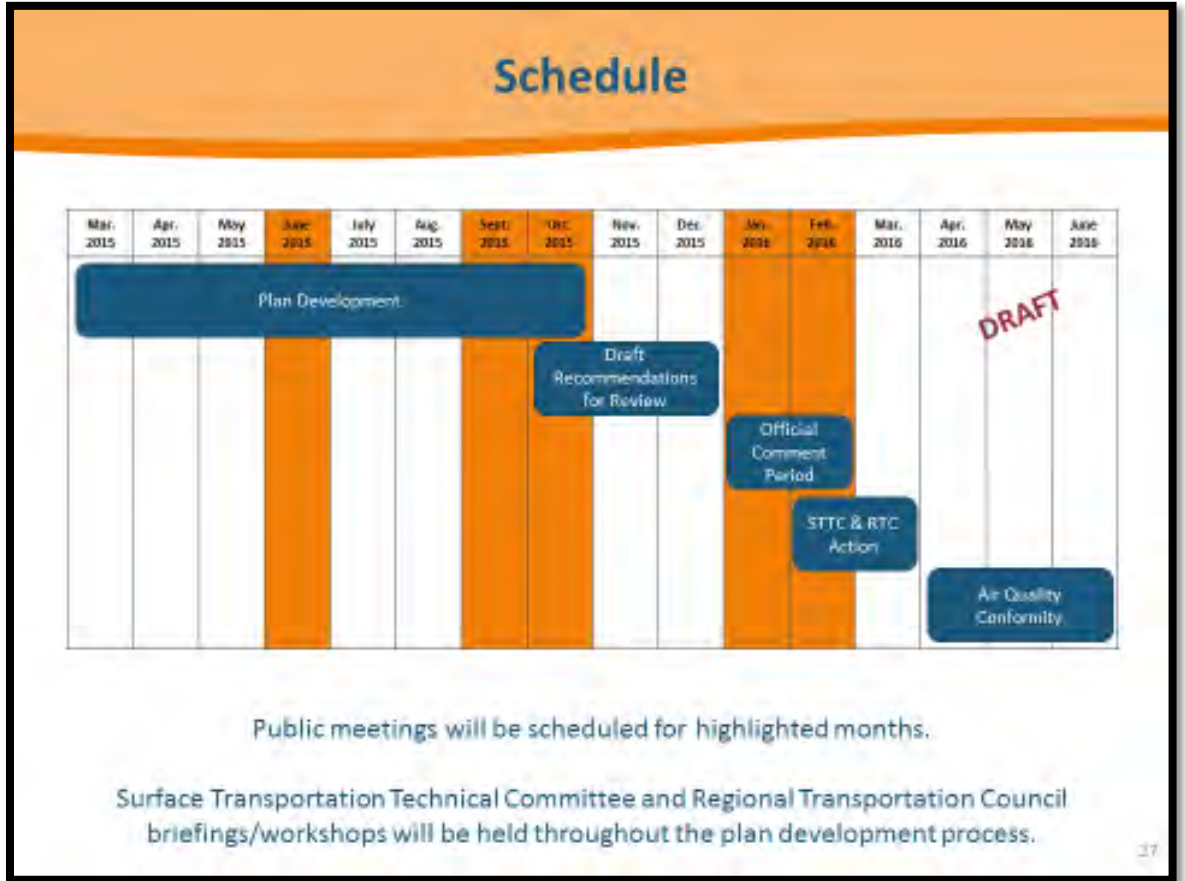


- Has transportation ever influenced a major life decision, such as where to live or work?



- **Mobility 2040 Development Summary**
 - Transportation is an important element to our everyday lives.
 - Population growth has been occurring and is expected to continue for the foreseeable future.
 - The existing transportation system is reaching capacity and there is limited funding available to meet needs.
 - The MTP should include a variety of transportation solutions to accommodate the travel needs of all residents and to help move goods.
 - The MTP must consider a variety of issues, which may have competing values, and must be balanced.

- **Schedule**



ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting Location in Parenthesis)

Proposition 1 Funding Recommendations

Elizabeth Steiner, Citizen (Denton)

A. Sources of funding

Comment: I would like gas taxes and funding from Propositions 1 and 7 to be used so we can take toll lanes out of the plan.

Summary of response by Michael Morris: I think that's exactly what Chad is going to do. A lot of the RTC members think because we are expected to have 10.7 million people living in the region by 2040, we have to keep the same amount of tolls and put whatever money we get from Props. 1 and 7 toward non-toll roads. I think you have other people who say the legislature has funded about 50 percent of the needs for the future with non-toll revenue, and maybe that would be a good gauge for the RTC to use to have about 50 percent of future projects tolled. Please watch this fall and continue to participate to see what the appropriate mix is because it will be heavily debated as we put this particular plan together.

Curvie Hawkins, Citizen (Arlington)

A. Funding for SH 360 and IH 30 project

Question: Is the interchange at of SH 360 and IH 30 fully funded at this point?

Summary of response by Adam Beckom: Yes, that interchange is fully funded.

Summary of response by Christie Gotti: For clarification, when we first presented Proposition 1 in February it was partially funded, but we were able to close the gap. TxDOT has been able to lower the cost estimate. As you go through the design process, you're able to refine cost estimate. They brought it down to \$135 million, which is less than the original \$254 million. The RTC also added some Congestion Mitigation and Air Quality funds and Proposition 1 funds were increased to close the rest of that gap.

B. IH 20 project during Fiscal Year 2019

Question: For Fiscal Year 2019, you have a project identified along IH 20. Would it be possible to extend that project into Tarrant County due to levels of congestion?

Summary of response by Christie Gotti: That project is extending IH 20 frontage roads in the SH 161 area. We will talk to TxDOT. I'm not familiar with the specific details of this project, but we can certainly look into this to see if there's something we can do. I would highlight that we are over-programmed in Proposition 1 funds if we were to go with current recommendations. That's why we're seeking public recommendations so we can see what can be pushed out. We also want to see which of these projects can be funded through Proposition 7 if it is approved by voters this fall.

Mike Sims, City of Terrell and STAR Transit (Arlington)

A. Proposition 1 funding for Kaufman County

Question: Can you provide more details on the \$8 million set aside for the IH 20 corridor in Kaufman County? It says specific improvements to be determined. Also, is it connected to any ongoing engineering studies?

Summary of response by Christie Gotti: The \$8 million set aside in Kaufman County without a specific project thus far is our effort to set aside funding for improvements being identified in the IH 20 East Texas corridor study going on right now. This is a TxDOT led effort that's been more of a planning and strategic prioritization initiative. A lot of projects are related to maintenance and safety. We'll be coordinating with TxDOT to really iron that out. We do also have a couple of early implementation items on the list. For instance, we already have cable barriers extending from Dallas into Kaufman.

Comment: I think the TxDOT study you're talking about was approved by the Texas Transportation Commission earlier in 2015. I thought they had also designated some TxDOT funding for engineering work. Is that listed somewhere?

Summary of response by Christie Gotti: We don't have that list, but we do have a list of the recommendations coming out of that work. We can coordinate more closely with TxDOT to see if they're doing specific engineering efforts beyond the ones outlined in this listing. We are still not sure how that \$8 million is going to be spent, but it's for those type of improvements. We need more work in the community which is why we put it in a later year.

Public Transportation Agency Programs of Projects

Elizabeth Steiner, Citizen (Denton)

A. Bus and transit systems

Comment: I grew up in Europe. I didn't need a car. I lived in Dallas for years and then moved out to California and back. I live in Lewisville now. When I lived in the Dallas area, it was ridiculous to take the bus. Why would you want to travel three hours to get to a job? I don't understand why we had such a poor management of that for so many years. That's why the buses were empty for many years. We need to work on that. Don't bring us a costly, mediocre system that nobody uses. I love my car. You have to do something really exciting for me to want to leave my car at home.

Summary of response by Michael Morris: In Europe most of the land use was created before the invention of the automobile. It is clearly denser than our land use, which was created after WWII and the automobile. For example, when I travel to Washington D.C., New York, Chicago or San Francisco I never get a car. You can walk and take transit. We have portions of Dallas-Fort Worth that aren't like Washington D.C. or Europe. Chad's responsibility is to put the right mode of transportation in the right part of town and not the same mode of transportation in every part of town. In certain places we should be doing people movers and rail systems, but that doesn't mean it's a good idea for everywhere. There must be a certain demand to support these modes of transportation.

Jim Owen, Bus Driver (Denton)

A. Transit and rail routes

Question: Should we be going west to east or north to south with transit and rail?

Summary of response by Michael Morris: Most improvements in transit will be radial because previous to 2005 you had an orientation of people living in a suburban community and working in a downtown. That is changing. More of what we're looking at is forecasting where the origins of destinations are in the future and finding key links to put in the right mode of transit. We want to put a lot more express buses on our managed toll lanes because those managed lanes have a guaranteed speed of 70 mph. We're coming up with this concept called Guaranteed Transit Fare. If your bus doesn't get you there on time, the transit fare is free. The only way we could do that is if you're in one of the managed toll lanes because we control how many cars are on there. That would be an example of a value added. We're also trying to build rail from Fort Worth to the airport, and we want to go from the airport north of Irving to downtown Carrollton to Richardson and Plano, which would serve as an east to west rail line for North Dallas. There's a whole bunch of east to west movement that has no interest in going to downtown Dallas. We may eventually have seven rail lines in the future. We're trying to find the best places for rail service. Frisco is going to continue to grow. We think that would be a nice corridor.

Joe Gilbert, Citizen (Denton)

A. Accessibility to transit providers

Question: Are they going to develop accessibility to transit? I live in Denton, I'm in a wheelchair, and it's really hard to get on a bus.

Summary of response by Michael Morris: Staff will follow up to understand more about your specific needs and provide information. DCTA is a great partner, and we can find the right combination of service to meet your needs. The reason we present the Programs of Projects is to find out where we can best put these federal funds to use.

Mike Sims, City of Terrell and STAR Transit (Arlington)

A. Funding source for STAR Transit

Question: Referencing STAR Transit on page 9 of 10 in the Programs of Projects, can you clarify if that POP covers all four of the FTA funding categories you mentioned in your presentation?

Summary of response by Leah Brown: That is for the Urbanized Area Program. It will all be 5307 funding.

Development of Mobility 2040

Kevin Collins, Citizen (Denton)

A. Mobility 2040 survey

Comment: For the last polling question about transportation influencing a major life decision, I put no. I find that question to be misleading. It's not that I don't want transportation to influence where I live or work. I just have yet to see a transportation configuration that has made me say I want to be over there because that transportation is working efficiently, and I can get where I'm going quickly. I would like it, but I haven't seen anything to make that decision.

Summary of response by Michael Morris: We know in being part of public policy that community investment in things like safer neighborhoods and better quality schools can influence people's decisions. We have 4 million people coming here, and if they locate in a more efficient manner, whatever that means, then we reduce the cost we have to chase down for transportation solutions. If transportation becomes an effective influence, that can help us plan for a region of 10.7 million people. We know you cannot widen enough lanes to move 10.7 million people. As you saw from Chad's report, there's still investment in a lot of freeways, but what we're trying to do is reduce the magnitude of chasing we have to do. We're not going to get all that with one question so I agree it's a bit confusing. Your answers give us hope that we should continue to work with local governments to create broader community interest and the ability to have choice.

Alexei Dukov, Citizen (Denton)

A. Forecasting demographics for Mobility 2040

Question: How do you forecast where people choose to live or where they will be living throughout the region?

Summary of response by Chad McKeown: Our demographic forecasts are developed completely outside of the transportation forecasts so we aren't interfering with them, and they're developed for the entire COG region. We have a controlled total for the entire region that is divided up between the various counties and cities in the area. We work directly with the cities when they tell us zoning and where they think dense development might occur. They're also making a lot of those decisions based on our transportation plan, which they also have direct input in helping us decide. We don't have any kind of zoning authority so that's why we work with jurisdictions who have that ability.

Summary of response by Michael Morris: The control total of the development doesn't even come from our agency. It comes externally. We plot what economists and demographers forecast and try to pick something that seems reasonable in the mix of forecasts, which is where the 10.7 million comes from. Let me go back to the existing transportation investment. We forecast every five years what the transportation system is going to look like, and then we load that level of demand on the system. What we're seeing in the demographic forecasting is a growing share of people who wish to get back to a residential location that isn't as complicated as their current lifestyle. People continue to want to move to suburban locations, but we're seeing a larger share of demographics in the future wishing to infill. It isn't necessarily infill in downtown Dallas. You see infill in the TCU area, in Old Town Lewisville and here in Denton. The infill doesn't mean infill to the central city. It means infill to portions of the community so they don't have to do everything by car. So when Chad says the new plan is about choice, I think the new plan is about the choice of where you wish to live, to work and what modes of transportation you wish to take. I think 20 years ago we were more focused on making transportation efficient and now we're hearing people say they want multiple options.

Leigh Collins, Senator Konni Burton’s Office (Arlington)

- A. Definition of “new technologies” in Mobility 2040 presentation

Question: One of the bullet points in the Mobility 2040 presentation addresses new technologies. Can you give an example of a new technology?

Summary of response by Chad McKeown: When we say new technologies, we’re talking about future technologies such as driverless cars or connected vehicles that we won’t really take into account at this point in the planning process but we will continue to follow. It’s the future role of technology in transportation.

Mike Wendling, Citizen (Irving)

- A. How the legislative process affects agency planning

Question: Congress has been unable to pass a long-range transportation bill for several years. I think they’ve been running projects on a three-month basis for quite some time. How does that affect your planning?

Summary of response by Christie Gotti: Sometimes we receive transportation bills that last six years, which is typical for us. That allows us to plan for the future and feel more stable about it. When we’re not receiving the bills in six year increments, the money comes in smaller amounts. Generally, when congress has to act they do. We have to go with the assumption that they are going to approve the status quo, but we cannot assume any additional revenues. That is more of our short-term process. The mobility planning process has a horizon of about 20 years, and we assume we’ll receive increases over time. We don’t necessarily say what those increases will be. For example, Mobility 2035 assumed we would get increases over that planning horizon, and we did. It came to us in the form of Proposition 1, and we’ll have the election this November for Proposition 7. In the long-term planning horizon we assume some revenue increases to keep up with inflation. Sometimes we receive them and sometimes we do not. That’s why you see us amending the plan every few years as those changes occur.

Dexter Freeman II, Greater Irving-Las Colinas Chamber of Commerce (Irving)

- A. 2035 regional congestion map in Mobility 2040 presentation

Question: Is the 2035 regional congestion map in the Metropolitan Transportation Plan presentation an indication of what congestion would be with current transportation infrastructure or with the proposed changes?

Summary of response by Kendall Wendling: That is what the region will look like with the proposed changes in the transportation plan. It shows that in conjunction with the population increase there will be an increase in congestion. The amount we don’t show here is what the region would like if we didn’t include any of the improvements. That map would show much more congestion than this one.

Mike Wendling, Citizen (Irving)

- A. Mobility 2040 timeline

Question: When will the Mobility 2040 plan be completed and submitted?

Summary of response by Kendall Wendling: We will go to the public with draft recommendations in January 2016 and then take a draft of the plan to our policy board in March 2016.

Summary of response by Christie Gotti: From that point, we'll send it on to our federal and state partners for their review and comment. Our approval is in March, and their approval usually follows in the April to late June timeframe.

Bicycle and Pedestrian Plans

Mike Wendling, Citizen (Irving)

- A. Agency responsible for bicycle and pedestrian planning

Question: Is your agency responsible for all of the bicycle and pedestrian programs or do the cities coordinate those initiatives?

Summary of response by Christie Gotti: Both. The cities do bicycle and pedestrian planning. We coordinate with them and include their bicycle and pedestrian plans in our larger metropolitan plan. We do, however, tend to focus on projects that will connect between cities. Often the cities are working on projects within their jurisdiction and come to us for assistance with connecting. We have one that connects through Irving that we were working on piecing together funding with the municipalities. That project would go from downtown Dallas to downtown Fort Worth, traversing all the cities in between. It really happens in both places and is funded in both places as well.

Francesca Funk, Citizen (Irving)

- A. Support of off-street bicycle and pedestrian facilities

Question: In the Metropolitan Transportation Plan presentation you mention supporting off-street bicycle and pedestrian facilities. What about on-street?

Summary of response by Kendall Wendling: In terms of off-street bicycle and pedestrian facilities, we have a group of staff members who work with local governments from around the region to develop a regional veloweb, which is like a highway of bicycle and pedestrian paths. When we say off-street facilities that's what we're referring to. In terms of on-street, it's traditionally not something we've incorporated in the mobility plan, but I believe Mobility 2040 will include some of those elements. I can refer you to specific staff members who can answer that question in more detail.

Summary of response by Christie Gotti: That's not to say we don't encourage on-street biking. We focus on intercity connections and usually that doesn't happen just on the street or on bike paths. We do find a variety of improvements, including signage and striping on the street. We work on all of that, but the mobility plan focuses specifically on off-street.

Kathryn Pokladnik, Citizen (Irving)

- A. Sidewalk and pedestrian access

Question: Is it possible to add bicycle and pedestrian pathways or sidewalk access to streets?

Summary of response by Christie Gotti: The state introduced a policy in conjunction with our federal partners. When the state is working on a project, they try to incorporate some type of bicycle and pedestrian facility. When we are directly selecting projects, we look for projects that include it as well. Often when we go through a large call for projects, we'll make it a criteria where you can earn extra points if you're putting in bicycle and pedestrian facilities along with the roadway project. We also have a specific sustainable development program that was developed to build a street that has not just the roadway element but bicycle and pedestrian elements as well.

Development

B.J. Williams, City of Garland (Denton)

A. Comparing Dallas-Fort Worth development and land use to other cities

Comment: You mentioned Chicago and D.C., and most of their transportation is destination-orientated. The Dallas-Fort Worth area is very different.

Summary of response by Michael Morris: It costs \$30 or \$40 to park your car in Chicago for the day. You can park your car in downtown Fort Worth for \$4. Our land use throughout the United States is much more inefficient than say Europe. What we're trying to do is simultaneous land use and transportation planning. For example, take the area east of the Galleria Mall. It's being leveled and developed. We're integrating transportation into the development as it's built, and we're looking at a people mover system for that particular area. A people mover system would hook up to the Cotton Belt corridor. We're not integrating transportation into the land use because development and land use people make their decisions and then we try to figure out where they're going so we can try to make our transportation decisions. I think as long as they are made independently they won't be efficient. An idea we have is to go to DART and do a pilot where we sell the area next to a DART station to a developer and build a parking garage with a development. We would then have a destination to go to instead of just a parking lot. During the week there would be parking for people who use the commuter train and during the weekend people could use it for destination parking. We in government don't want to tell the developers where to go. If we work together to start making destinations, we'll have not just a more efficient future but a better quality of life.

Alexei Dukov, Citizen (Denton)

A. How development affects citizens in the Dallas-Fort Worth area

Question: How are people being affected by all of the development that is happening in the area?

Summary of response by Michael Morris: I think we need to do a better job in areas where developers go in. They're buying up property in older neighborhoods. If you happen to be an owner in one of those neighborhoods, you end up doing okay because as an owner you can elect to sell it. But if you're a renter, you get displaced from that neighborhood even if you've lived there for 40 years. In my opinion, if new land use is going to come back and infill into downtown Plano, downtown Denton, Old Town Lewisville and Fort Worth, folks are going to be displaced, especially as renters. We need to have some kind of accountability for that process.

Other

B.J. Williams, City of Garland (Denton)

A. Status of the LBJ Express project

Question: I came through LBJ coming here. It took twice as long to get through the eastern portion as it did the western part. You said we are done with LBJ. Does that mean nothing will happen to LBJ East? What about the truck traffic?

Summary of response by Michael Morris: We're done with LBJ between Stemmons Freeway and Central Expressway. We're going to be in discussion on how to improve IH 635 East. Some people don't want to see any tolls. There might be some RTC members who want to see the original toll lanes kept just like LBJ. Others say there should be a portion free and a portion tolled based on the right transportation component for the right part of the corridor. We're putting a trial up that says the managed toll lane would go over to Miller so we can transition the lane balances to LBJ Express and then IH 635 from Miller to IH 30 would be free. It is our major focus. On the eastern side of the region IH 635 will be the second project to be built. The first one will be IH 35E south of downtown. When I said IH 635 I didn't mean east of U.S. 75. I meant between IH 35 and U.S. 75. We're done with that project. It's ready to open. We also may want to open the first dedicated truck lanes on IH 635 so we can move the trucks to the express lane and get the trucks off the freeway system. There's a huge gross domestic product contribution from truck traffic in Garland, and we think we might be able to manage those trucks better by moving them onto an express lane.

Citizen #1 (Irving)

A. Public comment submission deadline

Question: What is the deadline for submitting public comments regarding the information in this packet?

Summary of response by Christie Gotti: The deadline is Oct. 7. We'll always take your comments before or after that time, but anything we receive by that date is transcribed in the meeting minutes that we provide to our policy board before they take action.

James Peterson, Citizen (Irving)

A. Public meeting attendance

Question: How does the attendance tonight compare to the attendance in Denton and Arlington?

Summary of response by Christie Gotti: About eight people attended the Denton meeting, and we had about 20 at the Arlington one, which was during the day. We tend to also have professionals in our industry attend the day meeting because they want to hear what we're doing.

Francesca Funk, Citizen (Irving)

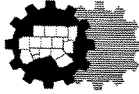
A. Types of questions received at public meetings

Questions: What kinds of questions have you gotten at other public meetings in the past?

Summary of response by Christie Gotti: They're different every time. I have only been to one other meeting in this particular round. Generally, it depends on where we are. At one of our meetings in July, we discussed mass transit and tolling versus non-tolling. If you're interested in seeing what questions and comments have come up, you can also access our video recordings online at www.nctcog.org/input.

WRITTEN COMMENTS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Georgia Ferguson	Citizen	Transit access for senior citizens	Attachment 1
Curvie Hawkins	The T	IH 20 project recommendation	Attachment 2
Chris Coffman	City of Granbury	City of Granbury project recommendations and transportation involvement	Attachment 3



Public Meeting Comment Form

Instructions:

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

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

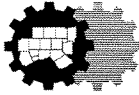
Name Georgia Ferguson
 Organization Citizen of the Region
 Date _____
 Meeting Location _____

Please provide written comments below:

How can wheelchair or Sr. citizen
living in Aubrey get ride into Denton
to go grocery shopping or
doctors office?

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:

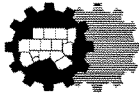
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- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name CURVIE HAWKINS
 Organization _____
 Date 9/9/15
 Meeting Location NCTCOG

Please provide written comments below:

I would like to see the section of I-20 between
SW Loop 820 to Great Southwest Parkway listed
as a recommended improvement - "Additional
Capacity to existing roads" in the Mobility 2040
plan



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

Name Chris Coffman

Organization City of Granbury

Date 9-9-15

Meeting Location NCTCOG office 616 Six Flags Dr

Please provide written comments below:

On behalf of the City of Granbury city Council;
we would like for the MPO to make plans and begin
developing a toll way that would connect Granbury
with the Chisolm Trail Tollways. This will be key
in the future to allow the public in Hood county and
the city of Granbury to be able to access the DFW
Airport and other mass transit systems within
the metroplex.

Disappointed: Granbury is not the recipient of any projects that are presented to it
I would like to be included on all public meetings
that the MPO conducts. ccoffman@granbury.org

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Dormand Long, Aug. 8, 2015

heads up to CBS Dallas investigative reporter on dysfunctional signage on route to 635 from North exit of DFW

Ginger-

Yesterday I picked up my wife at DFW after her Alaska trip with our daughter.

The signage that should guide motorists safely to 635 is placed wrong and will throw traffic into 114 going west. Furthermore, as we are accustomed to the route to 635 being a gentle curve, the sharp dog leg circular path to 114 cannot be handled at more than 40 MPH. If someone has a low tire on the left side, they very well may roll over.

Let's get this corrected.

Anonymous, Aug. 11, 2015

More senior transit is needed in Weatherford

Aaron Floarea, Aug. 20, 2015

If the goal would be to build a foundation, who do I need to talk to for the proper opportunity to discuss options?

Eugene Thomas, Aug. 26, 2015

I own the house at 1035 Paul Wilson rd. Wylie, Texas. I would like to talk to someone that is planning the Parker Road Project, I would be interested in selling my property.

Dormand Long, Aug. 27, 2015

Long Way Home: Census Details Texas Commutes, by Jolie McCullough and Alexa Ura

Long Way Home: Census Details Texas Commutes, by Jol...

At least a third of Texas workers living in sub urban counties surrounding the state's five largest cities — Houston, San Antonio, Dallas, Austin and Fort Wor...

View on www.texastribune.org

Preview by Yahoo

Sherry Berman, Aug. 27, 2015

To Whom It May Concern:

When cities give tax incentives to businesses that move to Texas, they should also ask that they have different shifts for the workers. To build roads for the 8-5 crowd is unsustainable but to ask businesses to have several different overlapping shifts will help ease up on the traffic. Give them more money if they do it and less money if they don't.

Michele Von Luckner, Sept. 2, 2015

Use our gas taxes and new funds from Props 1 & 7 to take toll lanes OUT of their plan. Make as many projects as possible non-toll now and into the future. Do not waste another dime on expanding any rail or create new rail lines. Use funds to expand roads without tolls. Tolls increase the tax burden without voter consent, increase the cost of everything we buy, suck millions out of the local economy, and kill jobs and mobility for the vast majority of residents. We are calling on the RTC to end the toll regime of Perry. Governor Abbott was elected overwhelmingly on the promise to fix our roads without raising taxes, fees or tolls! Do what the voters want: remove tolls from the plan. As well, the toll rates currently in effect are nothing less than gauging of Texas drivers. Please listen to the voters and be responsible, end the toll roads.

Response by Amanda Wilson, NCTCOG

Ms. Von Luckner,

Thank you for contacting the Regional Transportation Council (RTC) with input on the development of Mobility 2040 as well as selection of projects for Proposition 1 and potential Proposition 7 funding. Your comments will be included in the minutes for the September 2015 round of public meetings and will also be distributed to RTC members in that document.

Several concerns were raised about Proposition 1 funding being used on toll road, managed lane or transit projects. It is important to note that Proposition 1 funding is, by law, only eligible to be spent on non-tolled roadway projects. Toll roads, managed lanes, and transit projects are not eligible to receive this funding. Beginning on Tuesday, September 8, 2015, the North Central Texas Council of Governments will host a series of public meetings to receive public comments on the staff recommendations for the FY 2016 and FY 2017 Proposition 1 funding. These recommendations, which will be presented to the RTC for information in September and action in October, are attached. As you will see, there are no transit or tolled projects on the list. Proposition 7 will go to the voters on November 3, 2015, and should that election be successful, that funding will similarly only be eligible for non-transit and non-tolled roadway projects.

Concerns were also addressed about actions by the RTC to approve continued focus on toll roads, managed lanes and transit. At the August meeting of the RTC, members present took a survey that was non-binding and meant to serve as a guide to staff in preparing draft multi-modal recommendations for Mobility 2040, which will be presented to the RTC and the public early next year. This survey was not a vote on projects to include or the direction of Mobility 2040, but will serve as input into the process similar to public comments and technical analysis. A copy of the survey questions and responses is attached for your reference.

In the survey, the initial policy direction provided by the RTC was to continue to looking at all funding and finance options to continue to expand roadway capacity as well as continue pursuing passenger rail throughout the region in order to address population growth. The regional population now stands at 7 million and will grow to 10.7 million by 2040. Earlier this year, staff developed two white papers – one on the benefits of transit and the other on the benefits of toll financing. These white papers are attached to this email for your information. These are important policy questions to discuss and staff will continue to bring these issues to public input opportunities as well as to the RTC over the coming months.

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George Dodson, Sept. 2, 2015

We totally oppose the NCTCOG funding plan. Please change to the following to support Propositions 1 & 7: - Use our gas taxes and new funds from Props 1 & 7 to take toll lanes OUT of their plan. - Make as many projects as possible non-toll now and into the future. - Do not waste another dime on expanding any rail or create new rail lines. Use funds to expand roads without tolls. Tolls increase the tax burden without voter consent, they increase the cost of everything we buy, suck millions out of the local economy, and kill jobs and mobility for the vast majority of residents. We are calling on the RTC to end the toll regime of Perry. Governor Abbott was elected overwhelmingly on the promise to fix our roads without raising taxes, fees or tolls! Do what the voters want: remove tolls from the plan.

Julie McCarty, Sept. 2, 2015

Please do all you can to reduce all toll roads in existence, in current plans, and in any future plans! And stop with the waste on rail. All evidence shows that rail is a money pit. Use our gas taxes and new funds from Props 1 & 7 to take toll lanes OUT of the plan. Make as many projects as possible non-toll now and into the future. Do not waste another dime on expanding any rail or create new rail lines. Use funds to expand roads without tolls. Tolls increase the tax burden without voter consent, increase the cost of everything we buy, suck millions out of the local economy, and kill jobs and mobility for the vast majority of residents.

We are rallying N Texans to let you know we are watching, we are concerned, and we want to be heard. Thank you for listening.

Response by Amanda Wilson, NCTCOG

Ms. McCarty,

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George Dodson, Sept. 2, 2015

We have learned that the Regional Transportation Council is planning to use the extra funds they have. Prop 1 and Prop 7 have provided them with more money to spend on roads and we understand that, 61% of the board has decided they hope to:

- keep all existing toll roads
- continue with any existing future plans for new toll roads
- consider not putting tolls on future plans that may arise.

The RTC also voted to "pursue a more comprehensive rail system"- doing exactly opposite of what the voters thought they were voting for — using our gas taxes to improve roads, without tolls!

Clearly the NCTCOG is ignoring the voters again! Please stop the wasteful spending now, and do the following:

- Use our gas taxes and new funds from Props 1 & 7 to take toll lanes OUT of their plan.
- Make as many projects as possible non-toll now and into the future.
- Do not waste another dime on expanding any rail or create new rail lines (these are sink holes, and never pay for themselves).
- Use funds to expand roads without tolls. Tolls increase the tax burden without voter consent, increase the cost of everything we buy, suck millions out of the local economy, and kill jobs and mobility for the vast majority of residents.

We are calling on the RTC to end the toll regime of Perry. Governor Abbott was elected overwhelmingly on the promise to fix our roads without raising taxes, fees or tolls! Do what the voters want: remove tolls from the plan.

Response by Amanda Wilson, NCTCOG

Mr. Dodson,

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2040. Earlier this year, staff developed two white papers – one on the benefits of transit and the other on the benefits of toll financing. These white papers are attached to this email for your information. These are important policy questions to discuss and staff will continue to bring these issues to public input opportunities as well as to the RTC over the coming months.

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David Medlin, Sept. 2, 2015

Dear Regional Transportation Council,

I am writing to you today to encourage you to apply all Props 1 & 7 to only public road projects. I ask that you not allocate any funds to any toll roads or any rail lines.

The recent completion of the 121/114 "funnel" as well as the 121/820 project sure have helped traffic in this area and has provided a nice roadway which should last for many years in the future. With that said, both have toll lanes that are rarely used. I see your advertisements trying to induce people to use these lanes, but still they are way underutilized. I think the money spent on those lanes and all the extra cost that had to go into the project for entrances and exits would have been better spent on traditional lanes. Heck in both of these cases, the entrance and the exit points make the use of these toll lanes completely useless.

I learned recently the amount of money Plano has paid into DART would completely pay for the Sam Rayburn toll way. Completely paid for! What do they have to show for it, not much. How about Addison, who has paid for years, and cannot get out. What have they received.

I also ask that you refrain from using any funds to support tex-rail, or any other commuter rail in Texas, especially the DFW metro area. These projects are a complete boondoggle and waste of money. As you already know you are duping the suburbs into paying millions if not billions of dollars to support the two major cities, even though they are not benefiting either.

Keep in mind, I am not an average citizen jumping on some bandwagon. I have seen several presentations regarding DART and Tex Rail. I have heard from Morris (what an arrogant piece of work) as well as Judge Glen Whitley and Judge Gary Fickes. I have also seen opposition presentations and the opposition frankly makes much more sense.

Many tax payers are waking up to the reality that this regional government is not very accountable to the people and we are sick and tired of it. We will watch your votes carefully and will take the appropriate actions in your home districts.

I am sick and tired of the lies by some of the elected officials and the complete disregard for our opinions.

We do not want tolls or rails. Build good roads that we can use. Any yes, we can build enough roads for our future expansion.

Quit wasting our money and start being accountable to the voters. We are sick and tired of you spending money on things we don't need and cannot afford and which do not make sense.

While you are at it, will you please tell Mike Taylor from Colleyville that Tex Rail is not a done deal and to stop lying to the citizens of Colleyville about this

Response by Amanda Wilson, NCTCOG

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Charles Staggs, Sept. 2, 2015

Since I can't attend one of the local meetings, I will provide my comments via email:

- Use our gas taxes and new funds from Props 1 & 7 to take toll lanes OUT of their plan.
- Make as many projects as possible non-toll now and into the future.
- Do not waste another dime on expanding any rail or create new rail lines.
- Use funds to expand roads without tolls. Tolls increase the tax burden without voter consent, increase the cost of everything we buy, suck millions out of the local economy, and kill jobs and mobility for the vast majority of residents.

Pat Williford, Sept, 2, 2015

- Use our gas taxes and new funds from Props 1 & 7 to take toll lanes OUT of their plan.
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- Use funds to expand roads without tolls. Tolls increase the tax burden without voter consent, increase the cost of everything we buy, suck millions out of the local economy, and kill jobs and mobility for the vast majority of residents.

This is our plan for our roads.

Betty Graham, Sept. 2, 2015

Governor Abbott was elected overwhelmingly on the promise to fix our roads without raising taxes, fees or tolls! Do what the voters want: remove tolls from the plan.

- Use our gas taxes and new funds from Props 1 & 7 to take toll lanes OUT of their plan.
- Make as many projects as possible non-toll now and into the future.
- Do not waste another dime on expanding any rail or create new rail lines.
- Use funds to expand roads without tolls. Tolls increase the tax burden without voter consent, increase the cost of everything we buy, suck millions out of the local economy, and kill jobs and mobility for the vast majority of residents.

Response by Amanda Wilson, NCTCOG

Ms. Graham,

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In the survey, the initial policy direction provided by the RTC was to continue to looking at all funding and finance options to continue to expand roadway capacity as well as continue pursuing passenger rail throughout the region in order to address population growth. The regional population now stands at 7 million and will grow to 10.7 million by 2040. Earlier this year, staff developed two white papers – one on the benefits of transit and the other on the benefits of toll financing. These white papers are attached to this email for your information. These are important policy questions to discuss and staff will continue to bring these issues to public input opportunities as well as to the RTC over the coming months.

If you are not already signed up to receive our notifications of public meeting and online comment opportunities, I welcome you to sign up at <http://www.nctcog.org/trans/outreach/involve/notifydb.asp> to receive notices by mail or email.

Teresa Leeth, Sept. 3, 2015

Dear Regional Transportation Council:

We are calling on you to please end the toll regime of Perry. Governor Abbott was elected overwhelmingly on the promise to fix our roads without raising taxes, fees or tolls! Do what the voters want: remove tolls from the plan

Specifically..

- Use our gas taxes and new funds from Props 1 & 7 to take toll lanes OUT of their plan.
- Make as many projects as possible non-toll now and into the future.
- Do not waste another dime on expanding any rail or create new rail lines.
- Use funds to expand roads without tolls. Tolls increase the tax burden without voter consent, increase the cost of everything we buy, suck millions out of the local economy, and kill jobs and mobility for the vast majority of residents.

Response by Amanda Wilson, NCTCOG

Ms. Leeth,

Thank you for contacting the Regional Transportation Council (RTC) with input on the development of Mobility 2040 as well as selection of projects for Proposition 1 and potential Proposition 7 funding. Your comments will be included in the minutes for the September 2015 round of public meetings and will also be distributed to RTC members in that document.

Several concerns were raised about Proposition 1 funding being used on toll road, managed lane or transit projects. It is important to note that Proposition 1 funding is, by law, only eligible to be spent on non-tolled roadway projects. Toll roads, managed lanes, and transit projects are not eligible to receive this funding. Beginning on Tuesday, September 8, 2015, the North Central Texas Council of Governments will host a series of public meetings to receive public comments on the staff recommendations for the FY 2016 and FY 2017 Proposition 1 funding. These recommendations, which will be presented to the RTC for information in September and action in October, are attached. As you will see, there are no transit or tolled projects on the list. Proposition 7 will go to the voters on November 3, 2015, and should that election be successful, that funding will similarly only be eligible for non-transit and non-tolled roadway projects.

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Bill Stegman, Sept. 3, 2015

When is the so called HOV lanes on south LBJ going to be opened????
This is such bull corn!! Tare down those pvc pipes and street bumps and open this dang highway up to the public that we have paid for 40 years ago.

NO DANG TOLL LANES AND NO HOV STUPID LANES THAT NOT ENOUGH TRAFFIC DRIVES ON!!!!!!!

WE ARE SICK AND TIRED OF THIS MONEY GRAB RIP OFF BULL CRAP FOR A "FEW" GOLDMAN SACHS HEDGE FUND MANAGERS!!!!!!!!!!

Atticus Gill, Sept. 3, 2015

We need to be using taxpayer funds to build and improve roads without the use of more toll lanes. And we need to avoid huge investments in rail.

Gary Hogan, Sept. 4, 2015

Residents of the Chapel Creek Blvd. area of Fort Worth Texas have all signed on to the attached Petition of Support and encouragement to NO LONGER delay this project. The mobility and future development of our community is in dire need of this project beginning as soon as possible. We have been told that time frame is expected to begin in November 2015 through November of 2016. We hope that this time frame will remain. The Petition is attached to this email. If I DO NOT hear from you as received with interest to respond. I am prepared to hand deliver a copy of this petition to you personally or to higher authority within your organization

Dear Winton "Zim" Zimmerman, Fort Worth City Council Dist3, Janet Crawford, TXDOT Project Manager, and NCTCOG, Citizens Input Projects,

We are pleased to present you with this petition affirming this statement:

"PLEASE DO NOT DELAY PROJECT FORT WORTH/ TARRANT 0902-48-722 CS C FORT WORTH TX DOT-FORT WORTH \$8,044,000 ON CHAPEL CREEK BLVD CONSTRUCT NEW 6 LANE BRIDGE WITH 4 THRU LANES AND 2 LEFT TURN LANES TO REPLACE EXISTING 2 LANE BRIDGE

"

Attached is a list of individuals who have added their names to this petition, as well as additional comments written by the petition signers themselves.

Sincerely,
Gary Hogan

Tammy Kreif, Sept. 8, 2015

I am calling on the RTC to end the toll regime of Perry. Governor Abbott was elected overwhelmingly on the promise to fix our roads without raising taxes, fees or tolls! Do what the voters want: remove tolls from the plan.

Please

- Use our gas taxes and new funds from Props 1 & 7 to take toll lanes OUT of their plan.
- Make as many projects as possible non-toll now and into the future.

- Do not waste another dime on expanding any rail or create new rail lines.
- Use funds to expand roads without tolls. Tolls increase the tax burden without voter consent, increase the cost of everything we buy, suck millions out of the local economy, and kill jobs and mobility for the vast majority of residents.

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Chris and Tammy Kreif, Sept. 8, 2015

Use our gas taxes and new funds from Props 1 & 7 to take toll lanes OUT of their plan. Please make as many projects as possible non-toll now and into the future. Do not waste another dime on expanding any rail or create new rail lines. Use funds to expand roads without tolls. Tolls increase the tax burden without voter consent, increase the cost of everything we buy, suck millions out of the local economy, and kill jobs and mobility for the vast majority of residents. Thank you for your time.

I am calling on the RTC to end the toll regime of Perry. Governor Abbott was elected overwhelmingly on the promise to fix our roads without raising taxes, fees or tolls! Do what the voters want: remove tolls from the plan. Please Use our gas taxes and new funds from Props 1 & 7 to take toll lanes OUT of their plan. Make as many projects as possible non-toll now and into the future. Do not waste another dime on expanding any rail or create new rail lines. Use funds to expand roads without tolls. Tolls increase the tax burden without voter consent, increase the cost of everything we buy, suck millions out of the local economy, and kill jobs and mobility for the vast majority of residents. Thank you for your time.

B. Williams, Sept. 8, 2015

How can constituents best get up-to-date information from TXDOT, MPO and RTC on status of the LBJ East project?

Barbara Harless, Sept. 9, 2015

1.) PAY OFF AND RETIRE TOLL DEBT. Use our gas taxes and any new funds (Prop 1 and Prop 7) to REDUCE the current number of toll roads AND TOLL LANES. 2.) NEVER TOLL US75! RETIRE TOLL DEBT AND STOP NEW TOLL CONSTRUCTION! I live in Collin County, and am boxed in on 3 sides already! I PAY WAY TOO MUCH TO SIT IN TRAFFIC on a toll road. 3.) STOP ALL rail plans, NOW! Here's how fiscally responsible government should spend Prop 1 and Prop 7 funds... Use our gas taxes and any new funds (Prop 1 and Prop 7) to take toll lanes OUT of transportation plans. DO NOT WASTE MY MONEY on expanding any rail or creating new rail lines. Use those funds to expand ROADS WITHOUT TOLLS. Do what the voters want, remove tolls from the plan and stop wasteful spending on mass transit that is NOT SELF-SUSTAINING. This is Texas, not New York, California, or Mexico!

Laneshia Hawkins, Sept. 9, 2015

Comment Regarding the Development of Mobility 2040 I live in Arlington and work in Downtown Dallas. Over the years, my commute to and from work has been less than desirable. Traffic is heavier along I-20, which takes longer for me to get to and from work. Traffic congestion relief on this interstate is a necessity. A 30-minute trip now takes approximately 45 minutes – 1 hour or more, depending on the traffic. As you know, Arlington is one of the largest cities without public transportation. The lack of public transportation in Arlington keeps us in our cars, which contributes to the heavy traffic congestion. Please include traffic congestion relief for the I-20, from Arlington to Dallas, in your Mobility 2040 plan.

Richard Marcotte, Sept. 10, 2015

Question #2 on the survey does not have the obvious and correct choice - just more cars because the population continues to grow. Bad signs are problems for new people or people passing through. We will always have potholes. Constant construction is a problem but that is because it is caused by population growth. It seems that the survey does not want the real truth.

Greg Billingsly, Sept. 10, 2015

Tollroads have already made north Texas a less appealing destination for travel or to live.

Use our gas taxes and any new funds (Prop 1 and Prop 7) to take toll lanes OUT of the plan and make as many projects as possible non-toll now and into the future.

Use the funds being diverted to rail to expand roads without tolls. Tolls increase the tax burden without voter consent, increase the cost of everything we buy, suck millions out of the local economy, and kill jobs and mobility for the vast majority of residents. Governor Abbott was elected overwhelmingly on the promise to fix our roads without raising taxes, fees, or tolls! Do what the voters want, remove tolls from the plan.

Robert Miers, Sept. 10, 2015

I go out of my way never to spend a dime on toll roads. Legislators who vote for the tax on the working poor are killing the goose

Bryant Tillery, Sept. 10, 2015

I support no new toll projects use all funds from prop.1&7,& fuel taxes expand toll free lanes and traffic reducing projects.

WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

Clean Air Action Day participation grows 28%. Read more from @NCTCOGtrans in #LocalMotion: <http://bit.ly/ccf1Ox> #CAAD2015 #AirNTX – NTE (@NTEExpress)

@JudgeClayJ gives a shout out to @McGough4You for #TrinityParkway resolution unanimously approved @1500Marilla Council. @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)

Congratulations to @TxDOT @TxDOTFTWPIO @NTEExpress and the entire project team! – WTS Dallas Ft. Worth (@WTSDFW)

NCTCOGTransportation @NCTCOGtrans

The @NTEExpress has earned @TxDOT a national award from America's Transportation Awards. More from @fwbusinesspress: bit.ly/1MmqFzr

Via @NCTCOGtrans Clean Air Action Day participation grows 28%. Read more in #LocalMotion: <http://bit.ly/ccf1Ox> #CAAD2015 #AirNTX – N. TX Tollway Auth. (@TollTagTidbits)

Alt Fuel Station locator. <http://www.afdc.energy.gov/locator/stations/> ... @LoneStarCFA @NCTCOGtrans @TeslaMotors #ev @FortuneMagazine – Leo Hinojosa (@EVAUTOSTEXAS)

10 new 15-pass Glaval buses hit the road this week thanks to a grant from @NCTCOGtrans . National Bus Sales brokered the \$800k purchase. – TAPS Public Transit (@GoTAPS)

Bookmark this, North Texas drivers. Keep your car in good working condition in these last few weeks of summer. – N. TX. Tollway Auth. (@TollTagTidbits)

NCTCOGTransportation @NCTCOGtrans

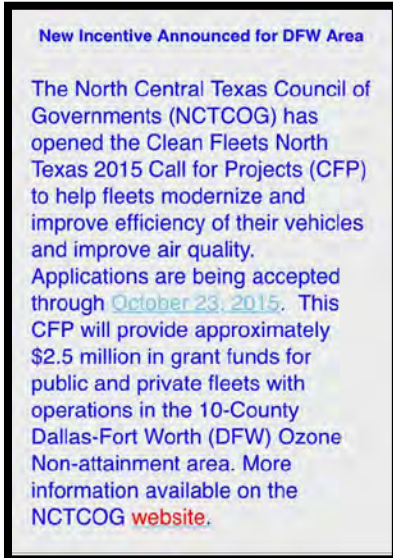
Avoid vehicle repairs due to summer heat by performing quick maintenance checks. @TollTagTidbits has some tips: bit.ly/1J1sygv.

Irving Trans & Water Summit panel @RepVeasey @PeteSessions @RepKenMarchant @RepJoeBarton @1500Marilla @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



\$2.5M in grant funds, public & private fleets w/ops in 10-County DFW Ozone Non-attainment area @NCTCOGtrans @pburns81
<http://www.nctcog.org/trans/air/vehicles/investments/funding/index.asp> – EnergyConnects (@energyconnects1)

Apply now through October 23 for DFW clean fleet grants @NCTCOGtrans
<http://www.nctcog.org/trans/air/vehicles/investments/funding/index.asp> – Energy Connects (@energyconnects1)



.@NCTCOGtrans adds support, resources to study of potential high-speed rail connector between Dallas and Fort Worth – WTS Dallas Ft. Worth (@WTSDFW)



Check out the latest North Central Texas COG newsletter @NCTCOGEP @NCTCOG911 @NCTCOGtrans <http://www.nctcog.org/pa/YourRegion/YourRegion.pdf> – TARC (@txregionalism)

@DallasLoveField Thanks for the RT! – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans Thank you for keeping us informed! – Dallas Love Field (@DallasLoveField)

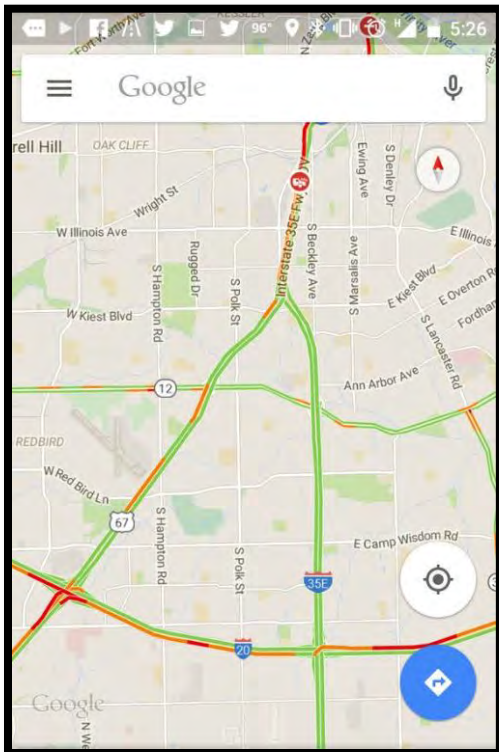
RT @NCTCOGtrans: Ozone Action Day – #DFW ozone on 8/28 is predicted to be at Level Orange <http://bit.ly/9nC9vy> – City of Irving (@thecityofirving)

Check out this fare platform, how can we get this #DFW #DART INIT Fare Collection Study <https://youtu.be/fLpLPwYAcY> via @YouTube @NCTCOGtrans – Caleb Bishop White (@acts432pastor)

@NCTCOGtrans Your super expensive highways that were supposed to fix our traffic problems r #notworking @anewdallas – Dallas May (@1DaIM)



The traffic nightmare that @NCTCOGtrans says is supposed to be fixed by the #southerngateway is a myth. @ANewDallas – Dallas May (@1DaIM)



Mentions on Twitter for Grapevine Mills: <http://sch.mp/0XoHaU> - RT @NCTCOGtrans What are you doing Sept. 19? Come see us at Grapevine ... – Texas Places (@TexasPlaces)

Editorial: Downtown Dallas has a visionary rail future | @DMNOpinion <http://share.dnews.co/MU73zJh> – Dallas Morning News (@dallasnews)



@dallasnews @DMNOpinion You guys forgot to mention the #TRE. But then, so has @NCTCOGtrans with the \$m's in spending on a redundant line – Dallas May (@1DaIM)

.@TTI report: Congestion on US roadways has surpassed pre-recession levels & is setting new gridlock records. More: <http://bit.ly/1NIYGvl> – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans @TTI Congestion reduction is worth a lot less than is location efficiency & transportation choice <http://www.cnt.org/blog/why-a-focus-on-congestion-is-flawed#sthash.Wy5xDqsS.dpuf> – Manny Gonzales (@PR_Czar)

@NCTCOGtrans "Report authors say U.S. needs more roadway and transit investment to meet demands of population growth & economic expansion." – Collin Cole (@CoollinCoole)

.@NCTCOGtrans @TheTFortWorth @charliegeren it'd be nice if our great state could be a leader in transit funding too – Txbornviking (@txbornviking)

Transport. 4 America @T4America

How did a conservative red state manage to raise their gas tax and index it to inflation? We've got the inside story. t4america.org/2015/08/13/uta...

Council could expect pay study to last 5-7 years, not 10, city manager says –phw – DentonRC (@DentonRC)

@DentonRC RE:pay study Can Denton combine with other cities for one study? Lots of DFW cities updating pay grades this year. @NCTCOGtrans – Devin Taylor (@mr_fnord)

How are the RTC & region improving #transpo for your family? Read @NCTCOGtrans' Progress North Texas 2015: <http://bit.ly/r2zggF> . #PNT2015 – Judge Clay Jenkins (@JudgeClayJ)

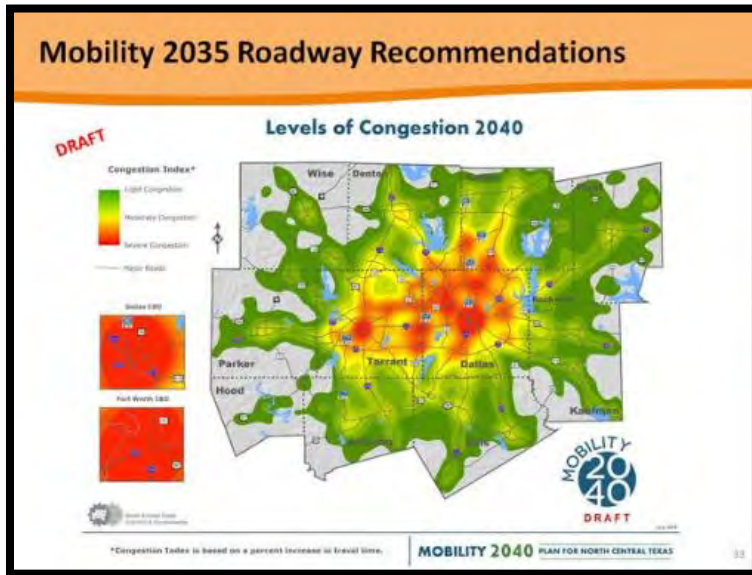
@NCTCOGtrans is launching a public involvement photo contest! [link] #myhomemyvoice #DFWpublicinput – DCTA (@RideDCTA)



It would if @UnionPacific was willing. @NCTCOGtrans & @CityOfArlington wanted one for years but it didn't work out. – Gordon Dickson (@gdickson)



Important: Mobility 2040 Plan (plans transpo \$ in NTX) <http://www.nctcog.org/trans/mtp/2040/>
Pic shows 2040 congestion @NCTCOGtrans – MayorMatthewMarchant (@MatthewMarchant)



#Denton, interested in #bike and #pedestrian issues on a regional level? Check out @NCTCOGTrans at <http://www.nctcog.org/trans/sustdev/bikeped/> – Carl Seiler (@csxyzy)

Corridor decided for proposed #Dallas to #Houston #HSR <http://bit.ly/1Xa6xFQ> via @Dallasbiznews @Texascentral @NCTCOGtrans – Gannett Fleming (@GannettFleming)



Exclusive: Feds finalize Texas Central Partners' bullet train 'corridor' between...

Among the corridor's advantages are that it follows high-voltage electrical transmission lines and towers — powering the trains and minimizing right-of-way i...

bizjournals.com

What about Dallas? – Wylie H. Dallas (@Wylie_H_Dallas)

NCTCOG Transportation @NCTCOGtrans

Join the #transpo discussion @ public mtgs in @cityofdentontx tonight, @CityofArlington 9/9 and @CityofIrving 9/14: bit.ly/agLFPT.

.@NCTCOGtrans Regional Transportation Council live streaming begins this month <http://ow.ly/RZq4i> – City of Fort Worth (@cityoffortworth)

According to @NCTCOGtrans , programmed failure and obsolescence are the sure signs of success. – Wylie H. Dallas (@Wylie_H_Dallas)

patrick kennedy @WalkableDFW

KERA report on LBJ Express mentioned that its capacity is 360k/day "which is projected to fill w/in 15 years." So it will fail?

Do you know what hurts energy efficiency? Trip length. – patrick kennedy (@WalkableDFW)

NCTCOG Transportation @NCTCOGtrans

Learn about energy efficiency and have fun doing it. Register today for ENERGY Games! bit.ly/1Q6HSN2

@NCTCOGtrans Pls join our campaign to make Dallas housing healthier for families! <http://hubs.ly/H018jQd0> #DallasHealthyDigs – Children's Alliance (@Child_Wellbeing)

.@LBJexpress now open, giving you more options in one of #DFW's busiest corridors. Try it & tell us how it helps you. – NCTCOG Transportation Department (@NCTCOGtrans)

You magically made wrecks a thing of the past. Thumbs up! RT @NCTCOGtrans:

.@LBJexpress now open, Try it & tell us how it helps you. – patrick kennedy (WalkableDFW)

@NCTCOGtrans @ljbexpress -- "Yay!! More toll lanes!"--- said no one...EVER. – tz Ya Boy (@Tivo_Kenevil)

#GetFitGP using new trail connection. – Grand Prairie, TX (@gp_tx)

NCTCOG Transportation @NCTCOGtrans

New trail linking @gp_tx & @theCityofIrving moves region closer to 64-mile bike-ped 'superhighway.' @Keraneews: bit.ly/1ij1ldl

4th biggest metro RT @NCTCOGtrans: Did you know NTx ranks 12th in the country in EV sales? <http://bit.ly/1OzA31Q> – patrick kennedy (@WalkableDFW)

Read about #HSR funding, efforts to improve access for @VickeryMeadow & more in the @NCTCOGtrans Sept. #LocalMotion. <http://bit.ly/ccf1Ox> – NTE (@NTEExpress)

Less bad isn't an improvement – patrick kennedy (@WalkableDFW)

NCTCOG Transportation @NCTCOGtrans

September's Clean Air Mail highlights the EV and how it helps improve NTx air. [air. airnorthtexas.org/0915.asp](http://airnorthtexas.org/0915.asp) #AirNTx #texasEV #NDEW2015

We need more bike lanes in denton and around the university #UNT – Sonia (@Zoni_V)

NCTCOG Transportation @NCTCOGtrans

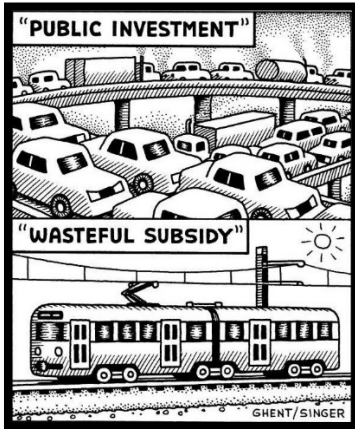
.@cityofdentontx aims to identify certain areas where the city can reinforce bicycle infrastructure. bit.ly/1FjI6Ry

Join me at Grapevine Mills Mall this Saturday for the @NCTCOGtrans Drive Electric Week Event #texasEV #NDEW2015 <https://driveelectricweek.org/event.php?eventid=354> ... – Eric Smalling (@ericsmalling)

NCTCOG Transportation @NCTCOGtrans

.@thecarguyshow will be at #NDEW in @GrapevineTXCity. Will you? bit.ly/1OzA31Q #texasEV #DFWCleanCities

Time to think outside the box, @narprail @TexasCentral @TheTFortWorth @NCTCOGtrans #PaxEx – Txbornviking (@txbornviking)



No, because of @NCTCOGtrans ' failure to provide for alternate means of transportation infrastructure in North Texas – Wylie H. Dallas (@Wylie_H_Dallas)

According to The Wall Street Journal, new research shows people who take public transit, walk or bike to work are more likely to lose weight than people who drive. <http://on.wsj.com/1Wz3NBj> – NCTCOG Transportation Department

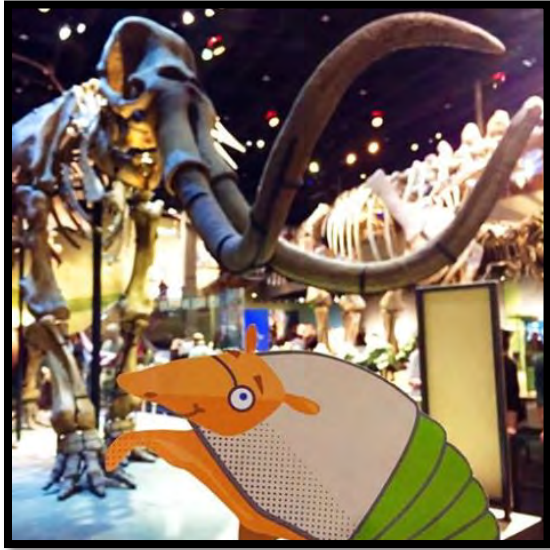


Wylie H Dallas If only we had adequate mass transit, sidewalks and bicycle infrastructure like the majority of cities in the developed world. Sigh... we can always dream. – Wylie H. Dallas

If only you didn't do everything in your power to support policy that keeps us bound in cars on ever lengthening commutes. – Phillip Goss

TBT to when Arlo went to the Perot Museum for their Transportation Discovery Day. Arlo carpooled to the museum with NCTCOG staff. Once there he helped teach visitors about the benefits of electric vehicles and aviation job opportunities. Afterward, he did some exploring

around the museum and saw a mammoth! What's your favorite part of the Perot Museum?
#ArloWasHere #AirNTX – NCTCOG Transportation Department



Why didn't Arlo take mass transit? Oh yeah, never mind. – Wylie H. Dallas

School starts Monday. Whether you are a student returning to the classroom or a parent dropping your kids off, be careful and keep a smile on your face! #Back2school – NCTCOG Transportation Department



Do you ever stop to think that if our city needs to hire hundreds of people for the sole purpose of keeping our children from getting crushed by cars as they are trying to get to school then there is something wrong with our city? – Dallas May

What about making the road network less dangerous? – Wylie H. Dallas

PRESS RELEASE: Regional Transportation Council approves \$4.5M for planning of DFW high speed rail <http://bit.ly/1E8trXL> #HSR – NCTCOG Transportation Department



That, of course, citizens of Dallas will be expected to pay for. All so we get an unnecessary redundant rail line. – Dallas May

Possibly the single dumbest, most wasteful idea yet. High speed rail operates at speeds in excess of 150 mph. Running such a line between Dallas & Ft. Worth, with a stop in Arlington is just bizarre and wasteful. Here's a direct quote from The Geography of Transport Systems:

"Distance between stations. A distance of 50 km is often considered a minimum, leaving enough for trains to accelerate and reach cruising speed. Servicing too many stations undermines the rationale of high speed systems, which is to service large urban agglomerations in a fast and continuous manner."

<https://people.hofstra.edu/.../ch3en/appl3en/ch3a1en.html> – Wylie H Dallas

Wylie H Dallas, but even the close distance is not what makes the extension wasteful, it's the fact that we already have a rail connection to Ft. Worth. This is just a redundancy for the sake of not having to walk a few feet to make a connection. – Dallas May

It's a distraction from their other agendas. Be wary. And a project to churn and look busy. – Larry Brautigam

Heaven forbid this \$4.5 million be put towards improving TRE service. You know - that existing rail line between Dallas and Ft. Worth? The me too-ism is just pathetic. – Philip Goss

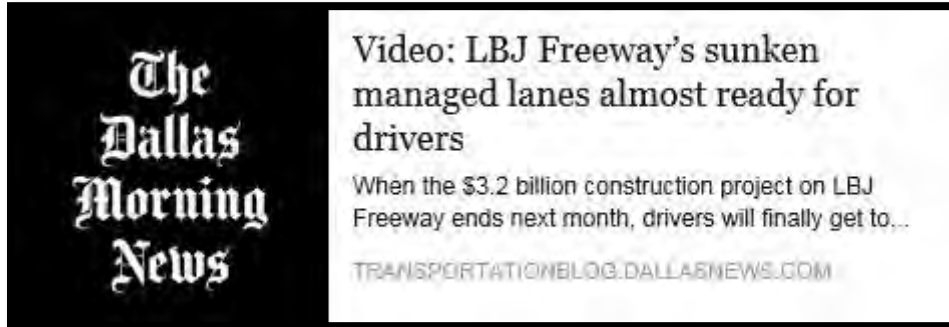
That would be too rational. – Wylie H Dallas

Don't let Arlington resident and unelected bureaucrat Michael Morris put a stop in Arlington. – James White

Ozone Action Day – Ozone in the DFW area tomorrow is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity. Current ozone information: <http://bit.ly/9nC9vy>. Consider a clean air choice: <http://bit.ly/1mAJKNV>. – NCTCOG Transportation Department

Can you please build an HOV lanes on I-45 to Galveston soon – John Johnny Halliburton

The new LBJ TEXpress Lanes are almost ready for drivers. Here's a sneak peek of the new managed lanes that run below the main lanes. <http://bit.ly/1i1LGEs> – NCTCOG Transportation Department



Can you please add an HOV lanes on I-45 to Galveston from Dallas and can you please add an HOV lanes on I-35 to San Antonio because there is a lot of traffic between DFW and Austin – John Johnny Halliburton

Ozone Action Day – Ozone in the DFW area tomorrow is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity. Current ozone information: <http://bit.ly/9nC9vy>. Consider a clean air choice: <http://bit.ly/1mAJKNV>. – NCTCOG Transportation Department

Start with an electric car. #TexasEV – Rick Bollar

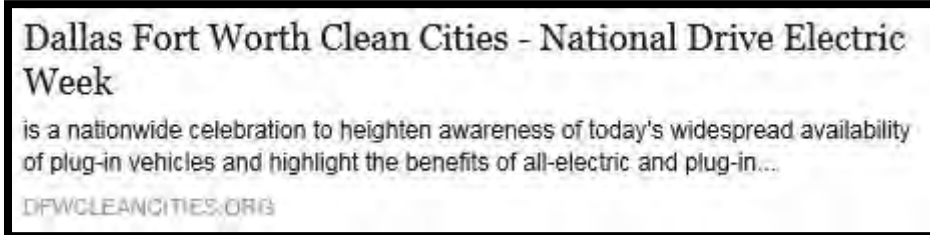
Meanwhile, NCTCOG Transportation Department continues to go "all-in" on channeling virtually all transportation dollars to the construction of massive, sprawl-inducing highways, with a just a token nod to alternate means of mobility. – Wylie H Dallas

Eules receives state grant for trail expansion – NCTCOG Transportation Department



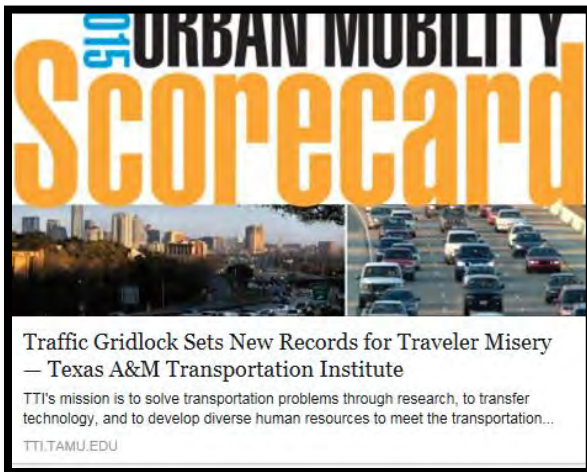
<https://www.facebook.com/texastollwayslawsuit> – Chris Norman

What are you doing September 19? Come see us at Grapevine Mills Mall from 10 am – 2 pm to celebrate National Drive Electric Week. You'll see the latest and greatest electric vehicles, recharging equipment, and much more! #texasEV Learn more here, <http://bit.ly/1hS1UX> – NCTCOG Transportation Department



Seventy-two vehicles; 1.2 million electric miles SO FAR! – Rick Bollar

A new Texas A&M Transportation Institute and INRIX report shows congestion on US roadways has surpassed pre-recession levels and a link between economic growth and congestion has re-emerged. <http://bit.ly/1NIYGvI> – NCTCOG Transportation Department



The Texas A&M "Study" is not peer reviewed and the writers have never recognized any outside criticism of their reports. Which are many. They should be read purely as propaganda promoting roadway construction.

Here is the Texas Standard's analysis of the most recent report:
<http://www.texasstandard.org/.../texas-ams.../> – Dallas May

AAA is predicting 2015 Labor Day holiday travel to be the highest number of Labor Day travelers since 2008. Where do you plan on traveling to this weekend? <http://bit.ly/1Q6tvsC> – NCTCOG Transportation Department



Ah, yes. AAA, the organization that successfully lobbied to make walking a crime. – Dallas May

LBJ Express is now open, giving you more ways to move through one of the busiest corridors in Dallas-Fort Worth. Try it and tell us how it helps you. – NCTCOG Transportation Department

It helps by extracting even more money from cash-strapped consumers' wallets. That's great! – Philip Goss

I tried it this morning. Four minutes from I35 to DNT. Nice. – Rick Bollar

Why do WE have to pay for it use.....again? – Ray Gleaves

Plenty of ways to move through the corridor:

- A) by private automobile;
- B) by private automobile; and
- C) by private automobile.

I wonder which one I should choose?!? – Wylie H Dallas

Did you know North Texas ranks 12th in the country in EV sales? Learn more cool facts about this growing technology and get an up-close view of the cars Saturday, Sept. 19, at Grapevine Mills: www.dfwcleancities.org/ndew. #texasEV #NDEW2015 #DFWCleanCities – NCTCOG Transportation Department

So, as the 4th largest metro area in the U.S., we are only 12th in EV sales? Why are we performing so poorly, relative to the rest of the U.S.? – Wylie H Dallas

Drop by Grapevine Mills on Sept. 19 to celebrate Electric Vehicles. The Car Guy Show will be there. Will you? www.dfwcleancities.org/ndew #texasEV #NDEW2015 #DFWCleanCities - NCTCOG – NCTCOG Transportation Department

I won't be there because the NCTCOG Transportation Department has failed to provide for reasonable transportation alternatives in North Texas, instead dedicating the vast majority of its financial resources towards the creation of an unsustainable, sprawling tangle of massive highways. – Wylie H Dallas

Increase Incident Response

Decrease Driver Delay

Executive Level Incident Management Training Opportunity

Join us for the Freeway 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 Freeway 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

Tuesday, October 13, 2015
TransVision Tour 9am
Executive Level Course 10am-noon
TxDOT Fort Worth District Offices
Training Center
2501 Southwest Loop 820
Fort Worth, Texas 76133



**North Central Texas Council of Governments
Transportation**



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transportation

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Air Quality Funding Opportunities for Vehicles

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

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

Current Vehicle Grant Funding Opportunities

 [Select Language](#) ? ?

	Eligible Focus Areas									Eligible Applicant Type
	Heavy-Duty Vehicles						Light-Duty Vehicles			
	School Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology	
AirCheckTexas Drive a Clean Machine Program							X			General Public
Clean Fleets North Texas 2015 Call For Projects NEW! Deadline: October 23, 2015, 5 pm	X	X	X	X	X		X	X		Public Sector, Private Sector
Drayage Loan Program Deadline: First Come, First Served		X				X				Private Sector
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
Medium and Heavy Duty Vehicle Powertrain Electrification and Dual Fuel Fleet Demonstration NEW! Deadline for Concept Papers: October 8, 2015, 8 pm ET	X	X	X	X	X	X				Public Sector, Private Sector,
Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector
Texas Clean Fleet Program NEW! Deadline: November 10, 2015, 5 pm	X		X	X		X		X		Public Sector, Private Sector
Texas Clean School Bus Grant Program NEW! Deadline: December 2, 2015	X									Public Sector

[NCTCOG Funding Opportunity Archive](#)

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

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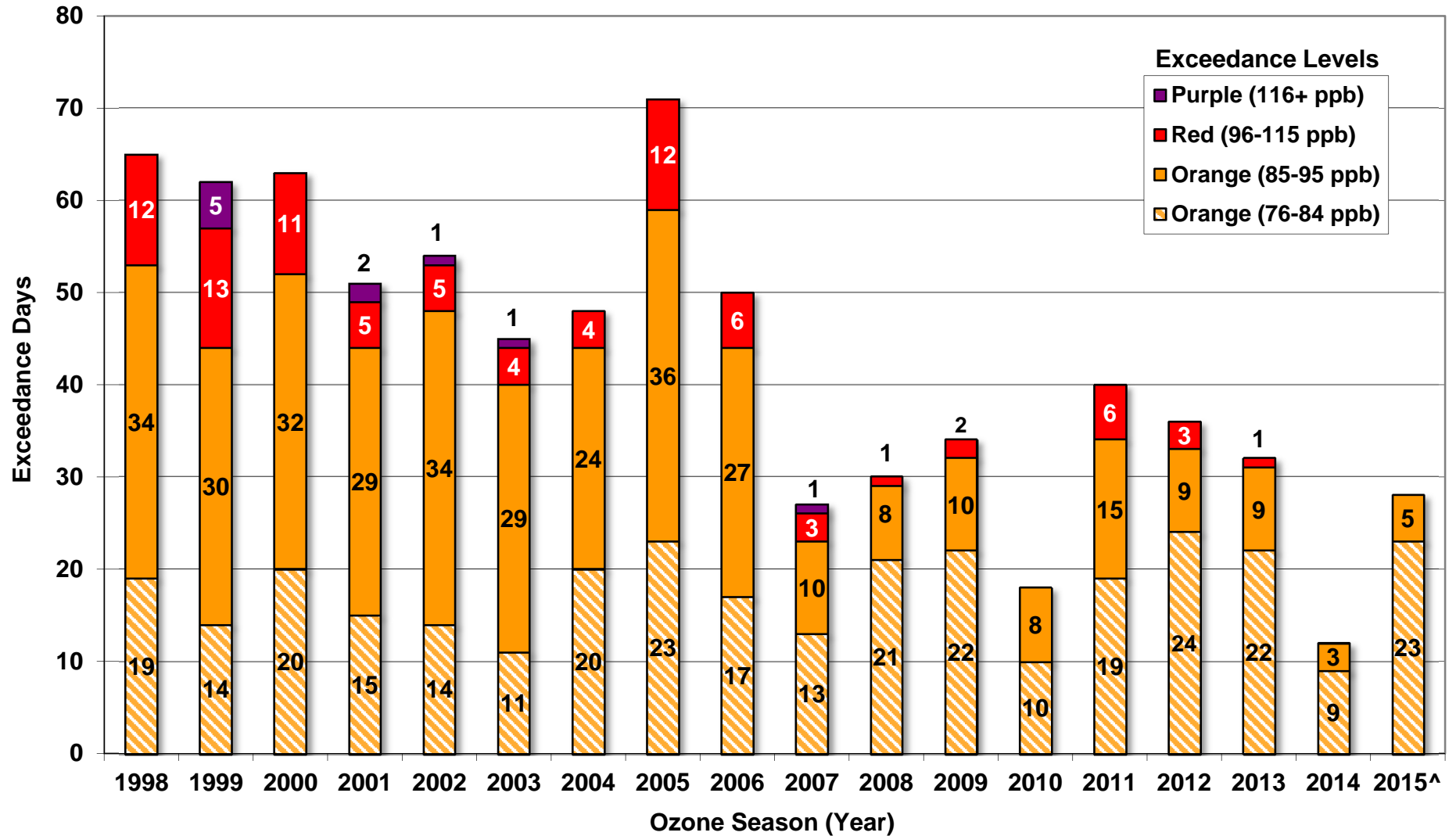


North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888

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

2015 OZONE SEASON

8-Hour Ozone Exceedance Days



Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 75 ppb.

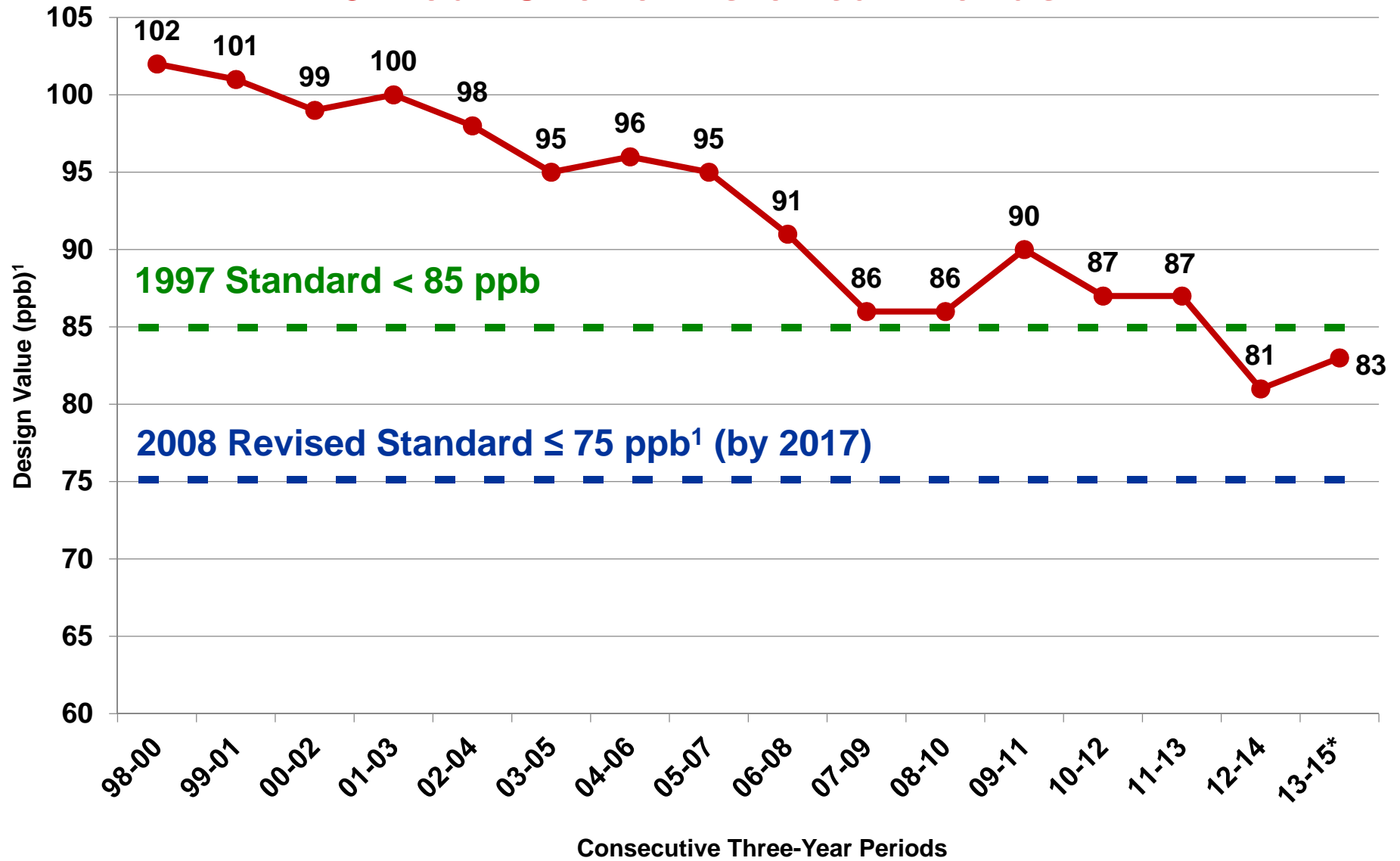
= Additional level orange exceedance days under the revised standard that were not exceedances under the previous 84 ppb standard. (AQI level orange = 76-95 ppb)

^Not a full year of data, current as of 9/27/2015

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

2015 OZONE SEASON

8-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 8-hour average ozone concentration) is equal to or less than 75 parts per billion (ppb).

*Not a full year of data. Current as of 9/27/2015.

2015 OZONE SEASON

References

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Air North Texas: www.airnorthtexas.org
NCTCOG Ozone Updates: www.nctcog/ozone

Overview of Actions Affecting Western/Eastern Funding Shares
(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Start	Over-Obligation on North Tarrant Express (Category 2)	\$ 156.60	\$ -	\$ 156.60	\$ -
Jan-10	FM 1187 in Mansfield (ARRA)	11.10	-	167.70	-
Mar-10	Send Western SH 161 RTR Funds to Eastern Subregion (as part of SH 161 & Southwest Parkway Agreement)	-	2.39	167.70	2.39
Apr-10	IH 35E Bridge over Trinity River (Bridge Program)		75.00	167.70	77.39
Apr-10	Mountain Creek Parkway Bridge (Bridge Program)		5.20	167.70	82.59
May-10	SH 26 in Grapevine (ARRA)	17.50		185.20	82.59
May	Various Locations in the DFW Region (Safe Routes to School Program)	3.40	6.90	188.60	89.49
Jun-10	US 75, IH 30, SH 114, SP 348, IH 35W, SH 360 (Proposition 12 - Engineering)	39.00	58.50	227.60	147.99
Jun-10	SH 26 in Colleyville (Pass Through Finance)	19.10		246.70	147.99
Jun-10	IH 30 HOV/Managed (Pass Through Finance)		63.13	246.70	211.12
Jun-10	FM 1171 in Denton Co (Pass Through Finance)		41.40	246.70	252.52
Jun-10	SH 34 in Terrell (Category 12)		19.00	246.70	271.52
Jul-10	Send \$5M STP-MM savings from SH 26 in Grapevine from Western to Eastern Subregion		5.00	246.70	276.52
Jul-10	2010 Statewide Transportation Enhancement Program	8.27	10.58	254.97	287.10
Aug-10	FM 1641 in Kaufman County (ARRA)		3.24	254.97	290.34
Aug-10	SH 121 from DART/Cotton Belt to FM 2499 (ARRA)	5.40		260.37	290.34
Oct-10	IH 35E at FM 407 Interchange and North Tarrant Express (Proposition 14)	135.00	30.00	395.37	320.34
Nov-10	Move RTC/Local from East to West for US 287 at Berry/Vaughn (RTC Local)	1.25	(1.25)	396.62	319.09
Feb-11	Move STP-MM from West to East as a result of the US 287 at Berry/Vaughn swap (STP-MM)	(1.25)	1.25	395.37	320.34
Apr-11	Advanced funding to FY 2011 Using Category 12 Funds	22.07	28.32	417.44	348.66
May-11	US 380 from West of FM 156 to IH 35E (Prop 14)		20.50	417.44	369.16
Sep-11	Strategic Partnership with TxDOT/Proposition 12 Allocation	99.00	757.45	516.44	1,126.61
Jun-12	Additional Revenue from the TxDOT \$2 Billion Funding Initiative	101.34	405.34	617.78	1,531.95
Jun-12	\$30M contingency loan from Dallas County (from SH 183 & SL 9) to Tarrant County (for IH 35W)	30.00	(30.00)	647.78	1,501.95
Oct-12	Fiscal Year 2013 Earmark Funding from FHWA/TxDOT reallocation	1.98	0.53	649.76	1,502.48
Mar-13	Category 12 Funding for US 287 Ennis Bypass	-	56.00	649.76	1,558.48
		\$ 649.76	\$ 1,558.48	29.42%	70.58%

Overview of Actions Affecting Western/Eastern Funding Shares (\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Jan-13	Additional MAP-21 Funds (US 67 [Cleburne bypass]) ¹	\$ 30.00	\$ -	\$ 30.00	\$ -
Mar-13	Statewide Allocation to the Region of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for TxDOT Congestion Management Program ²	3.40	6.60	33.40	6.60
Aug-13	Category 12 funds for SH 183 (including part of NTE), SH 114, and Loop 12	183.89	416.11	217.29	422.71
Feb-14	NTE/LBJ HOV 2/3+ Subsidy ³	6.85	(6.85)	224.14	415.86
Jun-14	IH 345 from IH 30 to SP 366 over IH 30, US 75, and DART RR	-	185.00	224.14	600.86
	IH 35W (Skinny) from US 81/287 Split to SH 114	115.84	24.16	339.98	625.02
	SH 114 from Trophy Lake Drive to Kirkwood Blvd.	4.00	4.00	343.98	629.02
	SH 170 from west of Parish Rd to west of SH 114 Interchange	-	10.50	343.98	639.52
	Dallas Area Rapid Transit (Dallas and Fort Worth Districts) ⁴	-	60.00	343.98	699.52
Aug-14	IH 35E from US 77 South of Waxahachie to US 77 North of Waxahachie (In Ellis County)	-	120.00	343.98	819.52
Jul-15	Repayment of \$20M loan to the West (for IH 35W) from the East (SH 183) is considered to be repaid from the \$600M in Cat 12 funds noted above in August 2013 TTC approval. This entry reflects an adjustment of \$20M from the Western ledger to the Eastern ledger.	(20.00)	20.00	323.98	839.52
Jul-15	Repayment of \$10M loan to the West (for IH 35W) from the East (SL 9) using CMAQ funds	(10.00)	10.00	313.98	849.52
Jul-15	SH 360 Interchange Partnership (\$7M Regional Tollroad Revenue (RTR) to come from Eastern RTR allocation) ⁵	7.00	(7.00)	320.98	842.52
Updated MAP-21 Equity Share as of August 2015		\$ 320.98	\$ 842.52	27.59%	72.41%

NOTES: 1) FM 2499 and SH 121 Section 13 projects excluded from calculation due to their location with Dallas, Denton, and Tarrant Counties.

2) CMAQ funding allocation previously changed to reflect new funding distribution approved by the RTC on September 12, 2013.

3) \$6.85M in RTR funds transferred to the West, funds will not be sent back to the East from the West as this action helps to achieve the desired RTC approved distribution.

4) \$40M for the Western Subregion to be identified in the future and reflected in the West/East tracking once approved (\$60M for DART reaffirmed in February 2015).

5) SH 360 action for \$300M (SH 360 from Sublett/Camp Wisdom to Ellis County Line) - Will not be reflected as it is a loan.

East-West Equity Share (SAFETEA-LU and MAP-21)	Cumulative Total	
	West	East
SAFETEA-LU East-West Equity Total	\$ 649.76	\$ 1,558.48
MAP-21 East-West Equity Total	\$ 320.98	\$ 842.52
Cumulative Total	\$ 970.74	\$ 2,401.00
Percentage Shares	28.79%	71.21%

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
PROJECTS WITH OUTSTANDING BALANCES										
NCTCOG/ DALLAS	DALLAS	TIGER DISCRETIONARY GRANT PROGRAM	DOWNTOWN DALLAS STREETCAR	DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM DOWNTOWN DALLAS TO OAK CLIFF	PLANNING, ENGINEERING, ENVIRONMENTAL, ROW, AND CONSTRUCTION FOR DALLAS STREETCAR EXTENSION; RAIL TRANSIT	\$26,000,000	\$25,441,814	\$558,186	\$0	LAST INVOICE HAS BEEN SUBMITTED AND IS BEING PROCESSED; DALLAS STREETCAR OPENED FOR REVENUE SERVICE IN APRIL 2015.
TOTAL FOR PROJECTS WITH OUTSTANDING BALANCES						\$26,000,000	\$25,441,814	\$558,186	\$0	
PARTNERSHIP PROJECTS THAT ARE UNDER CONSTRUCTION										
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	RIVERFRONT BLVD	FROM UPRR TO CONTINENTAL	RECONSTRUCT & WIDEN FACILITY FROM 6 TO 8 LANES	\$0	\$0	\$0	\$15,500,000	UNDER CONSTRUCTION; ESTIMATED COMPLETION DATE JUNE 2016.
TOTAL FOR PARTNERSHIP PROJECTS THAT ARE UNDER CONSTRUCTION						\$0	\$0	\$0	\$15,500,000	

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

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PROJECTS THAT ARE COMPLETED OR CANCELLED										
ALLEN	COLLIN	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			SYNCHRONIZE 24 TRAFFIC SIGNALS AND INSTALL AND UPGRADE TRAFFIC SIGNAL SYSTEM HARDWARE TO ENSURE SYNCHRONIZATION PLANS ARE WORKING PROPERLY	\$392,500	\$392,500	\$0	\$0	COMPLETED
ALLEN	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$693,000	\$693,000	\$0	\$0	COMPLETED
ARLINGTON	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 3 CNG VEHICLES	\$20,805	\$20,805	\$0	\$58,125	COMPLETED
ARLINGTON	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$3,428,100	\$3,428,100	\$0	\$0	COMPLETED
ARLINGTON / HANDITRAN	TARRANT	DFW MPO TRANSIT	PREVENTIVE MAINTENANCE, CAPITAL COST OF CONTRACTING, VEHICLE AND TECHNOLOGY ACQUISITION	----	----	\$600,000	\$600,000	\$0	\$0	COMPLETED
ARLINGTON ISD/ TEXAS RAILROAD COMMISSION	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 24 PROPANE BUSES AND INSTALL REFUELING INFRASTRUCTURE	\$508,174	\$508,174	\$0	\$1,729,128	COMPLETED
ARLINGTON ISD/ TEXAS RAILROAD COMMISSION	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A	PURCHASE 24 PROPANE SCHOOL BUSES	\$192,000	\$192,000	\$0	\$2,453,124	COMPLETED
BEDFORD	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			IMPLEMENT SYNCHRONIZED TRAFFIC SIGNAL TIMING PLANS FOR 26 INTERSECTIONS	\$1,856,000	\$1,856,000	\$0	\$0	COMPLETED
BEDFORD	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$201,200	\$201,200	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
CARROLLTON	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,189,100	\$1,189,100	\$0	\$0	COMPLETED
CEDAR HILL	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			DEVELOP AND IMPLEMENT SYNCHRONIZED TRAFFIC SIGNAL TIMING PLANS FOR 12 INTERSECTIONS	\$308,688	\$308,688	\$0	\$0	COMPLETED
CEDAR HILL	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$176,600	\$176,600	\$0	\$0	COMPLETED
CENTRAL TEXAS RURAL TRANSIT DISTRICT	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$1,625,000	\$1,625,000	\$0	\$0	COMPLETED
CENTRAL TEXAS RURAL TRANSIT DISTRICT	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$600,000	\$600,000	\$0	\$0	COMPLETED
CITY OF LAKE DALLAS	DENTON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 LIGHT DUTY HYBRID VEHICLE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
CITY OF MCKINNEY	COLLIN	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS		PURCHASE 2 HEAVY DUTY HYBRID VEHICLES	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
CLETRAN - CITY/COUNTY TRANS. / CLEBURNE	JOHNSON	TXDOT TRANSIT	FACILITY	----	----	\$200,000	\$200,000	\$0	\$0	COMPLETED
CLETRAN - CITY/COUNTY TRANS. / CLEBURNE	JOHNSON	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$447,000	\$447,000	\$0	\$0	COMPLETED
COLLIN COUNTY COMMITTEE ON AGING	COLLIN	DFW MPO TRANSIT	OPERATING ASSISTANCE	----	----	\$99,299	\$99,299	\$0	\$0	COMPLETED
COLLIN COUNTY COMMITTEE ON AGING	COLLIN	DFW MPO TRANSIT	TECHNOLOGY ACQUISITION, PREVENTIVE MAINTENANCE AND PROJECT ADMINISTRATION	----	----	\$893,691	\$785,692	\$107,999	\$0	COMPLETED; \$107,999 WILL BE DE-OBLIGATED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
COLLIN COUNTY COMMITTEE ON AGING	COLLIN	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$360,000	\$360,000	\$0	\$0	COMPLETED
COMMUNITY SERVICES, INC.	ELLIS	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$377,025	\$377,025	\$0	\$0	COMPLETED
COPPELL	DALLAS/ DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$171,200	\$171,200	\$0	\$0	COMPLETED
DALLAS COUNTY SCHOOLS/ TEXAS RAILROAD COMMISSION	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT		PURCHASE 28 PROPANE SCHOOL BUSES AND UPGRADE 1 PROPANE INFRASTRUCTURE SITE	\$200,694	\$200,694	\$0	\$1,639,120	COMPLETED
DALLAS COUNTY SCHOOLS/TEXAS RAILROAD COMMISSION	DALLAS	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 10 PROPANE SCHOOL BUSES	\$163,160	\$163,160	\$0	\$720,470	COMPLETED
DALLAS-FORT WORTH INTL AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 37 SHUTTLE VANS TO CNG AND PURCHASE 2 CNG SWEEPERS	\$387,250	\$387,250	\$0	\$1,239,013	COMPLETED
DALLAS-FORT WORTH INTL AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE 13 HEAVY- DUTY COMPRESSED NATURAL GAS VEHICLES	\$52,000	\$52,000	\$0	\$2,293,590	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	TRANSIT ENHANCEMENTS	----	----	\$612,412	\$612,412	\$0	\$0	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	IRVING 1-2	----	ENGINEERING, DESIGN, & CONSTRUCTION ACTIVITIES	\$60,628,755	\$60,628,755	\$0	\$0	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	NW/SE LRT	----	NW/SE LIGHT RAIL BUILD- OUT PHASE 2A	\$86,249,716	\$86,249,716	\$0	\$0	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	FIXED GUIDEWAY MODERNIZATION	----	RADIO REPLACEMENTS	\$300,940	\$300,940	\$0	\$0	COMPLETED
DCTA	DENTON	DFW MPO TRANSIT	VEHICLES, TECHNOLOGY, PASSENGER AMENITIES AND TRANSIT ENHANCEMENTS	----	----	\$4,143,011	\$4,143,011	\$0	\$0	COMPLETED
DCTA	DENTON	DFW MPO TRANSIT	FACILITY CONSTRUCTION AND IMPROVEMENTS	----	----	\$1,750,000	\$1,750,000	\$0	\$0	COMPLETED

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DENTON	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,117,000	\$1,117,000	\$0	\$0	COMPLETED
DENTON COUNTY	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$575,080	\$575,080	\$0	\$0	COMPLETED
DENTON ISD/ TEXAS RAILROAD COMMISSION	DENTON	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A	PURCHASE 7 PROPANE SCHOOL BUSES AND INSTALL ONE REFUELING INFRASTRUCTURE	\$123,696	\$123,696	\$0	\$681,998	COMPLETED
DESOTO	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$187,700	\$187,700	\$0	\$0	COMPLETED
DFW INTERNATIONAL AIRPORT	REGIONAL	US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION	DFW INTERNATIONAL AIRPORT		FULL AND SHALLOW DEPTH CONCRETE PAVEMENT REPAIRS WITHIN THE SAFETY AREAS OF RUNWAY 18R/36L. INCIDENTAL WORK INCLUDES LIGHT CAN REPLACEMENTS, CONDUIT REPLACEMENT, JOINT REPLACEMENTS, PAVEMENT MARKING REPLACEMENTS AND ANY OTHER WORK NECESSARY TO THIS RUNWAY.	\$2,315,000	\$2,315,000	\$0	\$0	COMPLETED
DFW INTERNATIONAL AIRPORT	REGIONAL	US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION	DFW INTERNATIONAL AIRPORT		PAVEMENT REHABILITATION FOR RUNWAY 13L/31R	\$7,369,600	\$7,369,600	\$0	\$0	COMPLETED
DUNCANVILLE	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$148,600	\$148,600	\$0	\$0	COMPLETED
EULESS	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$454,200	\$454,200	\$0	\$0	COMPLETED

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FLOWER MOUND	DENTON/ TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$607,700	\$607,700	\$0	\$0	COMPLETED
FORT WORTH	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			HARDWARE AND SOFTWARE IMPROVEMENTS AND EQUIPMENT UPGRADES AT 14 TRAFFIC SIGNALS AND RECONSTRUCT 2 TRAFFIC SIGNALS	\$750,000	\$750,000	\$0	\$0	COMPLETED
FORT WORTH	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$6,738,300	\$6,738,300	\$0	\$0	COMPLETED
FRISCO	COLLIN	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			RE-TIME AND MONITOR 24 TRAFFIC SIGNALS	\$134,400	\$134,400	\$0	\$0	COMPLETED
FRISCO	COLLIN/ DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$825,800	\$825,800	\$0	\$0	COMPLETED
FWTA	TARRANT	DFW MPO TRANSIT	VEHICLE ACQUISITION, PREVENTIVE MAINTENANCE, TRANSIT ENHANCEMENTS, AND OTHER CAPITAL ITEMS	----	----	\$20,148,975	\$20,148,975	\$0	\$0	COMPLETED
GARLAND	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,978,800	\$1,978,800	\$0	\$0	COMPLETED
GRAND PRAIRIE	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			SYNCHRONIZE, UPGRADE AND RETIME 164 INTERSECTIONS	\$419,900	\$419,900	\$0	\$0	COMPLETED

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GRAND PRAIRIE	DALLAS/ TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,474,400	\$1,474,400	\$0	\$0	COMPLETED
GRAND PRAIRIE / GRAND CONNECTION	DALLAS	DFW MPO TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$192,500	\$192,500	\$0	\$0	COMPLETED
GRAPEVINE	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			INSTALL A TRAFFIC ADAPTIVE SYSTEM (TAS) ON 11 EXISTING TRAFFIC SIGNALS	\$308,000	\$308,000	\$0	\$0	COMPLETED
GRAPEVINE	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$503,500	\$503,500	\$0	\$0	COMPLETED
GRAPEVINE- COLLEYVILLE ISD	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 4 PROPANE SCHOOL BUSES AND INSTALL REFUELING INFRASTRUCTURE	\$134,514	\$134,514	\$0	\$347,664	COMPLETED
GYPSUM SUPPLY, LTD.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 HEAVY DUTY HYBRID VEHICLE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
HALTOM CITY	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 8 PROPANE VEHICLES AND INSTALL REFUELING INFRASTRUCTURE	\$149,210	\$149,210	\$0	\$215,006	COMPLETED
HALTOM CITY	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$165,700	\$165,700	\$0	\$0	COMPLETED
HURST	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$165,500	\$165,500	\$0	\$0	COMPLETED
IRVING	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$2,058,600	\$2,058,600	\$0	\$0	COMPLETED

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IRVING HOLDINGS, INC. DBA YELLOW CAB	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 100 LIGHT DUTY HYBRID VEHICLES	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
KAUFMAN AREA RURAL TRANS. (KART)	ROCKWALL	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$302,000	\$302,000	\$0	\$0	COMPLETED
KAUFMAN AREA RURAL TRANS. (KART)	KAUFMAN	TXDOT TRANSIT	SIGNAGE AND TECHNOLOGY ACQUISITION	----	----	\$310,000	\$310,000	\$0	\$0	COMPLETED
KELLER	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$155,000	\$155,000	\$0	\$0	COMPLETED
LANCASTER	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$143,300	\$143,300	\$0	\$0	COMPLETED
LEWISVILLE	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$913,000	\$913,000	\$0	\$0	COMPLETED
MANSFIELD	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$179,700	\$179,700	\$0	\$0	COMPLETED
MCKINNEY	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,071,500	\$1,071,500	\$0	\$0	COMPLETED
MESQUITE	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,200,900	\$1,200,900	\$0	\$0	COMPLETED
MESQUITE TRANS. FOR THE ELDERLY AND DISABLED (MTED)	DALLAS	DFW MPO TRANSIT	VEHICLE ACQUISITION AND PREVENTIVE MAINTENANCE	----	----	\$322,500	\$322,500	\$0	\$0	COMPLETED

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MIDLOTHIAN POLICE DEPARTMENT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE ONE LIGHT- DUTY HYBRID VEHICLE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
NCTCOG	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PROJECT ADMINISTRATION, SUPPLIES FOR PUBLIC AWARENESS CAMPAIGN AND MARKETING PLAN	\$265,182	\$265,182	\$0	\$63,475	COMPLETED
NCTCOG	TARRANT	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	ADMINISTRATIVE	\$48,927	\$48,927	\$0	\$0	COMPLETED
NCTCOG	TARRANT	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	ADMINISTRATIVE	\$43,332	\$43,332	\$0	\$0	COMPLETED
NCTCOG (FORT WORTH DISTRICT)	TARRANT	DFW MPO TRANSIT	PROJECT ADMINISTRATION AND VEHICLE ACQUISITION	----	----	\$1,105,760	\$1,105,760	\$0	\$0	COMPLETED
NCTCOG (CLETRAN - CITY/COUNTY TRANS/ CLEBURNE)	JOHNSON	DFW MPO TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$380,000	\$380,000	\$0	\$0	COMPLETED
NCTCOG (KAUFMAN AREA RURAL TRANS. (STAR/KART)	ROCKWALL	DFW MPO TRANSIT	VEHICLES, TECHNOLOGY, AND FACILITY IMPROVEMENTS	----	----	\$1,113,524	\$1,113,524	\$0	\$0	COMPLETED
NCTCOG (PUBLIC TRANSIT SERVICES (PTS))	PARKER	DFW MPO TRANSIT	VEHICLE, TECHNOLOGY, AND SECURITY ACQUISITION	----	----	\$1,264,000	\$1,264,000	\$0	\$0	COMPLETED
NCTCOG (SPECIAL PROGRAMS FOR AGING NEEDS, INC. (SPAN))	DENTON	DFW MPO TRANSIT	VEHICLE, TECHNOLOGY, AND SECURITY ACQUISITION	----	----	\$640,000	\$640,000	\$0	\$0	COMPLETED
NCTCOG (DALLAS DISTRICT)	DALLAS	DFW MPO TRANSIT	PROJECT ADMINISTRATION AND VEHICLE ACQUISITION	----	----	\$1,101,100	\$1,101,100	\$0	\$0	COMPLETED

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NCTCOG/ SOUTHLAKE	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 LIGHT DUTY HYBRID VEHICLE; CONSTRUCT 2 BIODIESEL (B-20) AND 1 ETHANOL REFUELING FACILITIES	\$64,500	\$53,131	\$11,369	\$73,070	COMPLETED; COST SAVINGS TO BE RETURNED TO FUNDING AGENCY
NCTCOG/ CANTEEN VENDING	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	1 PRIVATE ACCESS ELECTRIC RECHARGING FACILITY	\$21,941	\$21,941	\$0	\$12,035	COMPLETED
NCTCOG/ CANTEEN VENDING	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 2 HEAVY DUTY ELECTRIC VEHICLES	\$130,233	\$130,233	\$0	\$230,047	COMPLETED
NCTCOG/COCA- COLA ENTERPRISES, INC.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS		PURCHASE 24 HEAVY DUTY HYBRID VEHICLES AND 3 HEAVY DUTY COMPRESSED NATURAL GAS VEHICLES	\$657,058	\$657,058	\$0	\$2,381,453	COMPLETED
NCTCOG/ DALLAS	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 21 HEAVY DUTY AND 7 LIGHT DUTY CNG VEHICLES, 27 LIGHT DUTY HYBRID VEHICLES, AND 24 NEIGHBORHOOD ELECTRIC VEHICLES; CONSTRUCT 1 CNG REFUELING FACILITY AND 2 ELECTRIC RECHARGING FACILITIES; DEVELOP CNG AND HYBRID VEHICLE TECHNICIAN TRAINING CURRICULUM	\$2,809,849	\$2,809,849	\$0	\$3,991,129	COMPLETED
NCTCOG/ DALLAS	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	----	PURCHASE 7 HYBRID ELECTRIC VEHICLES	\$28,000	\$28,000	\$0	\$167,993	COMPLETED
NCTCOG/ DALLAS COUNTY SCHOOLS	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 53 BUSES TO PROPANE AND UPGRADE 5 PROPANE INFRASTRUCTURE SITES	\$1,062,548	\$1,062,548	\$0	\$2,548,232	COMPLETED
NCTCOG/ DALLAS-FORT WORTH INTERNATIONAL AIRPORT	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 28 HEAVY DUTY AND 21 LIGHT DUTY CNG VEHICLES	\$590,845	\$590,845	\$0	\$1,901,452	COMPLETED

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NCTCOG/ DALLAS-FORT WORTH INTL AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 37 SHUTTLE VANS TO CNG AND PURCHASE 2 CNG SWEEPERS	\$387,250	\$387,250	\$0	\$1,239,013	COMPLETED
NCTCOG/DALLAS- FORT WORTH INTL AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE 13 HEAVY- DUTY COMPRESSED NATURAL GAS VEHICLES	\$52,000	\$52,000	\$0	\$2,293,590	COMPLETED
NCTCOG/DENTON	DENTON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 3 HEAVY DUTY HYBRID VEHICLES AND 1 LIGHT DUTY PLUG-IN HYBRID ELECTRIC VEHICLE; CONSTRUCT 1 BIODIESEL (B-20) AND ETHANOL REFUELING FACILITY AND 1 ELECTRIC VEHICLE RECHARGING FACILITY	\$925,514	\$732,652	\$192,862	\$1,281,922	COMPLETED; PORTION OF COST SAVINGS USED TO OFFSET NCTCOG ADMINISTRATIVE COSTS; BALANCE RETURNED TO FUNDING AGENCY
NCTCOG/DESIGN TRANSP., INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 30 AUXILIARY POWER UNITS AND AERODYNAMICS FOR 107 TRAILERS	\$419,704	\$419,704	\$0	\$1,500	COMPLETED
NCTCOG/EULESS	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	EXPAND ONE REFUELING FACILITY TO PROVIDE BIODIESEL	\$56,228	\$56,228	\$0	\$22,869	COMPLETED
NCTCOG/EVANS TRANSP.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 1 AUXILIARY POWER UNIT AND LOW ROLLING RESISTANCE TIRES FOR 1 TRACTOR AND 1 TRAILER	\$18,900	\$18,900	\$0	\$173	COMPLETED
NCTCOG/FORT WORTH	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE ONE HEAVY- DUTY HYBRID VEHICLE	\$51,500	\$51,500	\$0	\$135,917	COMPLETED
NCTCOG/FORT WORTH	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 2 VEHICLES TO PROPANE AND UPGRADE 3 PROPANE INFRASTRUCTURE SITES	\$165,685	\$165,685	\$0	\$148,065	COMPLETED

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NCTCOG/FORT WORTH INDEPENDENT SCHOOL DISTRICT	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 25 HEAVY DUTY HYBRID VEHICLES	\$1,635,256	\$1,635,256	\$0	\$2,026,018	COMPLETED
NCTCOG/FRITOLAY NORTH AMERICA, INC.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 5 HEAVY DUTY ELECTRIC VEHICLES AND 4 HEAVY DUTY CNG VEHICLES	\$619,768	\$619,768	\$0	\$850,631	COMPLETED
NCTCOG/FRITOLAY NORTH AMERICA, INC.	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	CONSTRUCT 1 ELECTRIC RECHARGING FACILITY	\$44,500	\$44,500	\$0	\$109,375	COMPLETED
NCTCOG/FRITOLAY NORTH AMERICA, INC.	REGIONAL	DFW CLEAN VEHICLE (EPADERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 CLASS 5 DELIVERY TRUCKS	\$31,000	\$31,000	\$0	\$110,070	COMPLETED
NCTCOG/FRITOLAY NORTH AMERICA, INC.	REGIONAL	DFW CLEAN VEHICLE (EPADERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF LOW ROLLING RESISTANCE TIRES FOR 28 TRUCKS AND 18 TRAILERS	\$69,000	\$69,000	\$0	\$85,500	COMPLETED
NCTCOG/GARLAND	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 13 LIGHT DUTY HYBRID VEHICLES AND ONE HEAVY DUTY HYBRID VEHICLE	\$84,463	\$84,463	\$0	\$490,116	COMPLETED
NCTCOG/GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG PLUG-IN HYBRID ELECTRIC VEHICLES AND EXPANSION OF 1 ALTERNATIVE FUEL INFRASTRUCTURE SITE TO PROVIDE ELECTRICAL RECHARGING	\$23,400	\$23,400	\$0	\$47,168	COMPLETED
NCTCOG/GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG-IN HYBRID ELECTRIC VEHICLES	\$4,000	\$4,000	\$0	\$28,140	COMPLETED
NCTCOG/GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG PLUG-IN HYBRID ELECTRIC VEHICLES AND EXPANSION OF 1 ALTERNATIVE FUEL INFRASTRUCTURE SITE TO PROVIDE ELECTRICAL RECHARGING	\$23,400	\$23,400	\$0	\$47,168	COMPLETED

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NCTCOG/ GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG-IN HYBRID ELECTRIC VEHICLES	\$4,000	\$4,000	\$0	\$28,140	COMPLETED
NCTCOG/GLEN ROSE ISD	SOMERVELL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 SCHOOL BUSES	\$44,624	\$44,624	\$0	\$137,622	COMPLETED
NCTCOG/ HIGHWAY OF HOPE	JOHNSON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 NEIGHBORHOOD ELECTRIC VEHICLE	\$2,000	\$2,000	\$0	\$13,615	COMPLETED
NCTCOG/HT BAR, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE/INSTALLATION OF 38 AUXILIARY POWER UNITS, LOW ROLLING RESISTANCE TIRES FOR 14 TRUCKS, AND AERODYNAMICS FOR 36 TRAILERS	\$449,895	\$449,895	\$0	\$30,975	COMPLETED
NCTCOG/ HTBAR, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 CLASS 8B LONG HAUL TRUCKS	\$60,567	\$60,567	\$0	\$181,702	COMPLETED
NCTCOG/LETCO GROUP, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 CLASS 8A DELIVERY TRUCKS	\$43,452	\$43,452	\$0	\$130,356	COMPLETED
NCTCOG/LIPAN ISD	HOOD	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 SCHOOL BUSES	\$41,508	\$41,508	\$0	\$124,524	COMPLETED
NCTCOG/ MANSFIELD INDEPENDENT SCHOOL DISTRICT	ELLIS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 13 HEAVY DUTY CNG VEHICLES AND 4 HEAVY DUTY CNG RETROFITS; CONSTRUCT 1 CNG REFUELING FACILITY	\$380,839	\$380,839	\$0	\$602,987	COMPLETED
NCTCOG/ MANSFIELD INDEPENDENT SCHOOL DISTRICT	JOHNSON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 6 HEAVY DUTY CNG VEHICLES AND 4 HEAVY DUTY CNG RETROFITS; CONSTRUCT 1 CNG REFUELING FACILITY	\$380,839	\$380,839	\$0	\$602,987	COMPLETED
NCTCOG/ MCKINNEY	COLLIN	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERSION OF 3 LIGHT- DUTY HYBRID-ELECTRIC VEHICLES TO PLUG-IN HYBRID ELECTRIC VEHICLES	\$35,700	\$35,700	\$0	\$10,274	COMPLETED

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NCTCOG/ NEW BERN TRANSPORT CORPORATION	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 41 HEAVY DUTY HYBRID VEHICLES	\$1,723,812	\$1,723,812	\$0	\$2,693,981	COMPLETED
NCTCOG/NORTH RICHLAND HILLS	TARRANT	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 1 FIRE ENGINE AND 2 AMBULANCES	\$218,622	\$218,622	\$0	\$705,712	COMPLETED
NCTCOG/PAM TRANSPORT, INC. (FORMERLY T.T.X., INC.)	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	CONSTRUCT 1 CNG REFUELING FACILITY	\$735,600	\$735,600	\$0	\$685,062	COMPLETED
NCTCOG/PAM TRANSPORT, INC. (FORMERLY T.T.X., INC.)	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 28 HEAVY DUTY CNG VEHICLES	\$1,694,391	\$1,653,674	\$40,717	\$2,066,434	COMPLETED; COST SAVINGS TO BE RETURNED TO FUNDING AGENCY SALE OF 28 HEAVY DUTY CNG VEHICLES; \$356,570 RETURNED TO DOE
NCTCOG/ PRODUCTION AND RIGGING RESOURCES INC. (DBA PRORIG)	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 1 AUXILIARY POWER UNIT	\$9,500	\$9,500	\$0	\$1,019	COMPLETED
NCTCOG/ RICHARDSON	COLLIN	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 4 LIGHT DUTY HYBRID VEHICLES	\$8,000	\$8,000	\$0	\$103,944	COMPLETED
NCTCOG/ SOUTHEASTERN FREIGHT LINES	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 47 CLASS 8B LONG HAUL TRUCKS, 32 CLASS 8B SHORT HAUL TRUCKS, 1 CLASS 8A SHORT HAUL TRUCK, AND 1 CLASS 7 SHORT HAUL TRUCK	\$1,534,419	\$1,534,419	\$0	\$5,315,259	COMPLETED

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NCTCOG/ SOUTHEASTERN FREIGHT LINES	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 3 AUXILIARY POWER UNITS, LOW ROLLING RESISTANCE TIRES FOR 34 TRUCKS AND 50 TRAILERS, AERODYNAMICS FOR 42 TRAILERS, CETANE ENHANCERS FOR 100 TRUCKS	\$457,567	\$457,567	\$0	\$14,525	COMPLETED
NCTCOG/ SPLASH TRANSPORT, INC.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 2 HEAVY DUTY HYBRID VEHICLES	\$111,850	\$111,850	\$0	\$157,194	COMPLETED
NCTCOG/ SYSCO CORPORATION	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 3 HEAVY DUTY HYBRID VEHICLES	\$145,353	\$145,353	\$0	\$277,667	COMPLETED
NCTCOG/ TARRANT COUNTY	TARRANT	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 1 CLASS 6 UTILITY VEHICLE	\$46,465	\$46,465	\$0	\$139,394	COMPLETED
NCTCOG/ TARRANT COUNTY	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE 8 LIGHT-DUTY HYBRID-ELECTRIC VEHICLES	\$32,000	\$32,000	\$0	\$174,927	COMPLETED
NCTCOG/ UNIVERSITY OF TEXAS SOUTHWESTERN MEDICAL CENTER	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 3 HEAVY-DUTY VEHICLES TO COMPRESSED NATURAL GAS	\$75,000	\$75,000	\$0	\$150,052	COMPLETED
NCTCOG/ WYLIE ISD	COLLIN	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 4 SCHOOL BUSES	\$116,508	\$116,508	\$0	\$433,465	COMPLETED
NORTH RICHLAND HILLS	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			DEVELOP AND IMPLEMENT SYNCHRONIZED TRAFFIC SIGNAL TIMING PLANS FOR 20 INTERSECTIONS; INCLUDES UPGRADING EXISTING EQUIPMENT	\$362,500	\$362,500	\$0	\$0	COMPLETED

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NORTH RICHLAND HILLS	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$584,900	\$584,900	\$0	\$0	COMPLETED
NTTA	DALLAS/ TARRANT	TIGER DISCRETIONARY GRANT PROGRAM	SH 161	FROM IH 20 TO NORTH OF IH 30	CONSTRUCT 4 LANE MAINLANES (TOLL)	\$20,000,000	\$20,000,000	\$0	\$0	COMPLETED
PLANO	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 2 LIGHT-DUTY VEHICLES TO PLUG-IN HYBRID ELECTRIC VEHICLES AND INSTALL ONE RECHARGING INFRASTRUCTURE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
PLANO	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$2,545,400	\$2,545,400	\$0	\$0	COMPLETED
PNK, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 7 AUXILIARY POWER UNITS, LOW ROLLING RESISTANCE TIRES AND TRAILER AERODYNAMICS FOR 15 TRUCKS	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
PRINCETON ISD/ TEXAS RAILROAD COMMISSION		STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT			\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
PROSPER ISD/ TEXAS RAILROAD COMMISSION	DENTON	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 10 PROPANE SCHOOL BUSES	\$345,000	\$345,000	\$0	\$768,538	COMPLETED
PROSPER ISD/ TEXAS RAILROAD COMMISSION	DENTON	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A	PURCHASE 15 PROPANE SCHOOL BUSES, UPGRADE 1 PROPANE REFUELING FACILITY	\$345,000	\$345,000	\$0	\$3,451,323	COMPLETED
PUBLIC TRANSIT SERVICES (PTS)	PARKER	TXDOT TRANSIT	VEHICLE ACQUISITION AND FACILITY	----	----	\$804,431	\$804,431	\$0	\$0	COMPLETED
PUBLIC TRANSIT SERVICES (PTS)	PARKER	TXDOT TRANSIT	TECHNOLOGY AND SHOP EQUIPMENT	----	----	\$40,500	\$40,500	\$0	\$0	COMPLETED

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RICHARDSON	COLLIN/ DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,036,200	\$1,036,200	\$0	\$0	COMPLETED
RICHARDSON ISD/TEXAS RAILROAD COMMISSION		STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A		\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
ROWLETT	DALLAS/ ROCKWALL	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$481,900	\$481,900	\$0	\$0	COMPLETED
SENIOR CENTER RESOURCES AND PUBLIC TRANSIT, INC./ THE CONNECTION	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$255,343	\$255,343	\$0	\$0	COMPLETED
SENIOR CENTER RESOURCES AND PUBLIC TRANSIT, INC./ THE CONNECTION	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$26,525	\$26,525	\$0	\$0	COMPLETED
SPECIAL PROGRAMS FOR AGING NEEDS, INC. (SPAN)	DENTON	TXDOT TRANSIT	VEHICLE ACQUISITION AND OTHER CAPITAL ITEMS	----	----	\$390,000	\$390,000	\$0	\$0	COMPLETED
SPECIAL PROGRAMS FOR AGING NEEDS, INC. (SPAN)	DENTON	TXDOT TRANSIT	SHOP EQUIPMENT	----	----	\$138,500	\$138,500	\$0	\$0	COMPLETED
TARRANT COUNTY	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 7 LIGHT DUTY HYBRID VEHICLES	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
TARRANT COUNTY	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$2,399,300	\$2,399,300	\$0	\$0	COMPLETED
TEXOMA AREA PARA-TRANSIT SYSTEM, INC. (TAPS)	WISE	TXDOT TRANSIT	FACILITY AND OTHER CAPITAL ITEMS	----	----	\$512,000	\$512,000	\$0	\$0	COMPLETED

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TEXOMA AREA PARA-TRANSIT SYSTEM, INC. (TAPS)	WISE	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$787,117	\$787,117	\$0	\$0	COMPLETED
THE COLONY	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$156,200	\$156,200	\$0	\$0	COMPLETED
THE TRANSIT SYSTEM, INC (TTS)	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$266,000	\$266,000	\$0	\$0	COMPLETED
THE TRANSIT SYSTEM, INC (TTS)	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT TRANSIT	FACILITY RENOVATION AND TECHNOLOGY ACQUISITION	----	----	\$53,910	\$53,910	\$0	\$0	COMPLETED
TRINITY RAILWAY EXPRESS (TRE)	DALLAS/ TARRANT	HIGH SPEED RAIL PROGRAM	TRINITY RAILWAY EXPRESS (TRE) VALLEY VIEW DOUBLE TRACK PROJECT		CONSTRUCTION OF A SECOND TRACK, NEW 200 FOOT BRIDGE AND GRADE SEPARATION	\$7,189,643	\$7,189,643	\$0	\$0	COMPLETED
TXDOT	DALLAS	ENHANCEMENT	TENISON TRAIL - EAST DALLAS VELOWAY	WINSTED DR WITHIN OLD SP&SF RR ROW, TO S.E. OVER GARLAND RD TO GLASGOW ST	CONSTRUCT BICYCLE/ PEDESTRIAN PATH	\$1,982,128	\$1,982,128	\$0	\$0	COMPLETED
TXDOT FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 171	PARKER CO LINE TO 0.14 MILES WEST OF US 377	RESURFACE ROADWAY	\$1,020,700	\$1,020,700	\$0	\$0	COMPLETED
TXDOT FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 377	BRAZOS RIVER BRIDGE TO HOLMES DRIVE	RESURFACE ROADWAY	\$1,354,060	\$1,354,060	\$0	\$0	COMPLETED
TXDOT FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 167	US 377 TO FM 4 IN ACTON	RESURFACE ROADWAY	\$431,983	\$431,983	\$0	\$0	COMPLETED
TXDOT/AMTRAK - BNSF	TARRANT	HIGH SPEED RAIL PROGRAM	CROSSING SIGNAL TIMING, BNSF RAILWAY FORT WORTH SUBDIVISION HEARTLAND FLYER		FINAL DESIGN AND CONSTRUCTION OF SIGNAL TIMING IMPROVEMENTS AT GRADE CROSSINGS BETWEEN FORT WORTH AND GAINESVILLE	\$3,754,180	\$3,754,180	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SP 348	AT LAS COLINAS BLVD IN IRVING	PROVIDE CONSTRUCTION OF GRADE SEPARATION	\$0	\$0	\$0	\$10,000,000	COMPLETED IN NOVEMBER 2012.

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TXDOT-DALLAS	COLLIN	DFW MPO MOBILITY	US 380	0.929 MI W OF CR 557 (LAKE LAVON) TO WEST OF CR 608 (IN FARMERSVILLE)	WIDEN EXISTING RURAL 2 LANE HIGHWAY TO 4 LANE DIVIDED	\$0	\$0	\$0	\$27,500,000	COMPLETED IN NOVEMBER 2012.
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	MCKINNEY TROLLEY/OLIVE STREET ROADWAY	FROM ELM & COMMERCE (HOUSTON TO CENTRAL EXPRESSWAY) TO MAIN/ELM & COMMERCE LOOP)	DALLAS CBD STREETCAR EXPANSION (BUS LANE RECONSTRUCTION/STREE TCAR PHASE 1B)	\$0	\$0	\$0	\$2,000,000	COMPLETED JUNE 2015.
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	US 67	COCKRELL HILL RD TO WHEATLAND RD	PROVIDE AUXILIARY LANE NB AND SB	\$0	\$0	\$0	\$2,500,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	US 67	WHEATLAND RD TO 2600 FT NORTH OF WHEATLAND RD	PROVIDING AUXILIARY LANES IN BOTH DIRECTIONS	\$0	\$0	\$0	\$2,500,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	IH 20	AT BELTLINE ROAD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$3,500,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	IH 20	AT SPUR 408 AND CLARK ROAD RAMP	CONSTRUCT EB TO SB RAMP AT CLARK RD	\$0	\$0	\$0	\$2,000,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SYLVAN AVE BRIDGE/ RAMPS	AT TRINITY PARKWAY	WIDEN AND RECONSTRUCT FREEWAY WITH HOV & COLLECTOR- DISTRIBUTOR ROADS	\$0	\$0	\$0	\$26,060,000	COMPLETED
TXDOT-DALLAS	ELLIS	DFW MPO MOBILITY	US 287	BUS US 287 IN ENNIS TO SOUTH OF SH 34	WIDEN 2-LANE UNDIVIDED HIGHWAY TO 4-LANE DIVIDED HIGHWAY	\$0	\$0	\$0	\$27,800,000	COMPLETED
TXDOT-DALLAS	KAUFMAN	DFW MPO MOBILITY	US 80	AT FM 548	RECONSTRUCT FREEWAY LANES, GRADE- SEPARATED INTERCHANGE, AND FRONTAGE ROADS	\$0	\$0	\$0	\$10,000,000	COMPLETED
TXDOT-DALLAS	ROCKWALL	DFW MPO MOBILITY	IH 30	INTERCHANGE AT JOHN KING BLVD.	CONSTRUCT INTERCHANGE AT BYPASS STREET INCLUDING FRONTAGE	\$0	\$0	\$0	\$18,082,344	COMPLETED
TXDOT-DALLAS	ROCKWALL	DFW MPO MOBILITY	FM 740	FM 3097 TO FM 1140	WIDEN 2 LN RURAL TO 4 LN DIV URBAN	\$0	\$0	\$0	\$13,860,000	COMPLETED IN SEPTEMBER 2013.
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SH 183	EAST OF STORY ROAD TO WEST OF O'CONNOR ROAD	CONSTRUCT EASTBOUND FRONTAGE ROAD AND SOUND WALLS	\$0	\$0	\$0	\$11,000,000	COMPLETED

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TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	IH 635	EAST OF CENTERVILLE RD. TO NORTHWEST HIGHWAY	CONSTRUCT NB FRONTAGE ROAD IN CITY OF GARLAND	\$0	\$0	\$0	\$10,000,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SH 78	NORTH OF PGBT TO DALLAS/COLLIN COUNTY LINE	WIDEN FROM 4 LANE TO 6 LANE DIVIDED	\$0	\$0	\$0	\$7,000,000	COMPLETED
TXDOT-DALLAS	COLLIN	ENHANCEMENT	RICHARDSON TRAIL	ALMA ROAD TO 0.24 MILES SOUTH OF RENNER ROAD	CONSTRUCT 10 FOOT WIDE CONCRETE TRAIL	\$975,650	\$975,650	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	SANTA FE TRESTLE BRIDGE TRAIL	EXISTING TRAILHEAD AT MOORE PARK TO N. TRINITY RIVER LEVEE, DOWNTOWN	SANTA FE TRESTLE HIKE AND BIKE TRAIL	\$3,547,603	\$3,547,603	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	LANCASTER HISTORIC DISTRICT	CITY OF LANCASTER HISTORIC DISTRICT	SCENIC BEAUTIFICATION PROJECT TO PROVIDE STREET FURNITURE ELEMENTS/ LIGHTS, BENCHES, TABLES, TRASH CANS, BIKE RACKS	\$470,932	\$470,932	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	LBJ/ SKILLMAN PEDESTRIAN BRIDGE	DART LINE FROM AUDELIA RD NORTHEAST TO 626 FT BRIDGE TO SKILLMAN DART STATION	CONSTRUCT PEDESTRIAN BRIDGE COVER, IH 635 (LBJ) TO DART STATION	\$1,324,690	\$1,324,690	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	SPRING VALLEY/ COIT AMENITIES	NW SIDE OF COIT RD FROM SPRING TO VALLEY NORTH TO HAY MEADOW DRIVE	PEDESTRIAN/ BICYCLE TRAILS	\$582,240	\$582,240	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	WOODALL RODGERS DECK/ PLAZA/ SP 366	WEST OF SAINT PAUL TO EAST OF PEARL ST	CONSTRUCTION OF DECK & PLAZA OVER FREEWAY	\$16,700,000	\$16,700,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NONATTAINMENT AREA	ENHANCEMENT	IH 45	TOURIST AND VISITOR CENTER	SAFETY REST AREA	\$15,501,391	\$15,501,391	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	SH 114	SPUR 348 TO O'CONNOR BLVD IN IRVING	RESURFACE ROADWAY	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	SH 114	FREEPORT PKWY TO SPUR 348	RESURFACE ROADWAY	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
TXDOT-DALLAS	COLLIN	TXDOT MAINTENANCE & REHABILITATION	FM 982	US 380 TO 0.1 MI SOUTH OF CR 400	REBUILD ROADWAY	\$6,104,390	\$6,104,390	\$0	\$0	COMPLETED
TXDOT-DALLAS	COLLIN	TXDOT MAINTENANCE & REHABILITATION	SH 289	ON SH 289/PRESTON RD AT LEGACY DR.	CONSTRUCT INTERSECTION IMPROVEMENTS	\$2,500,000	\$2,500,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	SH 78	IH 635 TO AVENUE B	REPLACE BRIDGE	\$3,264,757	\$3,264,757	\$0	\$0	COMPLETED

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TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	FM 1382	WEST OF STRAUS TO AT STRAUS	CONSTRUCT INTERSECTION IMPROVEMENTS	\$663,542	\$663,542	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	FM 1382	AT STRAUS RD TO IN THE CITY OF CEDAR HILL	INSTALL TRAFFIC SIGNAL	\$1,194,979	\$1,194,979	\$0	\$0	COMPLETED
TXDOT-DALLAS	DENTON	TXDOT MAINTENANCE & REHABILITATION	FREEMAN RD	AT N HICKORY CREEK TRIBUTARY	REPLACE BRIDGE	\$203,297	\$203,297	\$0	\$0	COMPLETED
TXDOT-DALLAS	DENTON	TXDOT MAINTENANCE & REHABILITATION	GREGORY ROAD	AT DUCK CREEK	REPLACE BRIDGE	\$605,601	\$605,601	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	BI-45G	SOUTH OF SH 34 TO I-45 NORTH IN ENNIS	REPAIR ROADWAY	\$3,268,824	\$3,268,824	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	PLUTO RD	MILL CREEK	REPAIR BRIDGE	\$181,000	\$181,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	NORTH WARD ST	AT HOUSTON CREEK IN ITALY	REPLACE BRIDGE	\$255,000	\$255,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	MORGAN RD	AT HOG CREEK TRIB	REPLACE BRIDGE	\$262,000	\$262,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	SCHIELD RD	AT ELM BRANCH	REPLACE BRIDGE	\$262,000	\$262,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	PECAN TREE ROAD	AT BIG ONION CREEK	REPLACE BRIDGE	\$265,000	\$265,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	FM 660	AT TRIBUTARY OF BEAR CREEK	REPLACE BRIDGE	\$320,650	\$320,650	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	FRANKS ROAD	AT RICHLAND CREEK	REPLACE BRIDGE	\$525,000	\$525,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	BI 45-J	DALLAS COUNTY LINE TO IH 45 SOUTH OF FERRIS	REPAIR ROADWAY	\$2,100,000	\$2,100,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 1836	AT LITTLE COTTONWOOD CREEK	REPLACE BRIDGE	\$1,013,330	\$1,013,330	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 1836	AT BIG COTTONWOOD CREEK	REPLACE BRIDGE	\$1,141,499	\$1,141,499	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 598	FM 1392, 1.0 MI SW OF SH 205, SE TO SH 205 IN TERRELL	REBUILD ROADWAY	\$3,998,397	\$3,998,397	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 709	AT TREADWELL BRANCH	REPAIR ROADWAY	\$332,637	\$332,637	\$0	\$0	COMPLETED

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TXDOT-DALLAS	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 31	WB AT CEDAR CREEK	REPLACE BRIDGE	\$556,889	\$556,889	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 639	FM 744 TO SH 22	RESURFACE ROADWAY	\$4,305,089	\$4,305,089	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 1126	SH 22 TO FM 3383	RESURFACE ROADWAY	\$5,900,000	\$5,900,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 740	BUFFALO CREEK RELIEF	REPLACE BRIDGE	\$1,335,218	\$1,335,218	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 740	AT BUFFALO CREEK	REPLACE BRIDGE	\$1,726,839	\$1,726,839	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	DFW MPO MOBILITY	US 67	0.6 MI EAST OF FM 4 TO FM 174	CONSTRUCT NEW LANES PHASE 1	\$10,522,688	\$10,522,688	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	DFW MPO MOBILITY	US 67	SH 174 TO 0.9 MI EAST OF SH 174	CONSTRUCT INTERCHANGE PHASE 1	\$2,271,868	\$2,271,868	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	DFW MPO MOBILITY	US 67	BU 67M TO 0.6 MILES EAST OF FM 4	WIDEN ROADWAY FROM 2 LANE TO 4 LANE FACILITY	\$14,465,864	\$14,465,864	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	DFW MPO MOBILITY	SH 121	SOUTH OF ARBORLAWN DRIVE TO SOUTH OF OVERTON RIDGE	CONSTRUCT INTERCHANGE PHASE 1	\$116,646,469	\$116,646,469	\$0	\$10,000,000	COMPLETED
TXDOT-FORT WORTH	JOHNSON	ENHANCEMENT	BURLESON PEDESTRIAN & BICYCLE TRAIL	OLD TOWN BURLESON TO SCHOOLS, SUBDIVISIONS & OTHER FACILITIES	CONSTRUCT BICYCLE/ PEDESTRIAN PATH	\$1,076,376	\$1,076,376	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	ENHANCEMENT	TOWN CREEK HIKE & BIKE TRAIL	DOWNTOWN WEATHERFORD TO SUBDIVISIONS, HOSPITAL OTHER FACILITY	CONSTRUCT HIKE AND BIKE TRAIL TO CONNECT DOWNTOWN WITH OTHER FACILITIES IN WEATHERFORD "TOWN CREEK HIKE & BIKE TRAIL"	\$3,225,932	\$3,225,932	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	ENHANCEMENT	NORTH RICHLAND HILLS MULTI-USE TRAIL	N RICHLAND HILLS MULTI- USE TRAIL & LANDSCAPING IN N RICHLAND HILLS	NORTH RICHLAND HILLS MULTI-USE TRAIL	\$475,315	\$475,315	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 6	FM 847 TO 5.9 MI. EAST OF FM 847	RESURFACE ROADWAY	\$387,655	\$387,655	\$0	\$0	COMPLETED

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TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 6	5.9 MI. EAST OF FM 847 TO FM 914	RESURFACE ROADWAY	\$165,158	\$165,158	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 108	BU 377J TO US 281 IN STEPHENVILLE	RESURFACE ROADWAY	\$411,000	\$411,000	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	FM 2415	FM 4 TO END OF ROADWAY	REPAIR ROADWAY	\$1,435,523	\$1,435,523	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 171	CLEBURNE CITY LIMITS TO 1.36 MI. SOUTH OF FM 2135	REBUILD ROADWAY	\$1,092,647	\$1,092,647	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 174	NORTH OF POINDEXTER ST IN CLEBURNE TO NORTH OF VAUGHAN ST	RESURFACE ROADWAY	\$2,242,511	\$2,242,511	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	US 67	PARK ROAD 21 TO 975 FEET WEST OF FM 1434	RESURFACE ROADWAY (TP CHANGED 992 TO 070)	\$398,700	\$398,700	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 171	AT & SF RAILROAD TO 1 MILE SOUTH	RESURFACE ROADWAY	\$411,050	\$411,050	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	US 67	975 FEET W OF FM 1434 TO PR 21	RESURFACE ROADWAY	\$462,028	\$462,028	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	US 377	PARKER CO LINE TO DIVIDED SECTION (CRESSON)	RESURFACE ROADWAY	\$569,600	\$569,600	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 174	WILLINGHAM STREET TO POINDEXTER STREET; IN CLEBURNE	REBUILD ROADWAY	\$653,120	\$653,120	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 174	NORTH OF RIO VISTA TO WILLINGHAM STREET	RESURFACE ROADWAY	\$1,840,200	\$1,840,200	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 16	PALO PINTO CREEK TO US 180	RESURFACE ROADWAY	\$1,892,018	\$1,892,018	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	TXDOT MAINTENANCE & REHABILITATION	SH 171	US 180 TO FM 1884	RESURFACE ROADWAY	\$927,300	\$927,300	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	TXDOT MAINTENANCE & REHABILITATION	US 180	SPUR 312 TO FM 113 NORTH	RESURFACE ROADWAY	\$6,182,460	\$6,182,460	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	TXDOT MAINTENANCE & REHABILITATION	FM 3325	FM 1886 TO WHITE SETTLEMENT ROAD	RESURFACE ROADWAY	\$769,121	\$769,121	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 67	ERATH COUNTY LINE TO PALUXY RIVER BRIDGE	RESURFACE ROADWAY	\$770,212	\$770,212	\$0	\$0	COMPLETED

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TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	SH 26	NEAR FM 1938 TO CHEEKSPARGER/MIDCITIES BLVD	RESURFACE ROADWAY	\$904,300	\$904,300	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	FM 157	COPELAND ROAD TO DIVISION STREET (SH 180)	RESURFACE ROADWAY	\$1,050,000	\$1,050,000	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	VA	VARIOUS LOCATIONS IN NORTH TARRANT COUNTY	REPAIR BRIDGE	\$1,462,000	\$1,462,000	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	IH 820	MARINE CREEK PARKWAY TO IH 35W	RESURFACE ROADWAY	\$5,696,100	\$5,696,100	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	BU 287P	OAK STREET IN MANSFIELD TO HUNT STREET (OLD FM 917)	RESURFACE ROADWAY	\$357,775	\$357,775	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	FM 157	1000 FT S OF DEBBIE LN TO N OF BU 287P	RESURFACE ROADWAY	\$616,868	\$616,868	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	IH 20	1400 FT BEFORE COLLINS TO 1550 FT AFTER COLLINS	RESURFACE ROADWAY	\$246,152	\$246,152	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	IH 20	800 FT WEST OF MATLOCK RD TO 575 FT. EAST OF OSPREY	RESURFACE ROADWAY	\$491,792	\$491,792	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	NB LANE 475 FT. SOUTH OF US 380 TO 1937 FT. SOUTH OF FM 2264	WIDEN ROADWAY	\$995,739	\$995,739	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	NBL 1300' S OF CR 4421 TO 1.619 MI S OF CR 4421	RESURFACE ROADWAY	\$121,550	\$121,550	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	1355' S OF CR 4840 TO TARRANT C/L	RESURFACE ROADWAY	\$231,700	\$231,700	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 114	0.33 MILE SOUTH OF US 380 INTERSECT TO SL 373 (13TH ST) IN BRIDGEPORT	RESURFACE ROADWAY	\$840,300	\$840,300	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	2750 FT N OF PIONEER ROAD TO 2000 FT S OF SH 114 EAST	RESURFACE ROADWAY	\$1,390,500	\$1,390,500	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	475 FT S OF US 380 TO 1890 FT S OF FM 407	RESURFACE ROADWAY	\$2,329,850	\$2,329,850	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	1890' SOUTH OF FM 407 TO CR 4840	RESURFACE ROADWAY	\$2,883,600	\$2,883,600	\$0	\$0	COMPLETED

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TXDOT-FORT WORTH	TARRANT	TXDOT MOBILITY	SH 26	POOL RD/BRUMLOW TO SH 114	WIDEN 4-LANE WITH CONTINUOUS TURN LANE TO 6-LANE DIVIDED	\$17,521,201	\$17,521,201	\$0	\$12,051,474	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MOBILITY	FM 1187	NEWT PATTERSON TO BU 287P	WIDEN FROM 2 LANE TO 4 LANE WITH SHOULDERS AND CURB & GUTTER	\$11,100,447	\$11,100,447	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MOBILITY	DFW CONNECTOR	SH 114 TO BS 114L, IN GRAPEVINE TO DALLAS COUNTY LINE & SH 121 FROM IH 635 TO SH 114	RECONSTRUCT FREEWAY; CONFIGURATION 2	\$260,816,297	\$260,816,297	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN COLLIN COUNTY	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$354,636	\$354,636	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN DALLAS COUNTY	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$1,153,300	\$1,133,243	\$20,057	\$0	COMPLETED; \$20,057 WILL BE DE-OBLIGATED AND RETURNED TO DOE
VARIOUS CITIES WITHIN DENTON COUNTY	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$243,675	\$243,675	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN ELLIS COUNTY	ELLIS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$460,926	\$460,926	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN ERATH COUNTY	ERATH	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$161,207	\$161,207	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN HOOD COUNTY	HOOD	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$181,413	\$158,382	\$23,031	\$0	COMPLETED; \$23,031 WILL BE DE-OBLIGATED AND RETURNED TO DOE

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VARIOUS CITIES WITHIN HUNT COUNTY	HUNT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$290,495	\$275,647	\$14,848	\$0	COMPLETED; \$14,848 WILL BE DE-OBLIGATED AND RETURNED TO DOE
VARIOUS CITIES WITHIN JOHNSON COUNTY	JOHNSON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$368,054	\$346,254	\$21,800	\$0	COMPLETED; \$21,800 WILL BE DE-OBLIGATED AND RETURNED TO DOE
VARIOUS CITIES WITHIN KAUFMAN COUNTY	KAUFMAN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$243,514	\$243,514	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN NAVARRO COUNTY	NAVARRO	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$335,436	\$335,436	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN PALO PINTO COUNTY	PALO PINTO	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$1,301,213	\$1,301,213	\$0	\$0	COMPLETE
VARIOUS CITIES WITHIN ROCKWALL COUNTY	ROCKWALL	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$160,455	\$160,455	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN SOMERVELL COUNTY	SOMERVELL	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$45,689	\$45,689	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN TARRANT COUNTY	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$515,252	\$515,252	\$0	\$0	COMPLETED

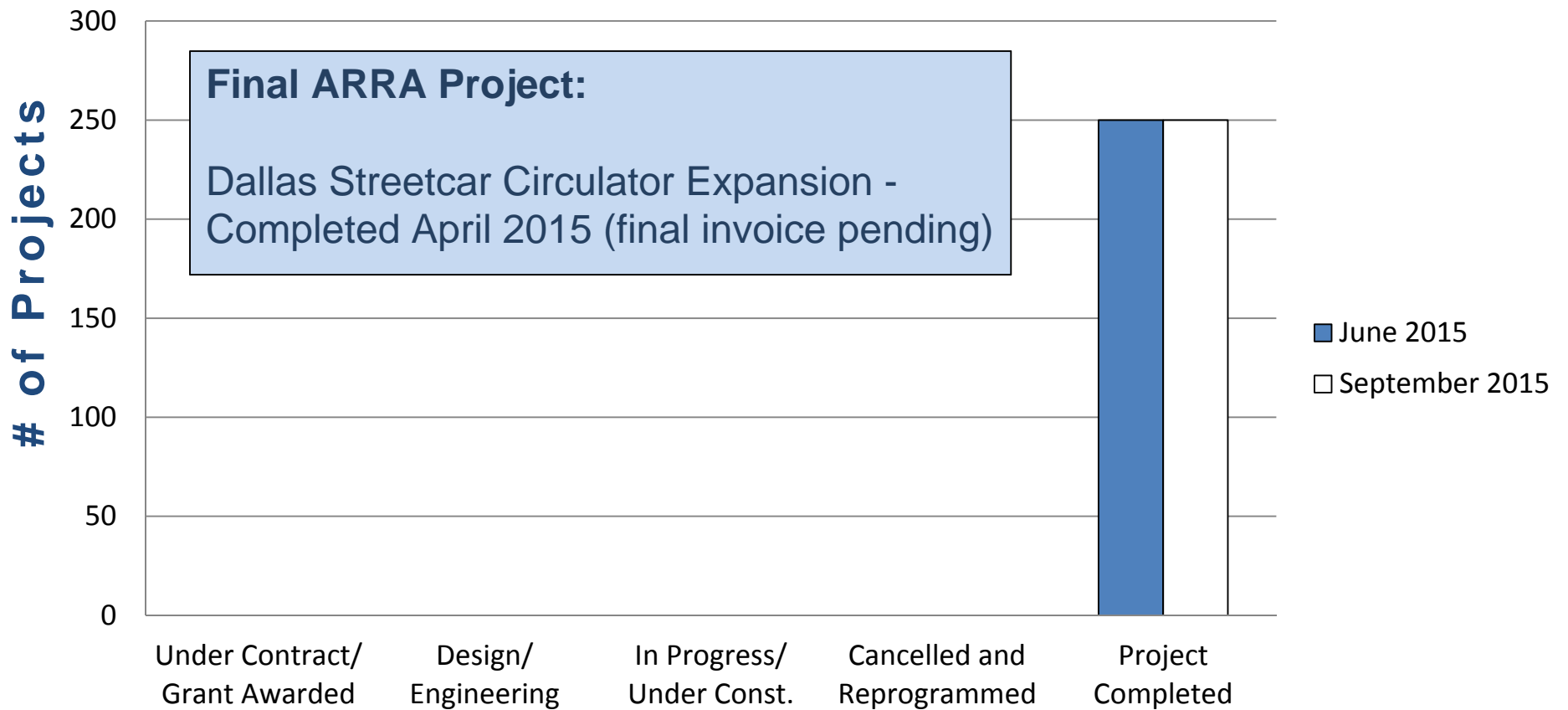
AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
VARIOUS CITIES WITHIN WISE COUNTY	WISE	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$130,389	\$130,389	\$0	\$0	COMPLETED
TOTAL FOR PROJECTS THAT ARE COMPLETED						\$859,711,278	\$859,278,594	\$432,684	\$246,518,855	
GRAND TOTAL						\$885,711,278	\$884,720,408	\$990,870	\$262,018,855	

STATUS OF ARRA PROJECTS REPORTED IN SEPTEMBER 2015

250 of 250 completed projects



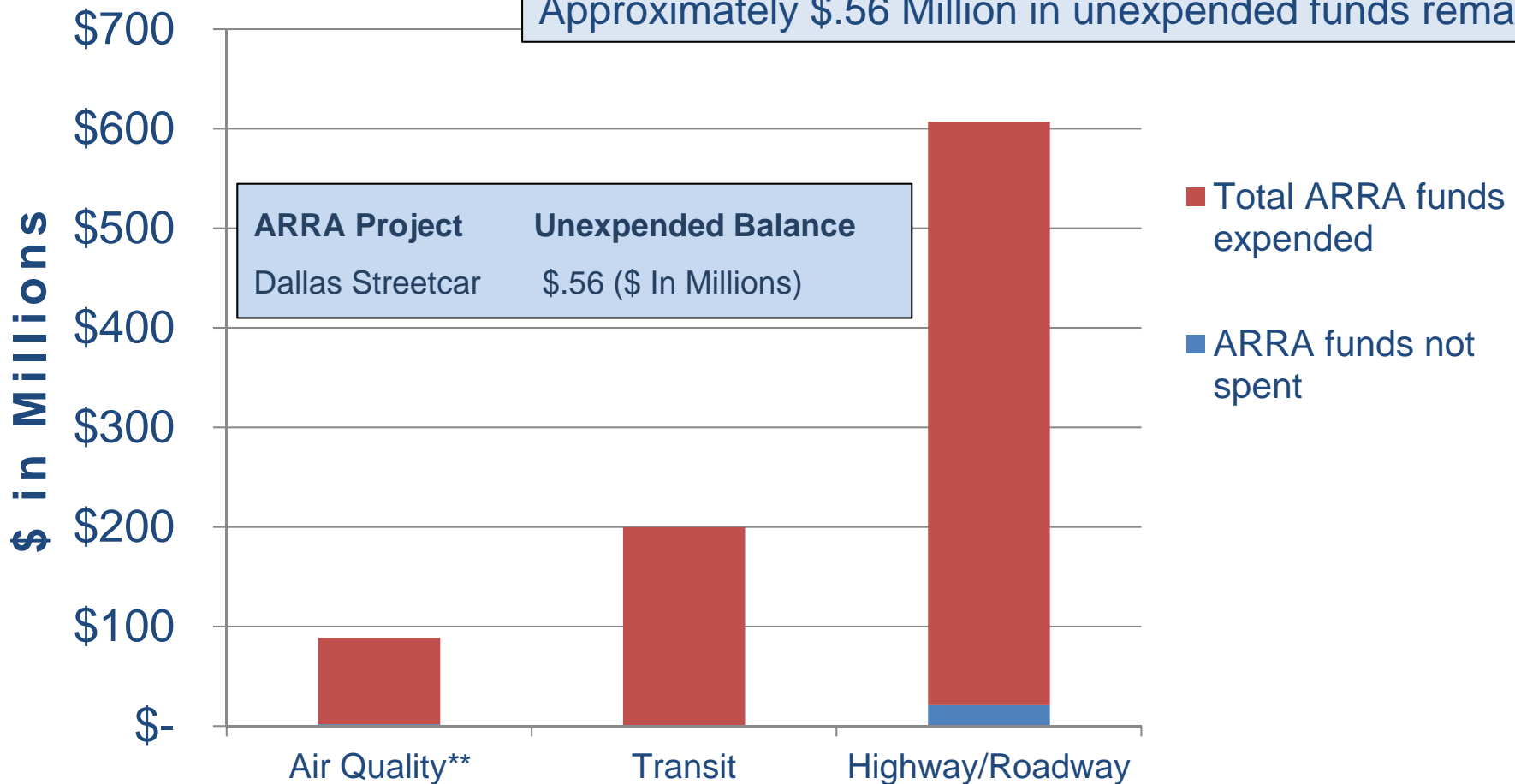
Source: NCTCOG

RTC Information
October 8, 2015

ARRA EXPENDITURES

REPORTED IN SEPTEMBER 2015

Over \$885 Million expended to date (99%)
 Approximately \$.56 Million in unexpended funds remain*



* Includes ARRA completed projects with an outstanding balance

** Includes Department of Energy, Environmental Protection Agency, and State Energy Conservation Office Projects



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

September 24, 2015

Mr. Paul J. Ballard
President/Chief Executive Officer
Fort Worth Transportation Authority
1600 E. Lancaster Avenue
Fort Worth, TX 76102

Dear Mr. Ballard:

As the North Central Texas region's federally-designated Metropolitan Planning Organization (MPO), the North Central Texas Council of Governments (NCTCOG) is pleased to support the TEX Rail commuter rail project application submitted by the Fort Worth Transportation Authority (The T) to the Federal Transit Administration, as part of the New Starts program.

The TEX Rail project is a vital regional rail expansion plan component connecting southwest Fort Worth into downtown Fort Worth, through rapidly growing Tarrant County suburban communities and into the Dallas/Fort Worth (DFW) Airport. The T's Board of Directors designated the first phase of the TEX Rail project, the Minimum Operable Segment (MOS), as the Locally Preferred Alternative (LPA). The first phase extends from the T&P Station in downtown Fort Worth, across northeast Tarrant County through Grapevine, and into DFW Airport. The Regional Transportation Council, the MPO's policy board, supports this multi-phased project through the implementation of the LPA, and throughout its future planned phases.

The TEX Rail project is included in the region's long-range transportation plan Mobility 2035: The Metropolitan Transportation Plan for North Central Texas - 2014 Amendment (Plan) as a fully implemented and connected corridor from southwest Fort Worth to DFW Airport. The Plan identifies corridor phasing over time to reflect the latest MOS assumptions. The current MOS, which defers the Haltom City Station, is part of the corridor phasing identified in the Plan and does not require a formal plan amendment to be allowable. Mobility Plan Conformity includes all TEX Rail stations thus allowing any station to be phased in at any time during the conformity effective period. While the Haltom City Station is deferred, it is included in the conformity analysis.

All federally-funded surface transportation projects must also be included in the 2015-2018 Transportation Improvement Program (TIP) for North Central Texas (TIP). This project is included in the TIP with currently available local and federal funding identified. NCTCOG will amend the TIP to include any future New Starts funding approved for the project.

If you have any questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Morris', is written over a white background. The signature is fluid and cursive.

Michael Morris, P.E.
Director of Transportation

KF:lk



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

TO: School Board Presidents and
Superintendents of Independent School Districts

DATE: September 22, 2015

FROM: Michael Morris, P.E.
Director of Transportation

SUBJECT: Regional Transportation Council – Community Schools and Transportation
Workshop

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG) is the independent transportation policy body of the Metropolitan Planning Organization (MPO). The RTC's 43 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers.


The US Department of Transportation awarded NCTCOG a Transportation Investment Generating Economic Recovery (TIGER) grant in 2014. The grant activities are aimed to advance long-term planning for school siting, improve multimodal transportation options, increase transportation safety near schools, and promote coordination between ISDs and municipalities for resource efficiency and sustainability.

RTC Chair Mark Riley has approved a workshop for RTC members and school districts. We are inviting you, the respective school district superintendents, and school board presidents. The RTC Roster is attached. Please forward this invitation to other board members or principals within your organization that you think should attend, as well. The workshop will include discussion on:

- Existing conditions and previous initiatives
- TIGER grant and the Community Schools and Transportation Program
- Opportunities for collaboration, education, planning, and funding for transportation projects connected to schools.

The Community Schools and Transportation Workshop is scheduled for **Thursday, October 8, 2015, 10:30 am – 12:00 pm, in the Transportation Council Room of the North Central Texas Council of Governments, 616 Six Flags Dr., Arlington, TX.** Lunch will be provided for the attendees. To ensure an accurate lunch count, please RSVP to Barb Walsh at bwalsh@nctcog.org or (817) 695-9245 by Tuesday, October 6, 2015.

If you have any questions, please contact Karla Weaver, AICP, Program Manager, at 817-608-2376 or kweaver@nctcog.org.


Michael Morris, P.E.

KR:bw
Attachment



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

TO: LBJ East Legislative Caucus
Regional Transportation Council Members
Surface Transportation Technical Committee Members

DATE: September 16, 2015

FROM: Michael Morris, P.E., Director of Transportation

SUBJECT: LBJ East

As you know, there has been significant discussion regarding the status of the interim and ultimate configurations for LBJ East (IH 635 from US 75 to IH 30). Regional Transportation Council/North Central Texas Council of Governments (NCTCOG) staff would like to hold a series of meetings with both elected and technical representatives from the State Legislature and local governments in the proposed project area (meeting invitee list is attached). The goal of the meetings is to achieve consensus on future development efforts of this regionally critical corridor. At the meeting, we will review the current status of the ultimate project, as well as proposed options that have been discussed for the ultimate configuration in light of the potential funding opportunities as a result of the State Legislative session earlier this year.

NCTCOG staff has scheduled two meetings that will provide the same information, but accommodate busy schedules of policy officials in the corridor. You all are welcome to attend both meetings, but the information to be presented is the same. I look forward to discussing this important project with you at one of the two meetings listed below.

Meeting Option #1a

Wednesday, September 23, 2015, 10 am to 12 pm
City of Garland Fire Administration Building
1500 Highway 66
Training Room C-419
Garland, TX 75040

Meeting Option #1b

Monday, September 28, 2015, 4 pm to 6 pm
City of Garland Police Administration Building
1891 Forest Lane
Ashlock Room
Garland, TX 75042

Please feel free to contact me at (817) 695-9241 if you have any questions about this effort.


Michael Morris, P.E.

DL:cmg
Attachment

LBJ EAST Meeting Invitees

LBJ East Legislative Caucus

Senator Bob Hall
Senator Don Huffines
Senator Van Taylor
Representative Cindy Burkett
Representative Angie Chen Button
Representative Eric Johnson
Representative Linda Koop
Representative Kenneth Sheets
Representative Jason Villalba

Regional Transportation Council Members

Douglas Athas, Mayor, City of Garland
Mike Cantrell, Commissioner, Dallas County
Clay Lewis Jenkins, County Judge, Dallas County
Lee Kleinman, Councilmember, City of Dallas
Stan Pickett, Mayor, City of Mesquite
Kelly Selman, P.E., District Engineer, Texas Department of Transportation, Dallas District

Surface Transportation Technical Committee Members

Antoinette Bacchus, Dallas County
John Brunk, City of Dallas
Mohammed "Mo" Bur, TxDOT, Dallas
Kirk Houser, City of Dallas
Tim James, City of Mesquite
Chiamin Korngiebel, City of Dallas
Paul Luedtke, City of Garland
Srini Mandayam, City of Mesquite
Kevin Overton, City of Dallas
Jonathan Toffer, Dallas County
Jared White, City of Dallas
Mykol Woodruff, TxDOT, Dallas



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

September 10, 2015

The Honorable Keith Self
County Judge
Collin County
2300 Bloomdale, Suite 4192
McKinney, TX 75071

Dear Judge Self:

The North Central Texas Council of Governments (NCTCOG) staff has reviewed Denton County's request to utilize Denton County Regional Toll Revenue (RTR) funds for the "S" curve in the Dallas North Tollway (DNT) 4A/4B Extension, and Collin County's subsequent request to improve east-west connections between the DNT and Preston Road/SH 289 in this same area. This review has resulted in a draft recommendation for future consideration by the Regional Transportation Council (RTC) as outlined below:

1. Concur with Denton County's proposal to use Denton County RTR funds to build the "S" connection from FM 428 to County Road 8.
2. Fund and conduct a traffic signal warrant study for the DNT 4A section (from FM 428 to US 380) – study may recommend upgrading stop signs along the corridor to traffic signals. NCTCOG staff will recommend that the RTC fund the new signals along this corridor, if warranted.
3. Expedite the Frontier Parkway grade separation at the Burlington Northern Rail Line, including a recommendation that the RTC fund a cost increase of up to \$4 million to help close the funding gap.
4. Recommend that Collin County pursue construction of the Regional Outer Loop from the DNT to Preston Road/SH 289 with a grade separation at the Burlington Northern Rail Line.
5. Explore a more comprehensive effort to study the Regional Outer Loop as a US 380 Bypass and a staged freeway facility.

Thank you for partnering with the RTC and a neighboring county on these efforts. Please let me know if there are any follow up questions regarding this recommendation.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive, flowing style.

Michael Morris, P.E.
Director of Transportation

CJG:tmb

cc: The Honorable Duncan Webb, County Commissioner, Collin County and RTC Representative
The Honorable Susan Fletcher, County Commissioner, Collin County
The Honorable Hugh Coleman, County Commissioner, Denton County
Clarence Daugherty, Director of Engineering, Collin County
John Polster, President, ITS



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

TO: County Judges, City Mayors
County Administrators, City Managers
Transportation Agency Officials

DATE: September 9, 2015

FROM: Michael Morris, P.E.
Director of Transportation

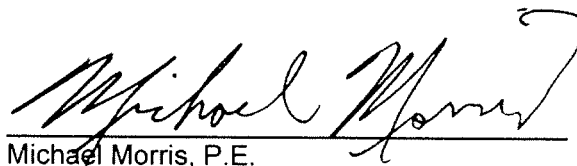
SUBJECT: Implementation of the 10-Year Project Milestone Policy

In June 2015, the Regional Transportation Council (RTC) approved the implementation of a Project Milestone Policy, which is intended to review projects that were funded 10 or more years ago in which construction has not started. Projects will either be cancelled if they are no longer priority projects, or they can be reapproved if sufficient documentation is provided that demonstrates your agency's support of the project (both financially and in terms of timely project delivery). The anticipated outcomes of the Project Milestone Policy include increasing the amount of available funds for priority projects, providing a realistic assessment of project status for funding decision-making, and balancing project construction schedules within the current financial constraints appropriately.

Enclosed is a list of projects that are implemented by your agency and/or located within your jurisdiction, but implemented by another agency. The projects will need to be reapproved using the process noted below or they will be cancelled by the RTC through the 2017-2020 Transportation Improvement Program (TIP) Development effort. If another agency is implementing projects in your jurisdiction, please coordinate with the relevant agency to ensure that they respond appropriately.

In order to maintain funding on a project, please provide a response that affirms your agency's interest in the noted projects. Responses must include: 1) a realistic and achievable project schedule that has North Central Texas Council of Governments and Texas Department of Transportation staff concurrence, 2) documentation of local match availability, and 3) documentation reconfirming policy board support (i.e., city council or commissioners' court resolution). If projects are advancing imminently and received policy board approval within the last six months, new action is not needed. In that case, just provide the last policy board approval document(s) for that item. If existing documentation of agency support is greater than six months old, new policy board approval is required. If your agency wishes to cancel the project, please indicate that decision in the response as well.

Please provide a formal response to Christie Gotti, Senior Program Manager at NCTCOG, PO Box 5858, Arlington, Texas 76005-5888, by Monday, November 30, 2015, to avoid cancellation of projects through the 2017-2020 TIP development effort. If you have questions regarding this effort, please contact Christie Gotti or Adam Beckom at 817/608-2349.



Michael Morris, P.E.

AB:lp
Enclosure

cc: Regional Transportation Council Members
Surface Transportation Technical Committee Members



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

TO: Lt. General Joe Weber, USMC (Retired), Executive Director DATE: August 25, 2015
Texas Department of Transportation

Mr. Kelly Selman, P.E. District Engineer, TxDOT Dallas District

County Judges and Mayors of Local Governments Along the IH 35E Project Corridor
The Honorable Mary Horn, County Judge, Denton County
The Honorable Clay Lewis Jenkins, County Judge, Dallas County
The Honorable Lynn Clark, Mayor, Town of Hickory Creek
The Honorable Rudy Durham, Mayor, City of Lewisville
The Honorable Bill Heidemann, Mayor, City of Corinth
The Honorable Matthew Marchant, Mayor, City of Carrollton
The Honorable Mike McCaleb, Mayor Pro Tem, City of Lake Dallas
The Honorable Mike Rawlings, Mayor, City of Dallas
The Honorable Cindy Spencer, Mayor, Town of Shady Shores
The Honorable Chris Watts, Mayor, City of Denton
The Honorable Charlotte Wilcox, Mayor, City of Highland Village

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

SUBJECT: Regional Transportation Council Resolution Impacting Local Governments
Along the IH 35E Project Corridor

Please find enclosed the Regional Transportation Council (RTC) resolution (R15-02), supporting the loan program for the proposed IH 35E project. It was approved at the August 13, 2015, RTC meeting.

If you have any questions, please contact Michael Morris, NCTCOG Director of Transportation, at (817) 695-9241.

A handwritten signature in black ink, appearing to read 'Mark Riley', is written over a horizontal line. The signature is stylized and cursive.

Mark Riley

CG:lp
Enclosure

cc: County Administrators and City Managers of Local Governments Along the IH 35E Project Corridor

**RESOLUTION ACKNOWLEDGING THE TEXAS DEPARTMENT OF TRANSPORTATION'S
RECEIPT OF A TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT
(TIFIA) PROGRAM LOAN FOR IH 35E AND APPROVING INCLUSION OF THE LOAN FUNDS
INTO THE IH 35E PROJECT LISTINGS
(R15-02)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area by the Governor of the State of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, the RTC is responsible for the approval of projects and project funding in the Transportation Improvement Program (TIP); and,

WHEREAS, the IH 35E project consists of adding general-purpose lanes, managed/toll lanes, and frontage-road improvements from IH 635 in Dallas County to US 380 in Denton County, and has been designated as a high-priority project by the Regional Transportation Council; and,

WHEREAS, the Regional Transportation Council adopted a Resolution (R12-01-R) concerning the development of the IH 35E project on May 10, 2012, along with a Resolution (R13-05) concerning funding of the project on July 11, 2013; and,

WHEREAS, the North Texas Tollway Authority (NTTA) has waived primacy for the IH 35E project; and,

WHEREAS, the Texas Transportation Commission awarded a design-build contract to AGL Constructors for the IH 35E project; and,

WHEREAS, the funding package for IH 35E includes a Transportation Infrastructure Finance and Innovation Act (TIFIA) Program loan on which the Texas Department of Transportation (TxDOT) has negotiated with the Federal Highway Administration (FHWA) Office of Innovative Program Delivery; and,

WHEREAS, the FHWA Office of Innovative Program Delivery requires updated Transportation Improvement Program (TIP) listings to reflect receipt of the loan.

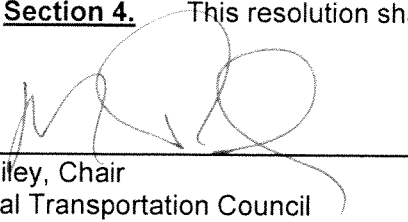
NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council recognizes TxDOT's receipt of \$285 million in TIFIA Program loan funds for the IH 35E project.

Section 2. The RTC instructs NCTCOG staff to coordinate with TxDOT and FHWA to incorporate the TIFIA Program loan funds into the TIP listings for the IH 35E project.

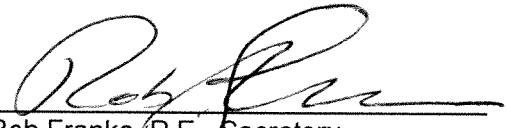
Section 3. This resolution shall be transmitted to the Texas Department of Transportation Executive Director, Texas Department of Transportation Dallas District, and impacted local governments along the IH 35E project corridor.

Section 4. This resolution shall be in effect immediately upon its adoption.



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

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on August 13, 2015.



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

North Texas puts up more high-speed rail money

By Gordon Dickson

gdickson@star-telegram.com

The effort to connect cities from Fort Worth to Houston by high-speed rail continues to chug along, and attempts to stop the plan through political channels have faded for now.

The Regional Transportation Council earlier this month agreed to pay \$4.5 million through 2018 to keep up planning efforts on the portion of the proposed bullet train system that would connect Fort Worth, Arlington and Dallas.

Also, the Federal Railroad Administration has agreed that the preferred corridor for a proposed Dallas-to-Houston train should closely follow electrical transmission lines between the two cities.

Though politically sensitive, the concept of trains capable of traveling 220 mph zipping across the state is moving closer to reality, supporters say. Efforts to block the project failed during the state legislative session that ended June 1, clearing the way for more study of the project, which supporters hope to have open to the traveling public by 2021.

High speed rail has the potential to revolutionize the way we travel between the state's largest metropolitan areas.

Bill Meadows, chairman of state Commission for High-Speed Rail, Dallas/Fort Worth Region

Much of the studying will likely be completed by the time the Legislature reconvenes for its next regular session in January 2017.

"High speed rail has the potential to revolutionize the way we travel between the state's largest metropolitan areas," said Bill Meadows, chairman of the state's Commission for High-Speed Rail in the Dallas/Fort Worth Region. "With population growth in Dallas-Fort Worth and throughout Texas showing no signs of slowing down, innovation is necessary and will ensure the transportation system continues to provide safe, efficient service to all."

Dallas-Fort Worth line

In the Dallas-Fort Worth area, the Regional Transportation Council, which is the area's 43-member official planning body, found a way to assuage concerns from opponents about spending highway money on rail projects. The council decided to use \$4.5 million in surplus revenue collected from the region's toll roads.

The money will be spent on preliminary engineering, and will help the high-speed rail commission gather the data it needs to document projected ridership, Meadows said. Such documentation will demonstrate whether the travel mode would truly fill a public need, he said.

The allocation is the latest in several attempts by local and federal officials to keep the high-speed rail study on track with small infusions of funding. The project is expected to cost about \$4 billion.

More than a year ago, the federal government awarded a \$15 million grant to get the obligatory environmental study off the ground. Also, the RTC had previously set aside another \$1.4 million for the bullet train planning.

A precise route for bullet trains through North Texas hasn't been identified, but many officials have said they support putting a large portion of the Dallas-Arlington-Fort Worth line on Interstate 30 right-of-way.

Such a move would make it easier to connect to AT&T Stadium, which is home of the Dallas Cowboys and also has been the venue for many big-ticket events including a Super Bowl and the first sanctioned college football championship.

The rail line would also connect Arlington, widely considered the largest city in the United States without a full-fledged mass transit system, with the networks of buses and light-rail and commuter trains already in place in Dallas and Fort Worth.

And it would hold the line on property acquisition costs and minimize the need for condemnation of private land, since the Texas Department of Transportation already owns I-30 right-of-way.

But how to pay the full price tag remains a mystery. Officials at the North Central Texas Council of Governments acknowledge that it would likely require a large infusion of public dollars.

Dallas-Houston corridor

The proposed Dallas-Houston route is a different matter.

A company known as Texas Central Partners has proposed building the 240-mile Dallas-Houston line, which could cost \$10 billion or more, with no public funding. That group, which would use technology from Japan's famed and futuristic JR Central Railway, has lined up investors who have already committed \$75 million in seed money.

The trains would travel at speeds of roughly 220 mph, so riders could get to Houston in about 90 minutes.

Investors include Fort Worth fund manager John Kleinheinz, Dallas developer Jack Matthews and Houston entrepreneur Drayton McLane Jr.

The Dallas-Houston line is still on course and could open as soon as 2021, although no actual start date has been announced, said Tom Schieffer of Fort Worth, a former diplomat and Texas Rangers baseball club president who is a senior adviser to the project.

The trains would travel at speeds of roughly 220 mph, making it possible for riders to travel between Dallas and Houston in roughly 90 minutes at a fare comparable to the price of an airline ticket. A station would be built in downtown Dallas.

Efforts during the legislative session earlier this year to slam the brakes on high-speed rail fell short, although rail opponents are still showing up to voice their concerns at public meetings. Many opponents represent rural areas between Houston and Dallas.

The Federal Railroad Administration, in [an Aug. 10 technical report](#), concurred with Texas Central's assertion that the utility line corridor was the preferred alternative. The corridor includes high-voltage transmission lines owned by Centerpoint Energy and Oncor Electric Delivery.

Several other options were studied, including building the high-speed rail line closer to existing freight train corridors.

"It would be feasible to parallel the existing Centerpoint Energy and Oncor Electrical Delivery electrical transmission lines for more than 70 percent of the existing utility easements. The utility easement is generally straight and would not require many divergences for curves or to avoid crossing the utility lines," the technical report concludes. "Additionally, a reduction in the train speed is not anticipated due to the limited number of curves along the utility corridor."

By 2040, the Metroplex is expected to have 10.5 million residents, compared with 7 million today, and Houston will have a similar-size population, said Michael Morris, transportation director for the council of governments.

Also, a company that operates France's national high-speed rail network is exploring possible involvement in Texas bullet trains, and could be interested in focusing on the Dallas-Arlington-Fort Worth connection, officials have said.

Gordon Dickson: 817-390-7796, @gdickson

Read more here: <http://www.star-telegram.com/news/local/article32970186.html#storylink=cpy>

TEX Rail plans include high-tech approach to safety

9/2/2015

Fort Worth Star-Telegram

Contact:

Gordon Dickson

A proposed commuter rail line from downtown Fort Worth to Dallas/Fort Worth Airport will be among the first rails in Texas to feature state-of-the-art technology for preventing crashes, an official said.

The TEX Rail line, which officials said is on schedule to open by late 2018, will be designed a system called positive train control, a Fort Worth Transportation Authority official said.

The complex system, still in development nationwide, uses data from global positioning satellite devices, track-side sensors and other computer technology to track trains' locations and to watch for human error that can lead to crashes. The system aims to automatically slow down or stop trains as a fail-safe measure to prevent collisions.

After several high-profile fatal crashes nationwide on passenger and freight rail lines between 2002 and 2008, Congress mandated that nearly all rail lines be equipped with positive train control by Dec. 31 of this year. Although railways have been working on the problem for years, those companies have notified the federal government that most of their lines won't be ready by that deadline.

But the challenge is more manageable for some projects, including TEX Rail.

"Basically, it's a computer system that knows everything about the train -- where it is, what it's doing, how fast it's going," said Bob Baulsir, vice president of TEX Rail and procurement for the transportation authority, also known as the T.

"If it's coming to a curve, it knows the speed limit around the curve, and if the operator is not in compliance with our operating guidelines it's going to stop the train," Baulsir said Wednesday, after speaking about TEX Rail at a meeting. "It's a great way to use GPS and new technology. We'll be the first in this region to have it."

Slow, steady progress

The nation's largest railways, including Fort Worth-based BNSF Railway Co., have said they are making progress in recent years installing positive train control devices in locomotives, along railroad tracks and in dispatch centers. Even so, the Federal Railroad Administration last month released a

Railroads are expected to spend several billion dollars installing the hardware and software. In most cases, they must retrofit locomotives and railroad tracks that have been in service for decades.

The TEX Rail project can use a portion of a \$25 million North Central Texas Council of Governments grant to offset the costs of positive train control.



Project on track

Officials at the T are in final design of TEX Rail, and expect to put construction out for bid in December, Baulsir said.

The agency is on track to receive a full-funding grant agreement from the U.S. Transportation Department to pay for up to half the estimated cost of nearly \$1 billion in the first quarter of 2016, he said. A full-funding grant agreement is essentially a promise from the federal government to pay a certain sum on a project, although the money can be spread over several years and is subject to availability by Congress.

"We've ordered all the rail cars and we're completing the final design steps now and acquiring real estate along the right-of-way, said Baulsir. He added that TEX Rail will deploy rail cars that are modern and much quieter than those used by the Trinity Railway Express, a service that began in 1996 and now serves downtown Fort Worth to Dallas, following the old Rock Island line through the industrialized Trinity River bottom corridor.

TEX Rail is expected to have about 10,000 riders per day along its 27 miles in its initial year. Demographic modeling shows a good chance of that ridership growing to 15,000 daily passengers, and possibly more, in future years.

The North Central Texas Council of Governments, which helps the T with ridership estimates, has updated numbers showing even stronger job and residential growth in downtown Fort Worth than previously expected, said Dan Kessler, assistant director of transportation.

Getting to work

A handful of residents interviewed at the Intermodal Transportation Center in downtown Fort Worth said they welcomed the opportunity to ride a commuter rail line to a previously underserved area of the county.

TEX Rail will help people who live in central, east, north and south Fort Worth access areas of Northeast Tarrant County where there are lots of good jobs, said Michael Allen, who lives in an apartment near Fort Worth's historical Stop Six and Meadowbrook neighborhoods.

"We need a train like that," said Allen, who was waiting for a T bus Wednesday morning to run errands. "A lot of people don't have vehicles. Some people don't even know how they're going to get to the jobs, if they have a job out there. They've got to hustle a ride or pay something, and that's hurting their pocketbooks."

Gordon Dickson: ,

Partnerships meeting Texas' big urban mobility challenge

By David M. Laney

Special to the Star-Telegram

Urban Texas represents the engine of the state's dynamic economy, as well as our most crucial — and most expensive — mobility challenge.

But even with funding increases passed in the 2013 and 2015 legislative sessions, resources available for vital urban mobility projects fall short.

To no one's surprise, congestion in Texas cities continues to worsen. Wasted time, wasted fuel and lost opportunity should concern us all.

Texas A&M University's Transportation Institute recently reported that during 2014 congestion in major Texas cities resulted in drivers wasting more than 274 million gallons of fuel and nearly 612 million extra hours, 43 extra hours per driver. Total statewide losses: \$14.2 billion.

The Dallas-Fort Worth area bears about a third of the statewide burden.

How can Texas address its urban mobility challenge more quickly, while optimizing Texas' limited transportation resources?

A proven solution exists. Roughly a decade ago, our Legislature authorized the use of public-private partnerships ("P3s"), enabling the Texas Department of Transportation to leverage limited public funds with private investment to develop our most vital, complex and expensive transportation projects years ahead of conventional methods.

This month, Texas' largest and most ambitious P3 project to date, the LBJ Express in Dallas County, opens three months ahead of schedule.

The LBJ Express P3 model is already a proven success in Texas. The \$2.1 billion North Tarrant Express in Tarrant County opened ahead of schedule in October 2014, doubling highway capacity along the severely congested Interstate 820 and Texas 121/183 corridors.

The LBJ roadway first opened in 1967; 30 years later it had become synonymous with congestion delays and safety concerns in the minds of DFW area drivers.

After years with no viable solutions, the transportation department's 2009 award of the project as a P3 model ensured its completion at least a decade earlier than conventional methods.

LBJ project attracted the most highly accomplished and creative design, construction and financing teams in the world.

The competition leading to the LBJ project award attracted the most highly accomplished and creative design, construction and financing teams *in the world*. Notably, it also assured the lowest project cost available.

The transportation department contributed \$490 million to the LBJ project, 30 percent less than the \$700 million that had been reserved for the roadway and only 18 percent of the total project cost.

In exchange, the state receives a \$2.7 billion transportation asset with all operating and maintenance costs covered by the operator for the next 50 years.

Texas owns the roadway; the operator assumes all design, construction and financial risk — no small benefit considering the project's size and complexity.

Funds the state saves by minimizing its investment and eliminating operating and maintenance costs now support other important mobility projects.

LBJ Express represents a total reconstruction of the original roadway to state-of-the-art standards, adding capacity and length to frontage roads that allow drivers to bypass intersections, and providing the *choice* of dedicated, express toll lanes in each direction for the entire 13 miles of the project that assure minimum speeds no less than 50 mph.

The new LBJ Express will transform mobility in and around a corridor vital to one of the most dynamic urban economies in the U.S.

Texas' economic success presents urban mobility challenges that demand bold and comprehensive strategies that reduce construction schedules and optimize available resources.

See for yourself: drive the LBJ or NTE. The P3 model represents the most powerful mobility strategy available today for Texas cities and our expanding urban economy.

David Laney is a former chairman of the Texas Transportation Commission and Amtrak. He serves on the boards of the LBJ Infrastructure Group and NTE Mobility Partners.

Read more here: <http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article34604847.html#storylink=cpy>

Three North Texas counties among fastest-growing in U.S. in 2014, Census data shows

Sep 21, 2015, 5:45am CDT **Updated** Sep 21, 2015, 6:09am CDT
[Michael Theis](#) and [Olivia Pulsinelli](#) Dallas Business Journal

Dallas County added 38,307 new residents in 2014, but other North Texas counties grew at a much faster rate, according to new data released by the [U.S. Census Bureau](#).

Collin, Denton and Rockwall counties are among the top 25 nationwide when ranked by percentage growth.

The data comes from the Census' 1-Year American Community Survey results released Sept. 17. The 1-Year ACS results track demographic changes year to year for states, counties, cities, towns and places with more than 65,000 residents. Explore the county-level data with the interactive table embedded below this article. Click the column headers to sort data hierarchically.

Collin County's population grew from 854,778 in 2013 to 885,241 in 2014, a growth rate of 3.56 percent, ranking it No. 13 by percentage growth, according to the data. Denton County added 24,564 residents, bringing it to 753,363 in 2014. Its 3.37 percent growth rate ranked the county No. 14 nationwide.

Further down on the list is Rockwall County, which ranks No. 22. It grew 3.01 percent, adding 2,564 residents, bringing the county's total population to 87,809.

Dallas County grew at a 1.54 percent rate to bring its population to 2,518,638. Tarrant County added 33,819 residents, an increase of 1.77 percent, to bring its total to 1,945,360.

The fastest-growing metro area in Texas was the Midland area, which grew by 7,747 residents to 163,470 residents in 2014 for the third-fastest growth rate of 4.97 percent. The Winchester, Virginia, area northwest of Washington, D.C., came in No. 2, growing by 7,321 residents to 134,221, a growth rate of 5.77 percent, and by The Villages, Florida, area, which grew by 7,294 residents to 114,350 for a growth rate of 6.81 percent.

The Houston metro area grew from 6,313,158 residents in 2013 to 6,490,180 in 2014, adding 177,022 new residents — the most of any metro area nationwide.

Texas grew by 1.92 percent in 2014, adding 508,765 residents and growing from a population of 26,448,193 in 2013 to 26,956,958. Texas' 1.92 percent growth rate tied it for the second-fastest growing U.S. state or territory with the District of Columbia, which added 12,444 residents in 2014, growing from 646,449 residents to 658,893 residents. Only North Dakota grew at a faster rate, 2.2 percent, adding 16,089 new residents in 2014 and growing from 723,393 residents to 739,482 residents.

For comparison, the entire United States grew by 0.86 percent in 2014, adding 2,728,217 residents to grow from 316,128,839 in 2013 to 318,857,056 in 2014.

More detailed demographic information from the Census — down to the neighborhood level — is set to be released this coming December.

<http://www.bizjournals.com/dallas/news/2015/09/21/threenorth-texas-counties-among-fastest-growing-in.html>

DART to seek federal approval for downtown line using Jackson Street route

By BRANDON FORMBY bformby@dallasnews.com

Transportation Writer

Published: 22 September 2015 11:59 PM

Updated: 23 September 2015 01:02 AM

Dallas Area Rapid Transit will seek federal approval for a second downtown light-rail route that the Dallas City Council and downtown residents support but that business and civic leaders worry will jeopardize funding.

Yet the route officials chose may not be where the new set of tracks are actually put.

DART board members late Tuesday unanimously voted to develop a route that uses a combination of Young and Jackson streets to connect western downtown Dallas to Deep Ellum. That support came with the caveat that other routes will be explored “as required by the federal funding process.”

A DART vice president told board members that other potential alignments will have to be explored as the project is fully developed and goes through environmental clearance.

That means it could be years before the route’s final path is known — and what properties could be hurt.

Downtown residents, developers and civic leaders spoke in favor of various routes. Their different preferences and fears about which buildings could be affected portends potential tension with landowners, no matter where the final route falls.

“As you know, going through an urban center is not easy,” said Preservation Dallas executive director David Preziosi, who urged DART to pay close attention to how any route affects historic districts and buildings.

Before the Jackson route was approved, DART rail planning vice president Steve Salin said a federal funding request for the project will include cost estimates for another route that relies more prominently on Young Street between City Hall and Deep Ellum. The submitted map will show the Jackson path with the promise that DART will develop better cost estimates during the federal approval process.

Board member Michael Cheney asked if submitting the application with data and a map for separate routes would hurt DART's funding request. Salin said that he hopes that it won't but that it might.

Salin said it's not uncommon to be working out exact routes this early in the process. DART's Green Line was developed in a similar way, he said.

As the agency began pushing the project forward this summer, consensus built around an alignment called Alternative B4. It runs at street level from Victory Station, moves underground as it enters downtown and then rises to street level near Field and Young streets. After running east along Young, it ties into Commerce Street on the eastern edge of downtown, runs along Good-Latimer Expressway and connects to existing tracks in Deep Ellum.

First Presbyterian Church of Dallas opposed the route because it threatens to force demolition of its parking garage and some basement space. Owners of nearby townhomes said the path threatened either to take some new residences or run so close by as to be a noise nuisance.

So DART officials hammered out a quickly developed alternative often called the "Alternative B4 Modified Jackson Alignment." It mimics the original B4 route until it gets just east of City Hall. From there, it veers north from Young and then runs along Jackson before eventually connecting to the Deep Ellum tracks. DART officials estimate the costs will be more expensive, but that ridership will be roughly the same as the original B4.

Many business and civic leaders oppose supporting only the Jackson route instead of formally submitting multiple options, saying Jackson could threaten a parking garage, residential high rises and a \$175 million redo of the historic Statler building.

Mehrdad Moayedi, president of Centurion American Development Group, which is renovating the Statler, told board members he was pleased that routes other than Jackson would be explored.

"Statler is an important building to Dallas," Moayedi said.

Farmers Market Stakeholders Association president Tanya Ragan said downtown residents and business owners remain unified behind the Jackson route.

"We will stay involved and watch this develop," she said.

Governor directs transportation agency to fix worst choke points on state's roads

BRANDON FORMBY

Staff Writer

Published: 23 September 2015 02:22 PM

Updated: 23 September 2015 05:25 PM

Gov. Greg Abbott today said he's directing the Texas Transportation Commission to identify - and untangle - the worst road choke points in the state.

"Texans' quality of life and our state economy are counting on swift success," the governor said, according to a transcript of a speech made at the Brazoria County Transportation & Infrastructure Summit.

Abbott said that Texans sent a "loud and clear message" with the overwhelming passage last year of a constitutional amendment that will steer billions in additional revenues to the state transportation department. He also urged voters to approve a second amendment in November that will send even more in existing revenues to the state's highway fund.

"This funding ensures TxDOT has the sustainable, recurring and predictable revenue needed to plan large-scale, multi-year construction projects," he said.

While no one's a fan of sitting in traffic, some may take issue with Abbott's statements. For one, the governor relies on a controversial Texas Transportation Institute study that measured how long Texas commuters spend in rush hour traffic. For another, his solution to direct transportation planners and local officials to "get these roads built ASAP" ignores induced demand (more highway lanes increases the number of people using corridors, having a negligible effect on congestion).

Dallas City Council member Philip Kingston is a virtual lone voice in asking people to vote down Proposition 7 in November because it restricts money to the highway fund. But Kingston's comments about why he doesn't like those restrictions echo arguments many urban planners and transportation experts make about what can help solve congestion better than more highway lanes: denser development with a mix of residences and job centers, viable on-street biking networks and pedestrian-friendly neighborhoods.

Officials agree on LBJ East design features but not funding

By RAY LESZCZYNSKI rleszcynski@dallasnews.com

Staff Writer

Published: 23 September 2015 10:59 PM

Updated: 26 September 2015 05:39 PM

Lawmakers and transportation officials met in Garland on Wednesday to incorporate a vision for an upgraded LBJ Freeway from Central Expressway to Interstate 30 into the region's 2040 plan.

There is agreement on many features for the LBJ East project. The recommendation will include continuous frontage roads, at least five lanes in each direction, no elevated lanes, an improved connection at Garland Road and a split of the project at Miller Road/Royal Lane.

The split is needed because there's less right of way available along the Dallas-Garland border. That could lead to reversible managed lanes or a more costly lower elevation of lanes on the southeast end of the project.

State Rep. Cindy Burkett, R-Sunnyvale, was assured the elevation would be higher at the Mesquite end, where a drowning occurred in the spring. When told the project would comply with federal requirements to meet noise standards, however, she pushed for something better.

"Those are pretty puny," she said, supported by Garland residents in attendance who waited 40 years for the sound wall now being built along the freeway. "We need to keep in mind how much this effects their quality of life."

Mobility is important, especially for those who creep along at 20 mph or slower daily. But safety is the vital concern along the LBJ East corridor. According to the Texas Department of Transportation, there were 229 crashes, 22 fatal, from 2012 to 2014 on that stretch.

The core issue that would actually put the 11-mile stretch of freeway expansion in motion remains unresolved. Where will the money come from?

Despite new philosophy toward financing Texas' roads, including Proposition 7 that goes before voters in November, lawmakers haven't provided all the necessary tools to fund a mega-project. And, using only travel time savings as a component, transportation officials believe LBJ East justifies a \$1.4 billion expenditure.

"I think pay-as-you-go is the best way. Not borrowing and not tolling," said Michael Morris, transportation director for the North Central Texas Council of Governments. "But I'm trying to get this project built and no one is sending me a check for \$1.4 billion."

Morris again pitched a plan to build the 3.7 miles of the project from Miller Road west with a tolled component. The rest of the freeway would have free lanes, including the free express lanes recommended by the lawmakers.

State Sen. Van Taylor, R-Plano, reiterated that no part of the project can be tolled without legislative approval. Sen. Bob Hall, R-Edgewood, asked if two-thirds of the project can be built without tolls, why not the other third?

The LBJ East project update presentation will be repeated at 4 p.m. Monday at Garland police headquarters. An October meeting will follow, at which point, Morris said, a consensus will be needed if construction is to commence in late 2017 or 2018.

"We're probably a hair behind already in this particular corridor," he said.

Highway Tolls Help Drive Catalonia Toward Spanish Exit

Toll roads make up more than half the mileage of national highways in Catalonia, fueling resentment

By Matt Moffett
Sept. 25, 2015 8:27 a.m. ET

BARCELONA—Catalan secessionists like to say that every time a gate swings down on one of the region's many toll roads, another motorist becomes ripe for conversion to the cause of independence from Spain. Toll roads make up more than half the length of national highways running through Catalonia, more than twice the national average.

The prevalence of toll roads has long fueled a sense of grievance among Catalans, who say the national government fails to invest enough on infrastructure in their industrial region. Toll roads are "a practical problem and a powerful symbol," said Daniel Albalade, a University of Barcelona economist.

Officials in Madrid note that Catalonia's regional government oversees some toll roads itself, and most of the toll payments wind up in the coffers of a Catalan company, [Abertis Infraestructuras](#) SA, a multinational toll-road operator.

Many people in the rest of the country say Catalans can afford to pay for some services, as their incomes also exceed the national average.

The question of for whom the tolls go will be on the minds of many Catalans when they vote in [Sunday's parliamentary election](#). If nationalists win a majority of seats, they say they will start a process to make Catalonia an independent European state within 18 months.

Complaints over lack of investment in Catalan roads, trains and ports help explain why secession has evolved from a [marginal to a mainstream position](#) over the past five years.

A panel of Catalan economists calculated that under Spain's system of regional revenue-sharing, Catalonia is shortchanged to the tune of €16 billion (\$18 billion) a year.

If Catalonia were to become independent, "we would have public investment options that don't exist today," said Ramir De Porrata-Doria, a tech entrepreneur who is vice president of the pro-independence Catalan Business Circle.

Not only could Catalonia build new, free highways or buy out road concessions, he said, it could also upgrade broken-down regional passenger trains and build a badly needed freight-rail connection to the Port of Barcelona.

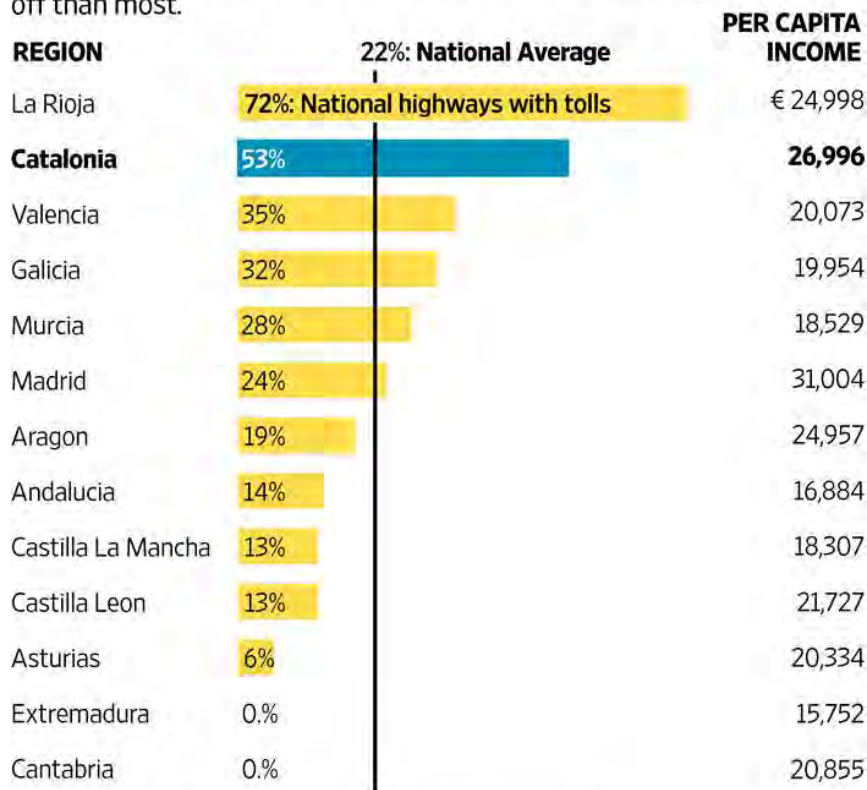
The national Budget Ministry said the revenue-sharing imbalance is only half of what secessionists claim. Ferran Brunet, an Autonomous University of Barcelona economist who is against secession, said any revenue savings Catalonia could make by seceding would be more than erased by reduced private investment and losses in trade with the rest of Spain.

Nevertheless, the tolls serve as a daily reminder of what many Catalans consider a pattern of unfair treatment. “Tolls were the first thing that made me look closely at the relationship with Madrid and decide Catalonia should be independent,” said Miriam Nogueras, a textile executive who figures she pays about €40 a week in tolls.

When the first toll road was inaugurated in 1969, during the dictatorship of Gen. Francisco Franco, a Barcelona newspaper hailed it as “a generator of new momentum for the economy.” Vibrant Catalan industry and commerce demanded modern thoroughfares, and Spain’s government didn’t have the money or credit to undertake highway building.

For Whom the Toll Bites

Drivers in Catalonia complain that the Spanish government collects tolls on a bigger percentage of national highways in their region than nearly anywhere else in Spain. Spaniards in the rest of the country say Catalans can afford to pay for some services because they are better off than most.



€1=\$1.11 Sources: Spain’s National Statistics Institute (income); General Directorate of Highways (tolls)

THE WALL STREET JOURNAL.

After Gen. Franco’s death in 1975, Spain embraced democracy and a more open economy. Its subsequent entry into the European Union helped draw resources to start building free highways. That left Catalonia and other relatively wealthy northern regions stuck with a disproportionate share of toll roads.

Having toll roads concentrated in one geographical region is atypical in Europe, said Mr. Albalade, the economist. Some countries, such as France and Italy, have toll roads throughout most of the country; in others, such as Germany, roads are free nearly everywhere.

“There has been clear discrimination,” Catalan leader Artur Mas said in an interview earlier this year. He said Madrid’s attitude is: “Since Catalonia is a rich region...if it has to pay tolls, well pay it.”

But the Catalan government, as well as the national one, have come under fire from Catalans for granting extensions of toll-road concessions far beyond their scheduled expiration dates. Critics say Abertis has ample access to power in Barcelona and Madrid to preserve its concessions.

In 2011, Mr. Mas picked Abertis’s president, Salvador Alemany, to head a regional committee on revitalizing the economy.

Abertis also participates in a group of about 30 blue-chip companies that holds regular meetings with regional and national officials. Some guests of this “Air Shuttle Forum,” so called because they fly frequently between Barcelona and Madrid, have included Mr. Mas, Prime Minister Mariano Rajoy, and several national cabinet ministers.

Abertis’s chief executive officer, Francisco Reynés, said he’s no string puller. “Companies have professionals and the administrations have professionals and the relationships are professional,” he said in January. “There shouldn’t be anything more than a professional discussion on both sides.”

Mr. Reynés said the concession extensions were granted as compensation for upgrades to the roads.

“The highway didn’t start out being three lanes. It started out two,” he says, speaking of one in particular. “It didn’t have many of the exits that it has now, nor the bridges.”

Through 2012, Abertis said it invested €5 billion to build the original roads and that critics overlook the more than €4 billion it has had to spend to maintain and upgrade them.

Catalans tend to view the toll roads as more a bane than a blessing, however. In 2012, thousands of motorists launched a boycott at highway toll booths, taking a cue from a single driver who told a toll booth attendant, “No Vull Pagar,” or “I don’t want to pay.” He uploaded a video of his defiant act on YouTube. Soon countless others were imitating him, and posting videos of their encounters with flustered toll attendants.

The protest was a precursor to the massive pro-independence rallies staged in recent years, laying the ground for Sunday’s election.

It was one of the first times Ms. Noguera, the textile executive, said she recalls seeing an abundance of Catalonia’s starred independence flags. Now they are commonplace.

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Dallas bike lanes moving forward, but not the way everyone wants

By BRANDON FORMBY bformby@dallasnews.com

Transportation Writer

Published: 25 September 2015 02:17 PM

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At first blush, the 26 miles of road between Mike McNair's Garland home and Irving office is nothing out of the ordinary compared to the average North Texas commute. Except for the three days a week the graphic designer makes that trek by bicycle.

Depending on the day, McNair pedals across a variety of routes that run largely through Dallas. He relies on a mix of side streets, bike paths, trails and major thoroughfares during the two-hour journey. And even though he depends on major city streets, none have protected bike lanes.

That means McNair shares the road with thousands of motorists that are also racing to get to work or back home each rush hour.

"If you're going to ride in Dallas, you kind of have to learn to be fairly bold," he said. "They call it 'vehicular cycling.'"

Just don't expect McNair to criticize the region's largest city for a lack of lanes that put physical barriers between bicyclists and vehicles — even if most of Dallas' ongoing bike lane expansion is overwhelmingly shared and non-protected lanes.

In 2012, Dallas had 8 miles of on-street bike lanes. Today that's grown to 39.3 miles. Within the next few years, that's expected to increase to 107 miles.

"To see the progress that Dallas has made is really impressive," said McNair, a director of bike advocacy group Bike DFW.

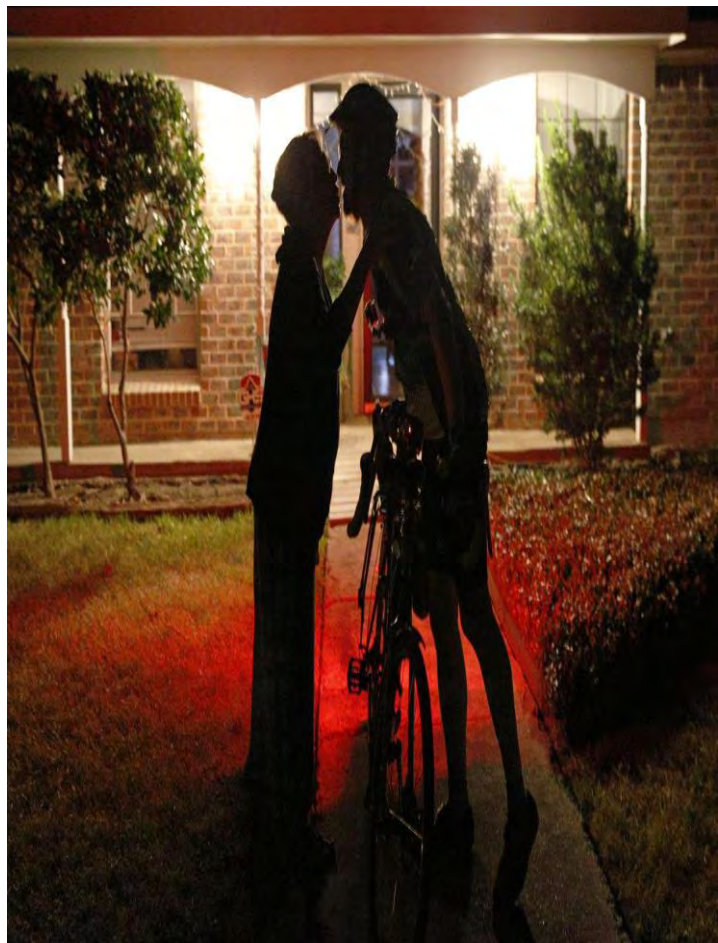
Others, including some Dallas City Council members, aren't as awed. That's largely because 32 miles of the network so far is made up of shared lanes. Those are places where the city paints arrows and bike icons often called "sharrows" to indicate cyclists and drivers share the same space.

Council member Sandy Greyson derided the prevalence of shared lanes in what city officials count as Dallas' on-street bike network. She acknowledged funding shortages and bureaucratic processes that make shared lanes far easier to mark than protected lanes are to build. But she still longs for physical barriers between the two kinds of traffic.

"You're aggravating the people who are in cars trying to be behind these bikers and you're aggravating the bikers because the cars are bumping into them," Greyson said.

In addition to a 2011 bike plan that calls for expanding the network of cycling lanes, the city has also drafted a "complete streets design manual" that, among other things, advocates for more bike-friendly streets. The full City Council is expected to vote in December on whether to make both documents part of Dallas' overall thoroughfare plan.

Interim assistant mobility planning director Tanya Brooks told the council's transportation committee this month that the shared lanes are simply low-hanging fruit. The 2011 bike plan calls for increases in the shares of dedicated bike lanes, which use paint striping to separate



Mike McNair kisses his wife, Heather, before heading out on his odyssey. Three days a week, the graphic designer commutes 26 miles by bicycle. (Nathan Hunsinger/Staff Photographer)

bikers and drivers, and protected bike lanes, which put a physical barrier between the two.

Few protected lanes

Of the city's 39.3 miles of on-street bike lanes, the only protected lanes are on the Jefferson Boulevard bridge that connects downtown to Oak Cliff. But 5.2 more miles of protected lanes are in the works on Houston Street in Victory Park, the Margaret McDermott bridge, the Sylvan Avenue bridge and the Continental Avenue and Riverfront Boulevard reconstruction projects.

Council member Mark Clayton said at this month's committee meeting that without more protected lanes, people aren't going to view bicycling as a safe and viable way to travel in the city. Those comments echo the position of People for Bikes, an organization that advocates for cycling.

"The jumps happen when cities move beyond paint into physical protection," said Martha Roskowski, the group's local innovation vice president. "Even wide buffers of paint aren't particularly effective."



Mike McNair stops halfway on his 26-mile journey from Garland to his work in Las Colinas to eat a yogurt on Lovers Lane. McNair is impressed with Dallas' progress on bike lanes. (Nathan Hunsinger/Staff Photographer)

And while the city has plans for bike lane additions of all types, assistant planning and neighborhood vitality director Peer Chacko this month reminded council members of one of the key barriers to building the costlier protected lanes.

“There’s also the funding aspect,” he said.

More awareness

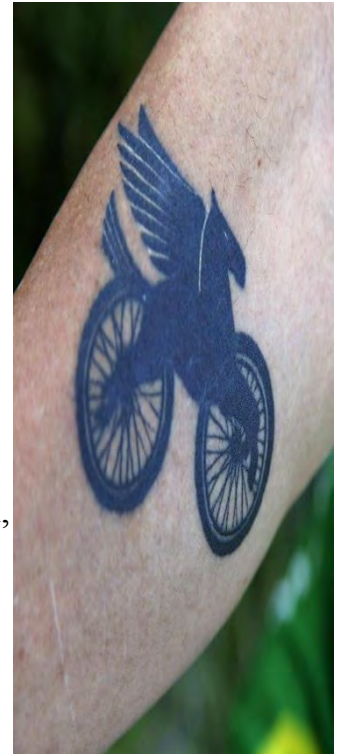
McNair knows better than anyone the risk of sharing the road with cars. In 2012, he was seriously injured when he was struck by a car while biking near LBJ Freeway and Ferguson Road. He suffered a broken hip and ribs, a collapsed lung and a traumatic brain injury. He was in the hospital for weeks.

Because he was struck by a car running a light through an intersection, McNair doesn’t believe a protected bike lane would have prevented the wreck. And he also said that there are debates within the biking community about whether cities should build bike lanes at all since bicyclists have as much claim to a city street as a car.

“There are people who feel like that’s why there shouldn’t be any bike lanes, that bike lanes are only there to take cyclists’ right to the road,” he said.

He said shared lanes also give people the false impression that streets marked with “sharrow” somehow give bicyclists more entitlement to those roads compared with non-marked corridors. Yet he still sees a large benefit in all bike lanes, whether they’re shared, dedicated or protected.

“To me, the biggest thing the bike lanes do is make people more aware of cyclists, and it makes beginner cyclists and beginner commuters more comfortable,” he said.



Mike McNair shows off his tattoo of a Pegasus with wheels. (Nathan Hunsinger/Staff Photographer)

Transit agency tapped out, leaving North Texans waiting for rides

By VALERIE WIGGLESWORTH vwigglesworth@dallasnews.com

Staff Writer

Published: 27 September 2015 10:19 PM

Updated: 28 September 2015 12:02 PM

Reports of missed rides, unpaid bills and long waits for service seem to be symptoms of a much bigger financial crisis for the nonprofit transit agency that serves Collin and other rural counties.

TAPS Public Transit owes about \$4 million right now and is expected to end the fiscal year between \$800,000 and \$1.6 million in the red, according to initial reports.

Riders should expect cuts in on-demand and fixed route bus service in the coming year while the agency gets its finances in order. But what those cuts might be is still under discussion.

“The TAPS financial situation is in fact very dire,” Collin County commissioner Chris Hill told fellow commissioners last week. Hill is vice chairman of the board of directors for TAPS, which primarily serves Collin, Clay, Cooke, Fannin, Grayson, Montague and Wise counties.

“They were operating with levels of service beyond what the budget could afford,” Hill said.

A review completed in late August on behalf of the Federal Transit Administration, for example, found multiple financial issues, ranging from inadequate record-keeping to accounting processes that don’t meet federal standards.

Michael Morris, director of transportation for the North Central Texas Council of Governments, said TAPS officials are working to determine what the issues are and how to deal with them. What’s still unclear, Morris said, is whether the agency has a funding problem or a cash flow problem.

Evidence so far points to mismanagement of funds rather than any actions of a criminal nature, Hill said.

“There was a strong desire to serve everyone who had a need,” Hill said, but he warned that sometimes “we have to say no.”

Signs of trouble started trickling in to the board about six months ago, Hill said. In June, the Sherman-based TAPS laid off about 10 percent of its workforce because of uncertainty in federal funding. In August the board formed a finance committee that included Hill to look more closely at the numbers.

But Hill said the committee couldn’t get copies of key financial documents for its first meeting in late August. It started with the only information it could get its hands on: that day’s bank balances, Hill said.

On Sept. 16, the board accepted the resignation of TAPS executive director Brad Underwood. Chief operating officer Tim Patton was named interim executive director and chief executive officer.

No one from TAPS was available last week to answer specific questions, which were emailed at the agency’s request. Requests by *The News* for multiple documents, including monthly ridership reports, board meeting minutes and its annual budget, are still being processed.

“There’s nothing to tell right now other than we’re working on a plan,” TAPS spokesman Dan Acree said Friday.

Entry into Collin County

TAPS became the designated provider of public transit for rural Collin County in July 2013 when it replaced Collin County Area Regional Transit (CCART). That agency folded after several years of mismanagement and subpar service. At the time of its demise, CCART leaders said they got in over their heads with the complex world of mass transit.

“This feels like déjà vu,” Collin County Judge Keith Self said after hearing Hill’s report.

TAPS has provided more than 364,000 trips in the past year with an annual budget in 2015 of more than \$26 million.

One of its primary functions is to provide rides in a seven-county rural area to people with disabilities, seniors who can no longer drive or those needing to get to medical appointments.

In its only contract that serves a wider region, the Texas Health and Human Services Commission chose TAPS last September to provide nonemergency medical transportation to Medicaid recipients in North Texas and southern Oklahoma.

Several cities — including Allen, Murphy and Frisco — also have individual contracts with TAPS to operate within their borders. McKinney is among the largest users with multiple fixed bus routes, buses connecting to Plano's DART station and a shuttle to and from Dallas/Fort Worth International Airport.

The city of McKinney is taking a wait-and-see approach to TAPS' financial problems, Mayor Brian Loughmiller said.

"We've made a pretty big commitment to TAPS," he said.

Buses out of service

About half of the bus fleet is out of service, Hill said. Some buses are beyond their operational life. Others, he said, are "sidelined because they have not had the funds for normal maintenance."

Without enough buses, Morris said, TAPS can't provide the on-demand service to those rural customers that NCTCOG is responsible for serving.

"Our first focus is to customers," Morris said.

So NCTCOG helped TAPS secure a federal grant for 16 new vehicles. TAPS was supposed to pay the manufacturer, get the buses and then seek reimbursement through NCTCOG. But TAPS didn't have the money, Morris said. NCTCOG ended up paying the manufacturer directly so that the buses could be put into service, Morris said.

But that doesn't appear to have solved the problem. Depending on which county a person lives in, the TAPS website states, the wait time for the get-a-ride service could be as long as five weeks.

One bad experience

Amy Clendening-Wheeler of McKinney said she relied on TAPS last school year when her family hosted a 15-year-old foreign exchange student from Spain. The teen

did tutoring after school and needed a ride a couple of times a week from Melissa to McKinney.

Clendening-Wheeler said she typically spent more than an hour on hold with the TAPS call center to reserve a ride. And if the call got dropped, which it did sometimes, she'd have to start the call over. But the problems weren't only with reservations, she said.

"It was just embarrassing," the McKinney woman said. "They showed up late or not at all, or they overcharged her with the adult fare."

Her complaints with the agency were met with quick apologies. But the problems continued.

"For \$1.50 [a ride], it was an absolute steal," Clendening-Wheeler said of the door-to-door service. "After a while it wasn't worth the anguish."

Expanding too fast

Acree said the agency got into trouble as it expanded from a rural on-demand transit service to provide urban bus service with regular routes in McKinney and Allen.

"It's been a difficult learning curve," he said. "I'm confident it will get worked out."

Morris said that after all the troubles with CCART, he isn't ready to abandon TAPS and find yet another transit agency.

"We have to find out what went wrong and determine the appropriate path forward," he said.

Hill said the goal is to come up with a more realistic level of service so that TAPS "can continue to provide the critical service our community needs."

"Nobody wants to see TAPS go away."

Death of U.S. 281 tolls could shift regional plan

Rallying support for other projects in area might become more difficult

By Katherine Blunt, Staff Writer

September 26, 2015

The promise of more state transportation money has effectively killed the prospect of tolls on U.S. 281, raising questions about how a change in plans to expand the highway could affect other proposed toll lanes in the region.

The Texas Transportation Commission voted last week to **erase the toll-road label** on a section of the highway between Loop 1604 and Borgfeld Drive shortly after the Alamo Area Metropolitan Planning Organization resolved to turn that stretch into a **toll-free expressway**. Completion of the nontoll plan now depends on the passage of Proposition 7, a November ballot measure that would add money to the State Highway Fund.

“I think this is a very historic action we’re taking, that is, taking tolls off a roadway system that has already been designated as a toll facility,” Commissioner Bruce Bugg, an appointee from San Antonio, said at the time of the vote. “This is the culmination of the very important work of the 84th legislative session, and we wouldn’t have the opportunity to have this conversation if it weren’t for the additional funding streams coming forward.”

Proposed toll roads in Bexar County

U.S. 281 is not the only road the Alamo Area Metropolitan Planning Organization has considered funding with toll revenue. Several other proposed toll projects exist throughout San Antonio. The Texas Department of Transportation says some projects could be completed within five years if funding becomes available but others could not be finished as quickly.



These roads have either received environmental clearance or are now being studied. Each could be completed within five years if funding becomes available, according to TxDOT.

Road segment	Construction cost
1 I-10 from 1604 to Ralph Fair	\$200 million
2 I-35 from downtown to FM 1103	\$1.5 billion
3 1604 North from Texas 16 to I-35	\$800 million
4 Texas 151 from 410 to 1604	\$ 150 million

LONG-TERM TOLL PROPOSALS

These roads are candidates for toll lanes but haven't progressed very far in the planning and development process.

U.S. 281

The MPO and the Texas Transportation Commission recently voted to eliminate proposed tolls on a section of U.S. 281.

The two-part plan to expand U.S. 281, now a highway with traffic lights, is divided at Stone Oak Parkway. The plan originally involved tolling part of the southern section between Loop 1604 and Stone Oak and all of the northern section between Stone Oak and Borgfeld.

The new plan calls for turning the entire stretch into a six-lane expressway with two high-occupancy-vehicle lanes reserved for transit and carpools. The \$228 million southern section can be built with a combination of federal, state and local funds, but the remaining \$300 million needed to build the northern section remains unfunded.

House Speaker Joe Straus and other state legislators have voiced their support for replacing toll revenue with anticipated Prop. 7 payout in the northern expansion plan. District 6 City Councilman Ray Lopez, who chairs the MPO, said that message marks a shift in the state's perspective on transportation funding.

“Up until recently, the direction at the state level was 180 degrees different,” he said. Legislators “had said that if we wanted more money, then we would need to self-fund (our projects) somehow, and the only way to do that is pass a bond or toll them.”

The push to increase transportation funding began with the passage of Proposition 1, a 2014 constitutional amendment that dedicates some oil and gas severance tax revenue to the State Highway Fund each year. During the past legislative session, state lawmakers ended highway “diversions” — the use of motor fuel taxes and vehicle registration fees for non-highway spending — and decided to put Prop. 7 on the ballot.

Like Prop. 1, if approved by voters, Prop. 7 would set aside more tax revenue for the State Highway Fund for use on nontolled projects. It would add \$2.5 billion of annual sales tax revenue to the fund starting in 2018 and an additional \$430 million in annual motor vehicle tax revenue starting in 2020.

“There is broad support for expanding 281 without tolls, and we'll have the resources to do it if Proposition 7 passes,” Straus said in an email. “I hope the Legislature’s efforts to prioritize transportation will erase the need for tolls on other projects in Bexar County also. But our transportation challenges are too significant for tolling to disappear entirely as an option on any project, anywhere in Texas.”

The decision to make a planned toll lanes free for all drivers is unprecedented in San Antonio, the largest metro area in the state without them. Last year, **hundreds of city residents** expressed their opposition to the U.S. 281 toll plan while Terri Hall, founder and director of Texans for Toll-free Highways and Texans Uniting for Reform and Freedom, **continued to lead** an effort to dismantle it. Her anti-toll party, a political action committee, reported \$5,260 in political expenditures last year, according to campaign finance filings.

“U.S. 281 is the poster child for the controversy surrounding tolling because it has gone on the longest,” Hall said. “It has been litigated twice, and it’s symbolic in showing that a precedent can be set if the citizens continue to stay at it. We helped our elected officials get that funding in place so that they wouldn’t have to resort to tolls.”

But plans are still in place to use toll revenue to pay for several other unfunded projects that will cost nearly \$3.9 billion to complete. The list includes adding toll lanes to parts of Interstate 10, Interstate 35 and Loop 1604, and local officials acknowledge the new plan for U.S. 281 could make it more difficult to rally support for those expansions.

“Tolling doesn’t work unless it’s a system,” said District 8 City Councilman Ron Nirenberg, a member of the MPO Transportation Policy Board whose district encompasses the I-10 toll project. “It would be difficult to explain to neighbors on one side why they’re getting tolls and not the people on the other side of town.”

The proposed I-10 expansion, which involves adding so-called managed lanes between Loop 1604 and Ralph Fair Road, might be the second toll project called into

question if Prop. 7 passes because it would cost far less than expanding portions of I-35 and Loop 1604. Those projects would cost \$1.5 billion and \$800 million, respectively.

“If you’re looking at things that you could move forward with if Prop. 7 is approved, I-10 is much more feasible in the near term,” said Sid Martinez, director of the MPO.

In June, County Judge Nelson Wolff and others asked the Transportation Commission for funding to remove proposed tolls from both I-10 and U.S. 281, and he reiterated his support for that idea after the MPO voted to strip them from the latter project.

“We don’t want to say no tolls on 281 and then go toll I-10,” he said. “That wouldn’t be very fair.”

But he acknowledged that tolls might be necessary to complete some of the more expensive projects, particularly the I-35 expansion.

“I think that’s probably the only way you’re going to get that one done,” he said.

Other toll roads might be harder to kill. The city’s proposed toll network is only part of the MPO’s \$10 billion list of unfunded projects eligible for Prop. 7 money. If the organization eliminated all proposed tolls with that anticipated funding — an expected \$300 million annually for the San Antonio region — projects in other cities and counties within its jurisdiction would get pushed off the list, Lopez said.

“We made an agreement we would be fair, inclusive and, as they say, spread the peanut butter across the entire region,” he said. “My guess is, the plan we have in place will stand long-term unless we get direction from the Legislature to take a look at the entire toll network and say how much money we need to do the roads nontoll.”

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New high-speed rail route may serve Arlington, DFW Airport

September 26, 2015

By Gordon Dickson

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ARLINGTON – A proposed high-speed rail route cutting through Dallas-Fort Worth would go slower than previously planned but would include a station south of DFW Airport, according to a newly unveiled plan.

The proposal, which is being studied by a state-appointed commission, would bring passengers from downtown Fort Worth to Arlington along the Interstate 30 corridor, then cut north roughly along the Texas 360 corridor to the CentrePort-Dallas/Fort Worth Airport area. From there, rail passengers could connect with other transportation to the airport to catch flights.

The line would then follow the Trinity Railway Express commuter line from CentrePort to downtown Dallas, according to a conceptual map made public Monday. TRE would keep operating on its tracks, and a second set of tracks — possibly elevated — would be built in the same right of way or adjacent property for the futuristic bullet trains.

The top speed would be around 125 mph — far below the 220 mph that the trains are capable of traveling — partly because of the serpentine shape of the route and the relatively short distance between stations.

But the new route would make high-speed rail accessible to more people in North Texas, a region of about 7 million people that's expected to grow to 10.7 million by 2040.

"Certainly with the proximity to DFW Airport in this option, I think it's important to note there is an opportunity there," said Bill Meadows, chairman of the Commission for High-Speed Rail in the Dallas/Fort Worth Region.

Meadows said following the TRE line from Dallas to the airport would probably require far less upfront money than if trains were placed along I-30 in Dallas County, which has hills, turns and other geographic challenges. Transportation planners have estimated the cost of the line between Dallas and Fort Worth at \$4 billion.

The stretch of I-30 in Arlington and Fort Worth is straighter and less developed, and the general feeling is that it has more room for a rail line.

The commission and its consultants haven't provided details about specific project costs.

Hybrid plan

The new route is a hybrid of two previously unveiled plans for high-speed rail, each with supporters and detractors. One option was to run rail entirely along I-30 from Dallas to Fort Worth, and the other was to run bullet trains entirely on the TRE line.

The commission was set up nearly two years ago by the Texas Department of Transportation after private investors announced they wanted to build a 220-mph rail line from Houston to Dallas with no public funding.

That line is tentatively scheduled to open by 2022, but construction can't begin until an environmental study, now underway, is complete.

Because the investors, doing business as Texas Central Partners and Texas Central Railway, wished to connect only Houston and Dallas, the commission was set up partly to ensure that cities such as Fort Worth also have a station.

Although the commission's main purpose is to provide planning for the Metroplex, Meadows maintains that its work is actually the initial steps in setting up high-speed rail that will connect Houston, Dallas, Arlington, Fort Worth, Austin, San Antonio and other cities.

There is even interest in extending the lines north to Oklahoma City and south to Monterrey, Mexico, although that would likely take years to materialize, if not decades.

Western influence

Several officials from the western side of the region serve on the seven-member commission, including Meadows, lawyer Dee Kelly Jr., former U.S. House clerk and Fort Worth native Lorraine Miller, Tarrant County Judge Glen Whitley and Arlington Mayor Jeff Williams.

For Arlington, one key is figuring out how to pay its share of high-speed rail. The city is the largest in the U.S. without full-fledged mass transit, and it has been courted in the past by Dallas Area Rapid Transit and the Fort Worth Transportation Authority.

The city will study its transit options this fall, Williams said.

"We are also going to be talking with our council and forming a citizens group to talk about our connection to rail and transportation within the city," Williams told other commissioners. "We realize what an important project this is. A lot of our citizens do not realize how much of a game-changer high-speed rail can be for our region."

Consultants and the North Central Texas Council of Governments are working on computer models to forecast potential ridership.

The next two years are likely to bring a lengthy public process in which residents can view maps and drawings and make comments for or against the project.

"We will be very sensitive to looking at which communities will be impacted," said Erik Steavens, rail division director for the Texas Department of Transportation. "We will tell them why we're doing this. We want to know how many people will use this service."

<http://www.star-telegram.com/news/local/article36711414.html>

Column: Let's talk about bus rides for poor

By Fritz Ritsch
September 28, 2015
Special to the Star-Telegram

We are clergy and leaders in Fort Worth's religious community who are deeply concerned that the Fort Worth Transportation Authority, The T, is making drastic changes in the ability of the city's poor to access affordable transportation.

Since 2008, The T has partnered with local aid agencies to provide all-day bus passes for those who depend on public transportation to go to job interviews, work, home or shelter, to visit their doctors, meet with case workers or buy food and clothing. The program is known as FareAid.

FareAid's cost to The T is in unrealized revenue. The cost of running the bus routes is fixed and covered — the buses run with four or 40 people.

Agencies pay The T and clients receive the tickets for free. Since it's doubtful many of these folks would be able use the bus very often at full fare, it's arguable that the T actually makes money off the FareAid program.

FareAid is one example of the shared vision, adopted by our mayor and City Council, of a public/private partnership to address the needs of the most vulnerable in our community.

For the past seven years, we have been proud of the moral clarity of Fort Worth's civic vision, consistent with the biblical injunction to pursue "the welfare of the city."

Last year, The T announced plans to end FareAid. Initially, the authority did not intend to replace it, but in response to public outcry, it has recently announced a plan to provide two-hour bus passes at a 25 percent bulk discount to agencies that can afford it.

This much shorter bus trip, at much greater cost, undermines the city's nearly decade-long commitment to addressing the needs of the poor; increases the workload of agencies while decreasing the likelihood of success; makes it more likely we will see more panhandling on the streets; and, worst of all, creates a much higher hurdle for those trying to improve their lot.

We understand and appreciate that the authority has business concerns it is trying to address. However, in its attempt to solve the problem, The T has not sought public input either from providers or residents.

In fact, the authority has actually rebuffed the offers of providers to meet to discuss the issue.

This is not the Fort Worth Way. The Fort Worth Way is for all parties to work together to hammer out solutions to challenging civic concerns.

As religious leaders, we believe in the power of cooperation, conversation and mutual understanding to achieve "the welfare of the city."

We ask that The T respond positively to the requests of residents and aid providers to sit down at the table together to come up with a mutually agreeable plan to meet the transportation needs of our most vulnerable neighbors.

The Rev. Fritz Ritsch is chairman of the Tarrant County Homeless Coalition. He wrote this along with The Rev. Brent Beasley, senior pastor of Broadway Baptist Church; Daniel Freemyer, minister of missional engagement at Broadway Baptist Church; the Rev. Karl Travis, First Presbyterian Church, Fort Worth; the Rev. Melinda Veatch of Tarrant Churches Together; the Rev. Page Hines, executive pastor of First United Methodist Church Fort Worth; the Rev. Robyn Michalove, First Presbyterian Church; the Rev. Tim Bruster, First United Methodist Church Fort Worth; and Tom Plumbley, senior minister of First Christian Church.

<http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article36871224.html>

Report, forum look to focus public on ‘tsunami of traffic’

Posted: 5:13 p.m. Tuesday, Sept. 29, 2015

By [Ben Wear](#) - American-Statesman Staff

The thick document from the U.S. Department of Transportation, in its opening paragraphs, lays out a tantalizing premise for Austinites — and tens of millions of other Americans — whose daily life is plagued by clogged urban roads and interstate highways.

“Can we imagine a future in which traffic jams decline? Yes,” U.S. Secretary of Transportation Anthony Foxx writes in [“Beyond Traffic 2045, Trends and Choices,”](#) a 322-page draft report that is the centerpiece of 11 forums around the country this fall. The fourth of those meetings, hosted by Austin Mayor Steve Adler and fashioned as a vehicle for regional perspectives on the way to a final version of the study, will occur Wednesday in North Austin.

The report, however, is a studiously neutral document, stuffed with statistics and potential transportation policies but largely free of polemics. The document isn’t an action plan, Foxx writes.

“Beyond Traffic is intended to open a national dialogue about what our country really needs and why we need it,” he said.

With President Barack Obama’s administration in its seventh year, and the public’s focus increasingly turning to who gets to next occupy the Oval Office, the question is what such an effort could accomplish at this point. Michael Morris, director of transportation for the North Central Texas Council of Governments in Arlington, points to [Congress’ repeated and unsuccessful efforts](#) over the past few years to pass a long-term transportation funding bill.

Transportation officials, eager to have the certainty of a multiyear federal game plan, have looked on in frustration while lawmakers, as Foxx notes in the report, passed 32 short-term transportation funding bills.

“I sense the federal government at the administration level is at its wit’s end to get back to a longer-term, six-year initiative,” Morris said. “If I were at the federal level, I’d say, ‘Let’s take the case directly to the people. We’ve been taking it to Congress, and it hasn’t materialized.’”

The challenge, the report says, is simple: take better care of existing transportation infrastructure, build what is “new and necessary,” and use emerging technology and better design to maximize use of both old and new transportation facilities. But as the report outlines, beneath that

uncomplicated mission is a massive and tangled policy system challenged by explosive population growth concentrated in the country's 11 most densely populated regions.

For example, one map in the report shows what roads would experience regular rush hour congestion in 2040. The map shows that slow traffic would seize the entire "Texas Triangle," formed of Interstates 10, 35 and 45 as they connect Dallas-Fort Worth, Houston and San Antonio.

Absent wise policymaking in the short run and over the next three decades, the report envisions an America stifled by the inability to move Americans and the goods they need to live and work.

"The combination of those forces — inconsistent, unreliable funding and static policies in an era of change — has left our transportation infrastructure in an increasingly deteriorated and fragile state," the report says. "It has left the United States on the precipice of losing its historical advantage in moving people and things faster, safer and more reliably than any other nation in the world."

Tim Lomax, a research fellow at the Texas A&M Transportation Institute and author of a series of urban mobility reports, said the administration might be issuing a late call for action on a subject that has remained on a back burner during Obama's years in office.

"The administration is trying to resolve some issues before they turn over the keys to the next president, and one of those is transportation," Lomax said. "It's very clear there isn't a consensus among the public on what sorts of projects and programs we want to have, and how to pay for them."

Adler said he couldn't exactly say what the federal agency has in mind, but that laying out the nation's transportation problems in stark terms can't be anything but good.

"The immediacy of the need to act on that challenge is coming into ever greater relief," Adler said. "I do know that we have to focus people's attention on this tsunami of traffic. We're going to deal with this stuff head-on, and in creative ways."

If you go

The Beyond Traffic forum starts at 1:30 p.m. Wednesday at the Asian American Resource Center, 8401 Cameron Road in Austin. The event will be hosted by U.S. Transportation Undersecretary Peter Rogoff as well as Austin Mayor Steve Adler, Harris County transit official Tom Lambert and Waco transportation planning official Christopher Evelia.

Live coverage

For the latest out of the hearing, follow transportation reporter Ben Wear on Twitter @BWear and visit mystatesman.com.

Read the report

The full draft report and other resources are posted at www.transportation.gov/BeyondTraffic.

What other communities are doing

Denver outlined a specific strategy for building protected bike lanes in its downtown, as part of an effort to attract younger workers and the companies that employ them. A [national study by the American Planning Association](#) noted only 8 percent of millennials would prefer to live in a car-dependent suburb.

Oregon is looking at other ways of raising money for roads: [Volunteers in a pilot program](#) pay 1.5 cents per mile driven, then get a credit toward paying the state gas tax at the pump. If successful, charging per-mile fees instead of a gas tax could prevent transportation revenue from slipping as cars continue to get better gas mileage.

Chicago, the busiest U.S. rail hub, is in the midst of \$3.8 billion in improvements to build 50 miles of new track to relieve congested lines; add overpasses and underpasses to eliminate 25 road-level crossings; and make other improvements that so far have reduced the average rail travel time through the Chicago region from 48 hours to 32 hours. The funding comes from federal, state and local agencies as well as private rail carriers.

What the future holds

In 5 years: Online purchases could account for 10 percent of retail sales, up from 6.6 percent now, potentially taking some shoppers off the roads while adding more delivery truck trips.

In 10 years: U.S. fuel economy standards for new cars and trucks will increase to 54.5 miles per gallon, up from 30.8 miles per gallon in 2013.

In 15 years: The backlog of spending needed to maintain transit systems around the country will reach \$141 billion.

In 20 years: The number of robotic aircraft systems, or drones, is expected to reach 250,000.

In 25 years: Nearly 30,000 miles of U.S. highways will be clogged on a daily basis.

In 30 years: The U.S. population is expected to grow by 70 million — adding more than the current populations of Texas, New York and Florida combined.

Source: Beyond Traffic 2045, U.S. Department of Transportation

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Source: Beyond Traffic 2045, U.S. Department of Transportation

‘Extreme commuting’ makes comeback in North Texas

As economy rebounds, more people willing to stretch their commutes

More than 8% of DFW workers travel at least an hour

With growth of two-income households, trend likely to continue

By Gordon Dickson

gdickson@star-telegram.com

WESTLAKE

Jo Harrison has a Texas-size commute.

Each week, the project manager at Fidelity Investments in Westlake drives about 250 miles from her home in Houston, a journey she has made for more than eight years.

Harrison’s job allows her the flexibility of working a day or two a week at home. So she typically leaves on Monday night to make the drive to the Metroplex, where she rents an apartment in Euless. She then works three long days and drives back to Houston on Thursday night.

“For a long time, the drive was kind of difficult,” she said. “But now after a long week, it’s just a way home.”

Harrison is among a growing number of workers in Texas and nationwide who are willing to travel extraordinary distances from home. After years of stagnant growth related to the nation’s economic problems, extreme commutes — drives that can take 60, 90 or even 120 minutes each way — are making a comeback.

Roughly 38 million Americans leave their home counties to go to work each day, according to data from the [U.S. Census Bureau’s American Community Survey](#) released last month.

Tarrant County, for example, has 858,213 workers ages 16 and older. Of those, 177,998 — 21 percent of the workforce — live outside the county.

Workers who travel at least 60 minutes each way to their jobs make up more than 8 percent of the North Texas workforce, according to data from the 2010 Census. In 1990, that figure was 5 percent.

The research, which is based on census respondents' answers on the long form, shows that a quickly growing category of commuter is those who leave home between 5 and 6:30 a.m.

For a long time, the drive was kind of difficult. But now after a long week, it's just a way home.

Jo Harrison of Houston, who commutes 250 miles to a job in Westlake

In North Texas, many of these road warriors reside in adjacent communities such as Dallas, Denton, Johnson and Parker counties. But others venture from homes much farther away. Seven residents of Flathead County, Mont., reported working in Tarrant County, as did 17 people from Rockingham County, N.H. (Check out the [Washington Post's interactive map](#).)

Harrison originally planned to sell her home in Houston and move to North Texas with her husband.

"I actually took the job with a relocation package, but that was in 2007, when the bottom dropped out of the housing market," she said. "We happened to live in a home in Houston that was less than 3 years old, and we couldn't sell it. I had accepted the job — I love the job — so I just decided to continue."

Harrison, who has grown children, says she has a rich life in Houston with her husband, a retired contractor. Now that she is accustomed to the long commute, she has no intention to move.

"I have a goddaughter I'm pretty involved with," she said. "We do horseback riding and Girl Scouts on weekends. It's just the level of activity I have at home that keeps me going back and forth."

The idea of Americans enduring extremely long drives to work isn't new. The trend emerged in the 1970s, 1980s and 1990s as a larger percentage of women joined the workforce and more American households relied on two incomes.

In the modern era, workers are willing to change jobs in the name of upward mobility but aren't always eager to uproot their family lives, said Alan Pisarski, the Virginia-based author of *Commuting in America*, a three-book series that closely tracks census data and other demographics during the past five decades.

After decades of growth, the extreme commuting trend leveled off in 2007 and 2008, when many workers lost jobs, Pisarski said.

"It was the construction workers, factory workers, the auto plants in South Carolina for instance, that have people coming from 75 to 100 miles every day," he said. "But those are the people who lost jobs. Now we're seeing that growth coming back."

I wore out three cars. When there was construction between Waco and Fort Worth, there were days it would take me two hours.

Danny Sisk of Waco, who drove to Fort Worth daily for nearly 23 years

Other factors

The rise of telecommuting — or working from home — has also made it more palatable for people to live farther from work. When people have to go to the office two or three times a week, instead of every day, they're more willing to tolerate a longer drive and a higher gasoline bill.

And then there are the people who commute by plane. In North Texas, home to Fort Worth-based American Airlines and Dallas-based Southwest Airlines, many pilots and flight crew members commonly ride in airplane jump seats or fly standby to far-flung cities such as New York to start their workdays.

Megan Bearce, a licensed marriage and family therapist, lives in Minnesota with her husband, Ian. About five years ago, he got a dream job at a New York advertising agency, but she didn't want to leave her practice or family network in Minnesota.

So he flies to work each week. Meanwhile, Bearce has written a book — *Super Commuter Couples: Staying Together When a Job Keeps You Apart* — offering advice on how to make long-distance arrangements work.

“I would have had to get licensed again to move with him,” she said.

21% of Tarrant County workers live outside the county.

Besides time away from loved ones, the extreme commuting lifestyle has other drawbacks. Many families that move far from the city center to save money on housing end up spending that money on transportation, according to the Washington-based Center for Housing Policy.

In areas outside Fort Worth, families that make \$20,000 to \$50,000 a year spend up to 41 percent of their income on transportation, compared with 29 percent for urban dwellers, the group's research shows.

But many workers can't resist the road.

To the moon and back

During his long career as a bailiff in the Fort Worth city marshal's office, Danny Sisk logged nearly enough miles on his long commute to travel to the moon and back — twice.

“I wore out three cars,” quipped the now-retired Sisk, who for nearly 23 years drove at least 90 miles each way from his Waco home, tallying an estimated 912,000 miles. “When there was construction between Waco and Fort Worth, there were days it would take me two hours.”

Sisk, who retired in 2007, said he spent about six months at home before deciding he was bored and needed a part-time job.

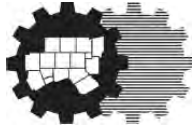
He now works every other week for a Waco pathology lab, driving to Killeen to pick up biological tissue samples.

“It’s 65 miles each way,” he said, “but now I’m driving a company vehicle.”

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/article36984897.html#storylink=cpy>



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Electric Vehicles to be Celebrated Sept. 19

Organizers hope to establish regional record for EVs gathered in a single location

Sept. 10, 2015 (Arlington, Texas) – Texas is known for trucks and other large automobiles, but another vehicle class is growing substantially, even if it's under the radar.

The state currently ranks sixth in the country in the number of electric vehicles (EVs) sold, with more steadily being added to the roads. The Dallas-Fort Worth area is also experiencing strong EV growth and stands 12th among metropolitan areas nationwide in EV sales. The vehicles have become popular enough for the North Central Texas Council of Governments and Dallas-Fort Worth Clean Cities Coalition to pursue a North Texas record for the largest number of EVs in one location when they celebrate the technology Sept. 19 at Grapevine Mills Mall. Nearly 100 vehicles are registered for the event already.

This will occur during National Drive Electric Week, held annually across the country to build awareness of all-electric and plug-in hybrid electric vehicles. The event began in 2011 as National Plug In Day and expanded to an entire week last year due to the growing popularity of electric vehicles across the nation. Electric vehicles are also a component of the region's strategy to improve 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 by 2017.

This year's local NDEW event starts at 10 a.m. and aims to help North Texans learn more about EVs and vehicle charging options. The festivities will include hands-on activities for all ages, as well as entertainment, giveaways and "ride and drives."

The event is open to the public and is geared toward both enthusiasts and residents who simply want to learn about the technology and the benefits of adopting it for personal or business use. Vendors and EV operators expected to attend are excited about the technology, eager to discuss how it may help individuals and the region. They are ready to celebrate the popularity of electric vehicles and showcase to the public why they choose to drive EVs.

They cost less to operate than their gasoline-powered counterparts.

They are fun to drive.

They are environmentally friendly.

These are just a few of the reasons North Texans and people across the nation are embracing EVs.

More than 120 National Drive Electric Week 2015 celebrations will take place across the U.S. and Canada during the week of Sept. 12-20. Additional information and registration details about the local event are available at DFWCleanCities.org/NDEW.

Details:

Who: North Texas residents interested in electric vehicles and related technologies

What: National Drive Electric Week

When: 10 a.m.-2 p.m. Saturday, September 19

Where: Grapevine Mills parking lot (between Neiman Marcus Last Call and Saks Off 5th)

Why: Celebrate the success of electric vehicles in North Texas and be a part of the effort to establish a new record for the largest gathering of EVs in the region's history.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit NCTCOG.org/trans.

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.

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Proposition 1, Phase 2 Project Recommendations for FY 2016 and FY 2017

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Construction Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments
									Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	
TxDOT Dallas District																			
Dallas	20275	1013-01-026	Collin	FM 546	Congestion	From SH 5 to East of Country Lane/ Airport Road	Realign highway- construct 4 lane divided facility (Ultimate 6)	\$19,970,564	\$18,406,066		Mar-16	Mar-14	Yes		X				Decrease RTR to \$1,564,498 RTR for potential overruns; decrease RTR funds when the project lets
Dallas	20083	2679-02-008	Collin	FM 2514 (Parker Rd.)	Congestion/ Connectivity	From FM 2551 to West of FM 1378	Reconstruct 2 lane rural to 4 lane (Ultimate 6 Lane) urban divided	\$21,000,000	\$19,000,000		Mar-17	May-14	Yes			X			Decrease to \$11,938,686 in RTR funds
Dallas	20198	0047-14-069	Collin	US 75	Congestion	From North of Melissa Road to South of FM 455	Reconstruct and widen 4 lanes to 6 lanes and 2 lane frontage roads each direction	\$56,648,887	\$56,648,887		Dec-15	Jun-12	Yes		X				Decrease \$2,588,189 in RTR Funds; RTR funds for ROW to be removed and replaced with TxDOT S102 funds; Proposition 1 and Cat 1 for overruns
Dallas	20288	0047-14-074	Collin	US 75	Congestion	At FM 455 in Anna	Construct interchange	\$29,879,539	\$29,879,539		Dec-15	Jun-12	Yes		X				Decrease \$6,000,000 in RTR Funds; Proposition 1 and Cat 1 for overruns
Dallas	55113	Pending	Collin	SH 5	Congestion/ Connectivity	From FM 546 to Spur 399	Widen from 4 to 6 lanes plus grade separation	\$26,000,000	\$26,000,000				Pending 2040 MTP Update				X		Cost estimate being reviewed; Cat 1 for overruns
Dallas	20084	0047-14-053	Collin	US 75	Congestion/ Connectivity	From North of FM 455 Interchange to CR 375 (Grayson County Line)	Reconstruct and widen from 4 lane divided to 6 lane undivided with 2 lane frontage roads	\$65,109,255	\$65,109,255		Sep-17	✓	Pending 2040 MTP Update					X	Decrease \$5,000,000 in RTR funds; Cat 1 for overruns; Construction phasing to be amended in the 2040 Mobility Plan
Dallas	83209	2056-01-042	Collin	FM 2551 (Murphy Rd.)	Congestion/ Connectivity	From FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	\$32,910,741	\$32,910,741		Aug-18	Nov-10	Environmental clearance is up for re-evaluation				X		Conflict with the North Texas Municipal Water District project in the corridor may delay project; County requesting to use RTR funds for engineering and ROW
Dallas	55114	0047-04-024	Collin	SH 5	Maintenance	From SH 121 to CR 422	Mill, base repair, overlay	\$2,818,320	\$2,818,320		Mar-16	Feb-16	Yes		X				Grouped project
Dallas	55115	0047-04-025	Collin	SH 5	Maintenance	From CR 422 to Grayson County Line	Mill, base repair, overlay	\$2,331,981	\$2,331,981		Mar-16	Feb-16	Yes		X				Grouped project
													CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total		
Total Collin County								\$256,669,287	\$253,104,789						\$0	\$110,084,793	\$19,000,000	\$58,910,741	\$65,109,255

Notes:

Red text indicates changes since the Surface Transportation Technical Committee meeting on September 25, 2015; when fiscal year changes are proposed, the new year shows a red X and the previous year shows a black X.

Staff recommends approving FY 2016 and FY 2017 projects together (vs. just FY 2016, as the State is allocating funding for both years at the same time.)

These listings and funding allocations represent the loan from the Dallas District to the Fort Worth District occurring in FY 2015 for the SH 360 at IH 30 Interchange project and being repaid in FY 2016 and FY 2017.

Carryover funds from CY 2015 cover over-programmed amounts in FY 2016-FY 2017; FY 2018 and FY 2019 to be financially constrained using Proposition 7 funds if the November 2015 vote is successful.

Items Pending Further Review:

RTR/Proposition 1 Partnerships with Dallas County and Collin County

Consider utilization of Proposition 7 funds instead of Proposition 1 funds on selected projects in this list (FY 2018+)

Proposition 1, Phase 2 Project Recommendations for FY 2016 and FY 2017

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Construction Cost	Proposed Funding			Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments
									Inside MPA Boundary	Outside MPA Boundary					2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	
Dallas	52520	1068-04-122	Dallas	IH 30	Congestion	From Belt Line Road to MacArthur Blvd	Construct three lane frontage roads (EB & WB)	\$20,300,000	\$20,300,000		Dec-15	✓	Yes	X						Cat 1 funds for overruns
Dallas	55116	0442-02-157	Dallas	IH 35E	Maintenance	From IH 20 to SL 12	Full depth repair concrete pavement & overlay mainlanes	\$1,918,085	\$1,160,182		Sep-15	✓	Yes	X						Includes \$757,903 of Cat 1 funds; Grouped project
Dallas	55117	0581-02-143	Dallas	SL 12	Maintenance	From Illinois Avenue to IH 35E	Full depth repair concrete pavement	\$834,775	\$471,325		Sep-15	✓	Yes	X						Includes \$363,450 of Cat 1 funds; Grouped project
Dallas	55118	3000-01-023	Dallas	SS 408	Maintenance	From IH 20 to SL 12	Full depth repair concrete pavement, overlay and pavement markings	\$677,252	\$677,252		Sep-15	✓	Yes	X						
Dallas	55090	0196-03-268	Dallas	IH 35E	Congestion/ Connectivity	From IH 30 to North of Oak Lawn	Construct 4/6 collector distributor lanes & reconstruct 4/6 lane frontage roads (Lowest Stemmons operational improvements)	\$100,000,000	\$100,000,000		Dec-16	Jun-16	Yes				X			May fund with Proposition 7 or Diversion funds in the future
Dallas	20290	0353-06-057	Dallas	SH 114	Congestion/ Connectivity	Texas Plaza Bridge; from SL 12 to SS 482	Construct 0 to 4 lane bridge and ramp modifications	\$33,000,000	\$0		Feb-16	✓	Yes		X					Includes \$11 M in local funds for the signature bridge component from Irving; Conversation with City needed to discuss potential MPO-Revolver-Partnership; Propose to fund with \$22M of Category 2 Metro/Corridor funds from the IH 20 project below (TIP 20212/CSJ 2374-04-049) in lieu of Proposition 1 funds.
Dallas	20062.1	0092-14-088	Dallas	SM Wright Phase 2B on US 175	Congestion/ Connectivity	From Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange	\$20,956,260	\$20,956,260		Jan-19	Nov-18	Yes					X		Related CSJ 0092-01-052
Dallas	20062.2	0092-01-059	Dallas	SM Wright Phase 2B on US 175	Congestion/ Connectivity	From Pennsylvania Ave. to North of Grand Avenue	Reconstruct IH 45 and SM Wright Interchange	\$4,973,905	\$4,973,905		Jan-19	Nov-18	Yes						X	
Dallas	35000	0430-01-057	Dallas	SH 352	Congestion	From North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway	\$8,060,000	\$6,045,000		Sep-16	Jun-16	Pending 2040 MTP Update			X				Part of the MPO Revolver Swap with Dallas County and TxDOT; Includes \$2.015M Cat 12 funds, \$400,000 in Cat 1, \$500,000 in TxDOT PE, \$1.44 M in TxDOT ROW, and \$160,000 in local funds
Dallas	55119	0353-05-120	Dallas	SL 12	Congestion	At Skillman	Reconstruct to a single point urban interchange	\$16,116,185	\$15,000,000		May-17	Feb-17	Yes			X				\$1,116,185 of Cat 1 for overruns
Dallas	55120	0197-02-XXX	Dallas	US 175	Congestion	From West of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications	\$1,412,354	\$1,412,354		Aug-19	Jun-19	Yes					X		
Dallas	55121	2374-04-077	Dallas	IH 20	Congestion	From East of Kirmwood to Wheatland Road	Intersection improvements on EB frontage roads at Wheatland Road; Add right and left turn bays	\$1,058,536	\$1,011,456		Aug-16	Oct-15	Yes		X					\$47,080 Cat 1 funds; Grouped project
Dallas	55122	Pending	Dallas	SH 78	Congestion	At Gaston	Intersection improvement	\$4,500,000	\$4,500,000				Yes					X		
Dallas	54086.1	0261-02-074	Dallas	US 67	Congestion	From 1382 to near Wheatland Rd.	Widen freeway 4 to 6 lanes	\$40,000,000	\$40,000,000		Dec-16		Pending 2040 MTP Update			X				Existing \$40M in Cat 2 funds to be moved to other section of the Southern Gateway project.
Dallas	54086.2	0261-03-064	Dallas	US 67	Congestion	From near Wheatland Rd. to IH 20	Widen freeway 4 to 6 lanes	\$10,000,000	\$10,000,000		Dec-16		Pending 2040 MTP Update			X				Existing \$10M in Cat 2 funds to be moved to other section of the Southern Gateway project.
Dallas	55123	0095-02-119	Dallas	US 80	Maintenance	West of Gross Rd to East of Gross Rd	Depress roadway (to avoid truck collisions)	\$3,000,000	\$3,000,000		Mar-16	Jan-16	Yes		X					Grouped project
Dallas	55124	0095-13-036	Dallas	IH 20	Maintenance	From IH 635 to Kaufman County Ln	Install cable barrier system in median	\$351,155	\$351,155		Mar-16	Jan-16	Yes		X					Cat 1 for overruns; Grouped project
Dallas	54111	2374-01-171	Dallas	IH 635	Congestion/ Connectivity	At Skillman/ Audelia Interchange	Interchange improvements	\$65,000,000	\$60,623,000		Sep-18	Jan-15	Yes					X		May advance project with other revenues as they become available; \$12.42 in local funds; Propose to remove \$4.377M in Proposition 1 funds and replace with Category 12 funds; The Dallas/Dallas County will then transfer \$4.377 in local funds for completion of the MPO Revolver Fund
Dallas	55031	2374-04-076	Dallas	IH 20	Congestion/ Connectivity	From SH 161/ Lakeridge Parkway to East of Carrier Pkwy	Construct 0 to 6 lane frontage roads and ramp modifications	\$27,000,000	\$27,000,000		Aug-16	May-16	Yes		X					
Dallas	52527	1068-04-119	Dallas	IH 30	Congestion/ Connectivity	From SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	\$22,000,000	\$22,000,000		Aug-19	✓	Yes						X	May advance to FY 2017 from FY 2019 if funds are available earlier and ROW acquired
Dallas	54033	1068-04-149	Dallas	IH 30	Congestion/ Connectivity	From NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	\$9,000,000	\$9,000,000		Aug-19	✓	Yes						X	May advance to FY 2017 from FY 2019 if funds are available earlier and ROW acquired
Dallas	20212	2374-04-049	Dallas	IH 20	Congestion/ Connectivity	From Carrier Parkway to to FM 1382 (Belt Line Road)	Construct 0 to 6 lane frontage roads and ramp modifications	\$28,835,587	\$24,800,000		Aug-19	✓	Yes		X					Decrease existing RTR funds to \$1,235,587 RTR funds and decrease existing Category 2 Metro/Corridor funds to \$2,800,000 and replace them with Proposition 1 funds; Category 2 funds to be placed on the SH 114/Texas Plaza Bridge project (TIP 20290/CSJ 0353-06-057) above.
Total Dallas County								\$418,994,094	\$373,281,889						CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total	
															\$22,608,759	\$56,162,611	\$71,045,000	\$100,000,000	\$123,465,519	

Proposition 1, Phase 2 Project Recommendations for FY 2016 and FY 2017

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Proposed Funding			Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments						
								Total Construction Cost	Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)							
Dallas	20120	0081-03-048	Denton	US 377	Connectivity	From Henrietta Creek Road to SH 114 (Section 5)	Reconstruct and widen 2/4 to 4 lane rural highway as a 4 lane divided urban	\$14,963,006	\$14,099,162		Mar-16	✓	Yes		X				Existing \$19,798,999 RTR funds; Reduce RTR funds & replace with Proposition 1 funds as part of partnership with Denton County; \$863,844 of Cat 1 funds						
Dallas	51060	0353-02-053	Denton	BU 114K	Congestion	At UP Railroad Underpass in Roanoke to DOT NO 795 342V	Replace railroad underpass and improve BS 114-K drainage	\$9,065,800	\$7,000,000		Mar-16	✓	Yes		X				\$2M of Bridge Funding; \$65,800 Cat 1 funds						
Dallas	55020	0081-03-046	Denton	US 377	Connectivity	At SH 114 in Roanoke	Replace bridge and approaches	\$946,850	\$137,850		Mar-16	✓	Yes		X				\$809,000 in Bridge funds; Grouped project						
Dallas	20216	2054-02-015	Denton	FM 2181	Congestion	From Lillian Miller in Denton to West of FM 2499 (Barrel Strap Road)	Widen 2 lane rural roadway to 6 lanes divided urban	\$24,000,000	\$24,000,000		Aug-17	✓	Yes			X			Reduce RTR funds & replace with Prop 1 funds as part of partnership with Denton County; As part of the RTC Milestone Policy, this project must let in FY 2017 or Prop 1 funds will be moved to another project; Cat 1 for overruns						
Dallas	83255	0816-02-072	Denton	FM 455	Congestion/ Connectivity	From West of FM 2450 to East of Marion Rd	Widen two lane rural highway to four lane divided urban	\$30,942,551	\$30,942,551		Jun-19	Jun-17	Yes					X	Cat 1 for overruns						
Dallas	20096	0135-10-050	Denton	US 380	Congestion/ Connectivity	From US 377 to CR 26 (Collin County Line)	Widen 4 to 6 lane divided urban with intersection improvements at FM 423, FM 720, and FM 1385	\$61,465,252	\$47,188,132		Sep-18	Mar-17	Pending 2040 MTP Update					X	Move STP-MM from the right-of-way phase to the construction phase for a total of \$14,277,120 STP-MM; TxDOT will pay for engineering and right-of-way						
Dallas	55104	0135-10-057	Denton	US 377	Congestion/ Connectivity	From SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes, and restripe for shared use	\$15,122,627	\$13,122,627		Sep-18	Mar-17	Yes					X	\$2M Cat 1 funds						
Dallas	20178.2	1567-01-037	Denton	FM 720	Congestion/ Connectivity	From South of Martop to US 380	Widen 2 lane rural to 6 lane urban divided	\$21,503,553	\$19,753,553		Sep-17	Mar-15	Yes			X			Replace RTR funds with Prop 1; Cat 1 for overruns						
Dallas	55099	0081-13-057	Denton	IH 35W	Congestion	From Eagle Parkway to SH 114	Construct 2 lane northbound frontage roads with ramp modifications	\$11,399,689	\$11,000,000		Jun-16	✓	Yes		X				\$399,689 Cat 1 and Cat 1 for overruns						
Dallas	55125	0816-02-077	Denton	FM 455	Energy Sector	From Freeman Road to West of Clear Creek Bridge	Construct paved shoulders	\$2,000,000	\$1,900,000		May-16	Feb-16	Yes		X				\$100,000 in Cat 1 funds; Grouped project						
Dallas	55126	1785-01-032	Denton	FM 1830	Energy Sector	From FM 407 to US 377	Rehabilitation	\$2,529,210	\$2,510,000		May-16	Feb-15	Yes		X				\$19,210 in Cat 1 funds; Grouped project						
Dallas	55127		Denton	SL 288		At IH 35E	Reconstruct interchange	\$28,000,000	\$0						X			May not be Proposition 1 eligible; \$12.95M RTR to come from Denton County's share of the RTR/Proposition 1 Partnership, \$2.1M in developer funds, \$16,722,880 STP-MM and \$1,650,000 RTR funds from US 377 (TIP 20215/CSJ 0081-04-035) In order to avoid an eligibility question on the SL 288 at IH 35E project, an exchange of funds with the FM 426 (TIP 11217/CSJ 0081-11-012) and the US 377 (TIP 20118/CSJ 0081-04-025 and TIP 20215/CSJ 0081-04-035) projects is proposed. On FM 426, decrease Category 7 (STP-MM) funds by \$16,722,880 total and increase by \$16,722,880 RTR funds. The changes to the US 377 projects are outlined below.							
Dallas	20118	0081-04-025	Denton	US 377	Congestion/ Connectivity	From IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban section	\$10,780,752	\$10,780,752		Feb-17	Dec-16	Yes		X				Remove existing \$10,780,752 in RTR funds and replace with Proposition 1 funds for construction phase (from the SL 288 at IH 35E project).						
Dallas	20215	0081-04-035	Denton	US 377	Congestion/ Connectivity	At the UPRR Overpass (0.4 Miles South of IH 35E)	Replace with 6 lane overpass	\$6,960,154	\$2,269,248		Feb-17	Dec-16	Yes		X				Decrease existing RTR funds by \$2,269,248 and replace with Proposition 1 funds for construction phase (from the SL 288 at IH 35E project); Leaves \$4,490,906 RTR on this project.						
Total Denton County								\$239,679,444	\$184,703,875												CY 2015 Total \$0	FY 2016 Total \$49,697,012	FY 2017 Total \$43,753,553	FY 2018 Total \$0	FY 2019 Total \$91,253,310

Proposition 1, Phase 2 Project Recommendations for FY 2016 and FY 2017

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Construction Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments	
									Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)		
Dallas	Pending	1050-01-017	Ellis	FM 85	Maintenance/ Energy Sector	From IH 45 to FM 1182	Add shoulders and rehabilitate roadway	\$14,830,414	\$10,253,000		Oct-15	✓	Yes	X						\$4,577,414 of Cat 1 funds for the balance; Grouped project
Dallas	55064	0048-08-049	Ellis	IH 35E	Congestion	From 2 miles south of FM 566 (Hill Co Line) to US 77 south of Waxahachie	Widen 4 lane rural to 6 lanes	\$35,775,603	\$35,775,603		Sep-15	Jul-15	Yes	X						Cat 1 for overruns
Dallas	51422	0048-04-079	Ellis	IH 35E	Congestion/ Connectivity/ Maintenance	From US 77 north of Waxahachie to US 77 south of Waxahachie	Reconstruct and widen from 4 lanes to 6 lanes	\$126,414,964	\$5,845,560		Aug-15	✓	Yes	X						Proposition 1 for funding shortfall; Other funds (\$120M Cat 12, \$426,443 Cat 7, \$277,376 Cat 1, \$2.84M S102 and \$5.7M SBPE); Project bid for less than anticipated (prior estimate was \$145M), TxDOT working to share cost savings between Prop 1 & Cat 12 categories
Dallas	51220	0048-03-055	Ellis	US 77	Maintenance	From south of FM 66 to north of McMillan Street	Reconstruct and convert to one-way couplet; construct southbound bridge of couplet on Monroe St	\$13,137,250	\$3,137,250		May-17	Jan-17	Yes			X				Prop 1 for funding shortfall; Awarded \$10M Cat 6 Bridge Funds; Cat 1 for overruns
Dallas	11751	1051-01-037	Ellis	FM 664	Maintenance/ Connectivity	From Westmoreland Rd to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Rd/ FM 664	\$30,050,000	\$14,876,669		Feb-17	Jun-15	Yes			X				Other funds include \$0.051M in Prop 12, \$1.5M in TxDOT PE, \$4.52M in TxDOT ROW, \$15.17M total Cat 7, and \$0.48M local; Cat 1 for overruns
Dallas	35001	0172-05-115	Ellis	US 287	Connectivity	At Walnut Grove Road	Construct interchange	\$21,795,200	\$21,795,200		Feb-19	Jan-17	Yes						X	
Total Ellis County								\$242,003,431	\$91,683,282						CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total	
													\$51,874,163	\$0	\$18,013,919	\$0	\$21,795,200			

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Construction Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments	
									Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)		
Dallas	55128	1217-03-019	Kaufman	FM 1388	Maintenance	From FM 148 to US 175	Provide additional pavement surface and overlay	\$8,502,714	\$8,502,714		Dec-15	✓	Yes	X						Cat 1 for overruns; Grouped project
Dallas	55129	3190-01-010	Kaufman	FM 2860	Maintenance	From FM 1388 to US 175	Rehabilitate existing roadway and add 3 foot shoulders	\$5,713,855	\$5,713,855		Dec-15	✓	Yes	X						Cat 1 for overruns; Grouped project
Dallas	55130	0095-14-025	Kaufman	IH 20	Maintenance	From Dallas County Line to FM 1641	Install cable barrier system in median	\$364,661	\$364,661		Mar-16	Jan-16	Yes		X					Cat 1 for overruns; Grouped project
Dallas	55131	0495-01-070	Kaufman	IH 20	Maintenance	From Rosehill Road to Van Zandt County Line	Install cable barrier system in median	\$634,780	\$634,780		Mar-16	Jan-16	Yes		X					Cat 1 for overruns; Grouped project
Dallas	55132	Pending	Kaufman	IH 20	Maintenance	IH 20 Corridor	Improvements along the corridor	\$8,000,000	\$8,000,000				Yes			X				Specific improvements to be determined
Dallas	51460	0197-03-054	Kaufman	US 175	Congestion/ Connectivity	From FM 148 to County Rd 4106	Construct new 2 lane frontage road; Convert existing frontage road from 2 lane 2-way to 2 lane 1-way frontage road and ramp modifications	\$9,240,000	\$9,240,000		Aug-18	Pending	Yes					X		\$2M from Kaufman County for design
Dallas	54036	1494-03-001	Kaufman	FM 3486	Connectivity	From FM 986 to SH 34	Reconstruct 2 lane county road to 2 lane FM highway	\$5,000,000	\$5,000,000		Apr-16	Dec-15	Yes		X					Cat 1 for overruns
Dallas	83279	0095-03-087	Kaufman	US 80	Connectivity	From FM 460 to FM 740	Ramp relocations	\$2,500,000	\$2,500,000		Jun-16	Mar-16	Yes		X					\$500K from Kaufman County for design; Cat 1 for overruns; Grouped project
Dallas	55133	2555-01-951	Kaufman	FM 2578	Maintenance	From US 175 to FM 987	Provide additional pavement surface and overlay	\$6,156,555	\$6,156,555		Pending	Pending	Yes		X					FM 2578 from IH 20 to SH 243 being done with TxDOT Maintenance funds; Cat 1 for overruns; Grouped project
Dallas	55134	0197-03-XXX	Kaufman	US 175	Congestion	From Dallas County Line to East of West of FM 1389	Ramp modifications	\$1,412,354	\$1,412,354		Aug-19	Jun-19	Yes						X	
Total Kaufman County								\$47,524,919	\$47,524,919						CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total	
													\$14,216,569	\$14,655,996	\$8,000,000	\$9,240,000	\$1,412,354			

Proposition 1, Phase 2 Project Recommendations for FY 2016 and FY 2017

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									Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)			
Dallas	55135	0166-01-049	Navarro	IH 45	Connectivity	From 0.4 miles south of FM 246 to 0.2 miles north of FM 1394	Widen freeway from 4 to 6 lanes	\$39,893,229		\$31,923,183	Jul-15	Jun-15	N/A	X						\$18,340,645 of Cat 12 for balance; May decrease Proposition 1 funds to match the low bid amount	
Dallas	55136	0162-11-001	Navarro	SH 31	Connectivity/Maintenance	From 3.2 miles west of FM 2555 to 3.7 miles east of IH 45	Construct new location relief route; ultimate 4 lane divided limited access facility with interchange at IH 45	\$78,368,422		\$25,037,821	Nov-15	Dec-14	N/A	X						Prop 1 for funding shortfall Currently funded with \$6,682,000 Prop 14 and \$41M TMF and \$5,648,601 Cat 1	
Dallas	55137	0092-06-102	Navarro	IH 45	Maintenance	From 0.874 miles north of US 287 to Ellis County line	Installation of Wireless ITS	\$252,990		\$121,792	Jul-15	✓	N/A	X						\$131,198 of Cat 1 for balance	
Dallas	55138	0093-01-097	Navarro	IH 45	Maintenance	From 0.608 miles north of FM 1394 to 0.874 miles north of US 287	Installation of Wireless ITS	\$489,074		\$468,887	Jul-15	✓	N/A	X						\$29,187 of Cat 1 for balance	
Dallas	55139	0093-01-099	Navarro	IH 45	Maintenance	From 0.608 miles north of FM 1394 to 2.1 miles south of BI 45F	Installation of Wireless ITS	\$355,862		\$185,574	Jul-15	✓	N/A	X						\$170,288 of Cat 1 for balance; Project split from 0093-01-097	
Dallas	55140	0166-01-050	Navarro	IH 45	Maintenance	From Freestone County Line to 0.608 miles north of FM 1394	Installation of Wireless ITS	\$204,433		\$129,184	Jul-15	✓	N/A	X						\$75,249 of Cat 1 for balance	
Total Navarro County								\$119,564,010		\$57,866,441					CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total		
															\$57,866,441	\$0	\$0	\$0	\$0	\$0	

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Construction Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments	
									Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)		
Dallas	83222	1015-01-023	Rockwall	FM 3549	Congestion	From IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided	\$10,256,618	\$9,482,820		Jul-17	May-16	Yes			X				Rockwall County doing PE/Env; \$773,798 Cat 1 funds
Dallas	2998	1290-02-017	Rockwall	SH 276	Congestion/Connectivity	From SH 205 to FM 549	Reconstruct and widen 2 lane rural to 6 lane divided urban	\$16,861,654	\$16,861,654		Aug-17	Jan-16	Yes			X				Decrease \$2,250,000 total STP-MM funds
Dallas	55096	1290-03-027	Rockwall	SH 276	Congestion/Connectivity	From FM 549 to east of FM 549	Reconstruct & widen 2 lane rural to 6 lane urban divided	\$800,000	\$800,000		Aug-17	Jan-16	Yes			X				
Dallas	55141	0009-04-061	Rockwall	SH 66	Maintenance	From West of FM 1141 to the Collin County Line	Provide additional paved surface width	\$9,826,940	\$5,000,000		Mar-16	Jan-16	Yes		X					\$1,306,937 of Cat 1 and \$3,520,003 of Cat 8 funds for balance
Dallas	Pending	Pending	Rockwall		Maintenance	Rockwall County Placeholder for Maintenance	Specific projects to be determined	\$0	\$0		Pending	Pending	Pending				X			Specific projects to be determined
Dallas	55153	1014-03-059	Rockwall	FM 550	Maintenance	From FM 549 to SH 205	Provide additional paved surface width and overlay	\$3,944,548	\$3,000,000		Sep-17	Pending	Yes				X			Proposed project replaces the Rockwall County maintenance placeholder; \$944,548 in Category 1 for balance
Total Rockwall County								\$41,689,760	\$35,144,474						CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total	
															\$0	\$5,000,000	\$27,144,474	\$3,000,000	\$0	

TxDOT Fort Worth District

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Construction Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments	
									Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)		
Fort Worth	55142	0258-02-054 0250-04-047 0250-03-046	Erath	US 281	Connectivity/Maintenance/Energy Sector	From Palo Pinto County Line to the Hamilton County Line	Upgrade to Super 2 design, extend culverts, safety end treatments, overlay and pavement markings	\$26,730,000		\$23,730,000	Apr-16	Jan-15	N/A		X					The US 281 projects in Jack, Palo Pinto, & Erath Counties (0249-06-922, 0249-07-922, 0249-08-922, 0250-02-049, 0258-02-054, 0250-04-047, 0250-03-046) will be bid & constructed under one contract; \$3M from other TxDOT funding sources; Grouped CSJ
Total Erath County								\$26,730,000		\$23,730,000					CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total	
															\$0	\$23,730,000	\$0	\$0	\$0	

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Construction Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments	
									Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)		
Fort Worth	54114	0080-11-001	Hood	US 377	Congestion/Connectivity	From 1.4 miles south of SH 171 to Johnson County Line	Construct 4 lanes on new location as alternate route in Cresson	\$38,200,000	\$23,889,119		Sep-16	Jul-16	Yes			X	X			Johnson County portion is CSJ 0080-12-001; Hood County is paying \$11M in local funds; TIP modification required; \$3,310,881 from other TxDOT funding sources
Total Hood County								\$38,200,000	\$23,889,119						CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total	
															\$0	\$0	\$0	\$23,889,119	\$0	

Proposition 1, Phase 2 Project Recommendations for FY 2016 and FY 2017

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Construction Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments	
									Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)		
Fort Worth	55143	0249-06-922 0249-07-922 0249-08-922	Jack Palo Pinto	US 281	Congestion/ Connectivity	At Martin Rd to US 180 in Mineral Wells	Upgrade to Super 2 design, extend culverts, safety end treatments, 2" overlay and pavement markings	\$9,477,000		\$9,477,000	May-17	Estimated Jan-16	N/A						X	The US 281 projects in Jack, Palo Pinto, and Erath Counties (0249-06-922, 0249-07-922, 0249-08-922, 0250-02-049, 0258-02-054, 0250-04-047, 250-03-046) are planned to be bid and constructed under one contract; Grouped CSJ project
Total Jack County								\$9,477,000	\$9,477,000					CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total		
															\$0	\$0	\$0	\$0	\$9,477,000	

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Construction Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments	
									Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)		
Fort Worth	55144	0014-03-088	Johnson	IH 35W	Congestion/ Connectivity and Safety	From Ricky Ln to US 67	Reconstruct interchange and convert frontage roads to one way	\$5,000,000	\$5,000,000		Jun-20	Estimated Jan-19	Yes					X		Grouped CSJ project (no TIP modification required)
Fort Worth	11955	1181-02-033	Johnson	FM 917	Congestion/ Connectivity and Safety	From BNSF RR in Joshua to SH 174	Construct Railroad grade separation structure & realign road	\$10,000,000	\$10,000,000		Feb-18	Estimated Dec-17	Yes						X	May be a grouped project (no TIP modification required); Moved to FY 2019 due to delays associated with the railroad coordination efforts; If the project is ready sooner, then staff will seek funds to advance it to an earlier fiscal year
Total Johnson County								\$15,000,000	\$15,000,000						CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total	
															\$0	\$0	\$0	\$5,000,000	\$10,000,000	

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Construction Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments	
									Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)		
Fort Worth	55145	0250-02-049	Palo Pinto	US 281	Connectivity	From Erath County Line to IH 20	Upgrade to Super 2 design, extend culverts, safety end treatments, 2" overlay and pavement markings	\$4,808,036		\$4,000,000	Feb-15	✓	N/A			X				The US 281 projects in Jack, Palo Pinto, and Erath Counties (0249-06-922, 0249-07-922, 0249-08-922, 0250-02-049, 0258-02-054, 0250-04-047, 250-03-046) are planned to be bid and constructed under one contract; Grouped CSJ project (no TIP modification required); \$808,036 in other TxDOT funds
Total Palo Pinto County								\$4,808,036	\$4,000,000						CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total	
															\$0	\$4,000,000	\$0	\$0	\$0	

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Construction Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments	
									Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)		
Fort Worth	11754.2 11932	0314-07-046 0314-07-052	Parker	IH 20	Congestion	From Centerpoint Rd. to Lake Shore Dr.	Construct IH 20 frontage roads and ramps, convert south frontage road to one way operation Construct 4 lane bridge at Centerpoint Road, construct IH 20 westbound and eastbound 2/3 lane frontage roads and ramps	\$34,830,000	\$18,100,000		Jul-16	Apr-16	Yes			X				Seeking TxDOT approval for the use of Category 7 funds as the City's contribution to the existing Pass Through Finance agreement; If not successful will use \$18.1M Proposition 1 funds, \$5.1M Local Contribution, and \$11.63M STP-MM; County can be ready by 2016, but would need to advance STP-MM funds from 2017 to 2016; may must keep in CY 2017 in order to allow SH 360 at IH 30 to proceed in 2015-2016; TIP modification required on all CSJs
Fort Worth	55146	0313-02-057	Parker	FM 51	Maintenance	At Walnut Creek	Bridge replacement and reconstruct roadway	\$12,000,000	\$12,000,000		Apr-18	Estimated Jun-16	Yes				X			Develop partnership with Parker County; no TIP modification required (grouped CSJ)
Total Parker County								\$46,830,000	\$30,100,000						CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total	
															\$0	\$0	\$18,100,000	\$12,000,000	\$0	

Proposition 1, Phase 2 Project Recommendations for FY 2016 and FY 2017

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Construction Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments
									Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	
Fort Worth	55147	0386-01-911	Somervell	SH 144	Maintenance	From Sam Houston Street to US 67	Realign SH 144 and new bridge over Paluxy River	\$12,000,000		\$12,000,000	Feb-18		N/A				X		Grouped CSJ project (no TIP modification required)
Total Somervell County								\$12,000,000	\$12,000,000					CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total	
														\$0	\$0	\$0	\$12,000,000	\$0	

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Construction Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments	
									Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)		
Fort Worth	11253.2 55063	1068-02-076 1068-02-104	Tarrant	SH 360	Congestion/ Connectivity/ Energy Sector/ Maintenance	At IH 30	Construct direct connect Interchange at SH 360 & Traffic Management System	\$235,000,000	\$210,000,000		Oct-15	Aug-15	Yes	X	X				\$200,005,000 Prop 1 in FY 2015 and \$9,995,000 Prop 1 in FY 2016; Partnership with RTC for \$25M CMAQ; TIP modification required	
Fort Worth	Pending	Pending	Tarrant	IH 30	Congestion/ Connectivity	From IH 35W to County Line	CAPMAIN and IH 30 at SH 183 Interchange	\$72,555,000	\$72,555,000		Aug-17		Pending				X	X	\$12.55M in FY 2018 and \$60M in FY 2019; TIP modification required	
Fort Worth	11244.1	0718-02-045	Tarrant	FM 156	Congestion/ Connectivity	From US 81/287 to Watauga Rd (McElroy)	Widen to 4 lane divided	\$32,000,000	\$19,445,000		Oct-17	Estimated Oct-16	Yes				X		Anticipate letting in calendar year 2017; Currently funded with \$12,555,000 STP-MM; Prop 1 for funding shortfall	
Fort Worth	55079 55080 55081	0171-04-077 0171-04-078 0171-04-079	Tarrant	SH 199	Congestion/ Connectivity	From North of Nine Mile Road to South of Hangar Cutoff	Widen 4 to 6 main lanes, overpasses over Nine Mile Bridge Road and Hanger Cut Off Rd, and exit/ entrance ramps for SH 199	\$56,000,000	\$56,000,000		Dec-15		Yes				X		Possibly fund with future Proposition 7 funds if approved by voters in November 2015	
Fort Worth	11153.2 11153.3	0363-01-139 0363-01-114	Tarrant	SH 26	Congestion/ Connectivity	From John McCain to Brown Trail	Reconstruct 4 lane rural undivided to 4 lane urban divided with intersection improvements and bicycle pedestrian amenities (6 lane ultimate)	\$45,060,980	\$0			✓	Yes			X			Project may have a cost overrun, consider funding overrun after value engineering and City costs are finalized	
Total Tarrant County								\$395,555,000	\$358,000,000						CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total	
															\$200,005,000	\$9,995,000	\$56,000,000	\$32,000,000	\$60,000,000	

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Construction Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments	
									Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)		
Fort Worth	55148	1310-03-026	Wise	FM 2264	Maintenance	From US 287/81 to CR 4431	Provide additional paved surface width, proposed 2-12' lanes with 2' shoulders, including extending culverts w/safety ends	\$7,999,711	\$7,999,711		Feb-15	✓	Yes				X		Grouped CSJ project (no TIP modification required)	
Fort Worth	55149	0312-04-031	Wise	FM 730	Maintenance	From 0.5 miles south of US 81 to 3.331 miles north of SH 114	Add shoulders for safety	\$14,114,400	\$14,114,400		Jan-20	✓	Yes					X	Grouped CSJ project (no TIP modification required); Significant ROW acquisition required; project ready to let may be delayed	
Total Wise County								\$22,114,111	\$22,114,111						CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total	
															\$0	\$0	\$0	\$7,999,711	\$14,114,400	

TxDOT Paris District

District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Proposed Funding			Ready to Let Date (Mon-YY)	Environmental Clearance Date (Mon-YY)	Plan Consistency	Proposed Year Funding					Comments	
								Total Construction Cost	Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)		
Paris	55150	0009-13-159	Hunt	IH 30	Congestion/ Connectivity	At FM 2642	Replace existing bridge facilities	\$18,000,000	\$10,000,000		Jul-16	Jan-16	Yes		X				TxDOT paying for PE in FY 2015 and Paris District to fund remaining \$8M	
Paris	55151	Pending	Hunt	FM 1570	Congestion	From SH 66 to IH 30		\$8,000,000	\$8,000,000				Yes					X		
Paris	55152	0901-22-095	Hunt	SH 276	Congestion	From West of FM 36 to SH 34	Construct 0 to 5 lane facility on new location (Quinlan Bypass)	\$9,000,000	\$9,000,000				Yes				X			
Total Hunt County								\$35,000,000	\$27,000,000						CY 2015 Total \$0	FY 2016 Total \$10,000,000	FY 2017 Total \$0	FY 2018 Total \$9,000,000	FY 2019 Total \$8,000,000	

Total for All Counties		
Total Construction Cost	Inside MPA Boundary Prop 1	Outside MPA Boundary Prop 1
\$1,971,839,092	\$1,461,546,458	\$107,073,441
Total Proposed Proposition 1 Funding for Years 2015 through 2019		\$1,568,619,899

Total For All Counties				
CY 2015* (Year 1)	FY 2016 (Year 2)	FY 2017 (Year 3)	FY 2018 (Year 4)	FY 2019 (Year 5)
\$346,570,932	\$283,325,412	\$261,056,946	\$273,039,571	\$404,627,038
Total Proposed Proposition 1 Funding for Years 2015 through 2019			\$1,568,619,899	

FUNDING SUMMARY BY SUBREGION AND BY FISCAL YEAR

FY	Eastern Subregion Allocation	Loaned from East to West	Revised Eastern Allocation (Considering Loan)	Eastern Subregion Programmed	Eastern Subregion Balance	Western Subregion Allocation	Loaned from West to East	Revised Western Allocation (Considering Loan)	Western Subregion Programmed	Western Subregion Balance	Regional Total Allocation	Regional Total Programmed	Balance
2015	\$238,592,500	-\$70,965,000	\$167,627,500	\$146,565,932	\$21,061,568	\$129,040,000	\$70,965,000	\$200,005,000	\$200,005,000	\$0	\$367,632,500	\$346,570,932	\$21,061,568
2016	\$174,312,560	\$48,192,000	\$222,504,560	\$245,600,412	-\$23,095,852	\$93,781,440	-\$48,192,000	\$45,589,440	\$37,725,000	\$7,864,440	\$268,094,000	\$283,325,412	-\$15,231,412
2017	\$171,599,400	\$22,773,000	\$194,372,400	\$186,956,946	\$7,415,454	\$92,313,600	-\$22,773,000	\$69,540,600	\$74,100,000	-\$4,559,400	\$263,913,000	\$261,056,946	\$2,856,054
2018	\$173,240,000		\$173,240,000	\$180,150,741	-\$6,910,741	\$90,670,000		\$90,670,000	\$92,888,830	-\$2,218,830	\$263,910,000	\$273,039,571	-\$9,129,571
2019	\$173,240,000		\$173,240,000	\$311,035,638	-\$137,795,638	\$90,670,000		\$90,670,000	\$93,591,400	-\$2,921,400	\$263,910,000	\$404,627,038	-\$140,717,038
Total	\$930,984,460	\$0	\$930,984,460	\$1,070,309,669	-\$139,325,209	\$496,475,040	\$0	\$496,475,040	\$498,310,230	-\$1,835,190	\$1,427,459,500	\$1,568,619,899	-\$141,160,399



PROPOSITION 1 FUNDING PROGRAM FY 2016 AND FY 2017 RECOMMENDATIONS

**Regional Transportation Council
October 8, 2015**



North Central Texas Council of Governments
Transportation Department



OVERVIEW

<p>Year One (Phase 1)</p>	<ul style="list-style-type: none"> • Proposition 1 provided \$1.74 billion to the State Highway Fund from the Rainy Day Fund • The DFW region received ≈\$367.6M in year one (CY 2015) • Finalized year one project selection in February 2015
<p>Years Two/Three (Phase 2)</p>	<ul style="list-style-type: none"> • In July 2015, Texas Department of Transportation (TxDOT) announced the draft allocation of another ≈\$532.01M to the DFW Region: <ul style="list-style-type: none"> - \$268.10M in FY 2016* - \$263.91M in FY 2017

*TxDOT may revise the FY 2016 allocation due to lower than expected FY 2015 revenues.



STATEWIDE PROGRAM RULES

- Projects must be on the Interstate Highway System or the State Highway System
- Traditional roadway projects are eligible (transit, bicycle/pedestrian, and toll roads are ineligible)



PROJECT SELECTION FOCUS AREAS

STAFF RECOMMENDATION

- Environmentally cleared in time to let in FY 2016 or FY 2017
- Consistent with the Mobility Plan
- Maintain sensitivity to existing projects with funding shortfalls
- Continue focus on capacity, rather than maintenance

EQUITY PRINCIPLES

Staff recommendation seeks to maintain:

- Equitable distribution by county across the four-year period
- Regional east-west equity





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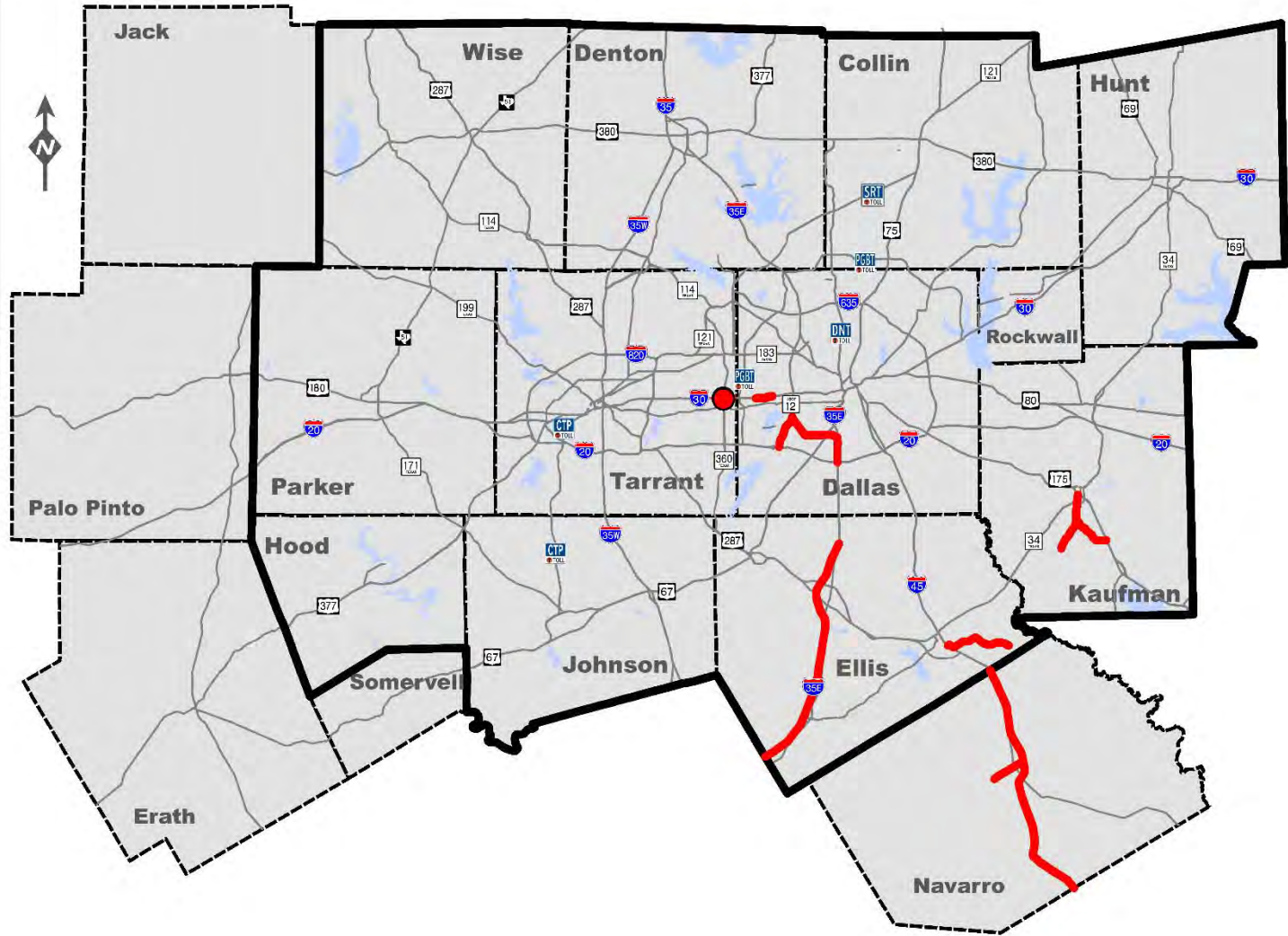
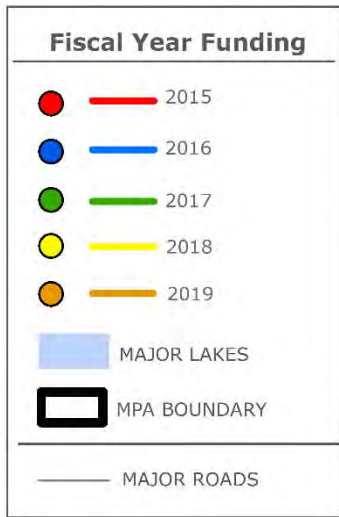
ANTICIPATED REVENUE IN FY 2016 AND FY 2017

- Anticipated FY 2016 and FY 2017 revenues were announced by TxDOT in July 2015

Funding Allocations \$ in Millions		
FY 2016	FY 2017	Total
\$268.10	\$263.91	\$532.01

- Anticipate approval of FY 2016 and FY 2017 allocations in November 2015 by TxDOT
- FY 2016 revenues may be revised down due to lower than expected FY 2015 revenues

Proposition 1 Projects - FY 2015



Fort Worth CBD



Dallas CBD



Proposition 1 Projects - FY 2015 and 2016

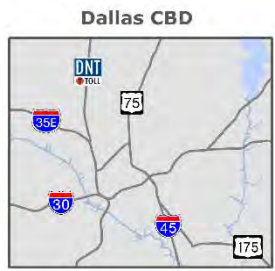
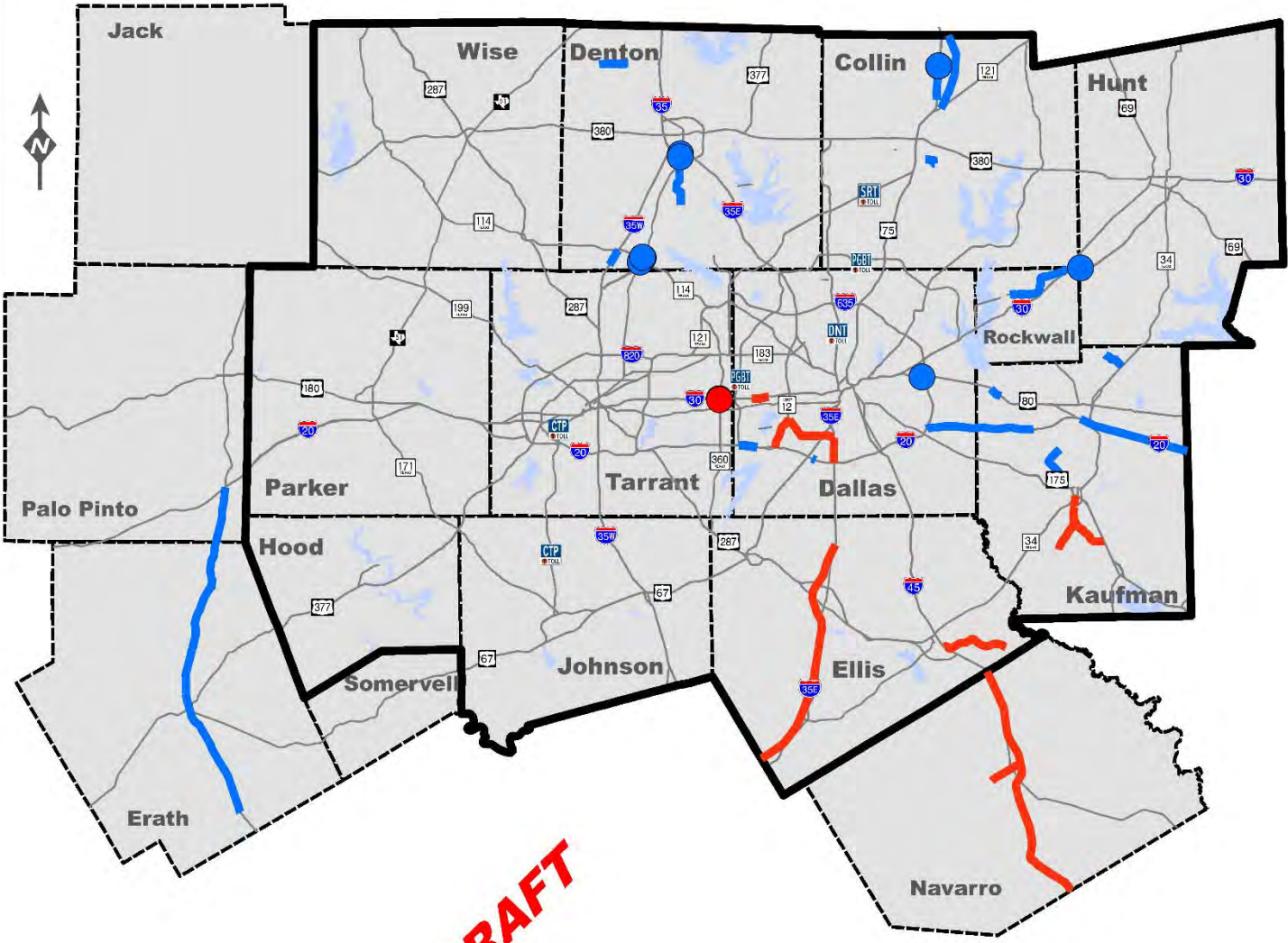
Fiscal Year Funding

- — 2015
- — 2016
- — 2017
- — 2018
- — 2019

MAJOR LAKES

MPA BOUNDARY

MAJOR ROADS



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Proposition 1 Projects - FY 2015, 2016, and 2017

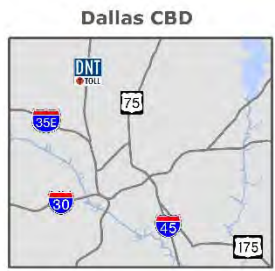
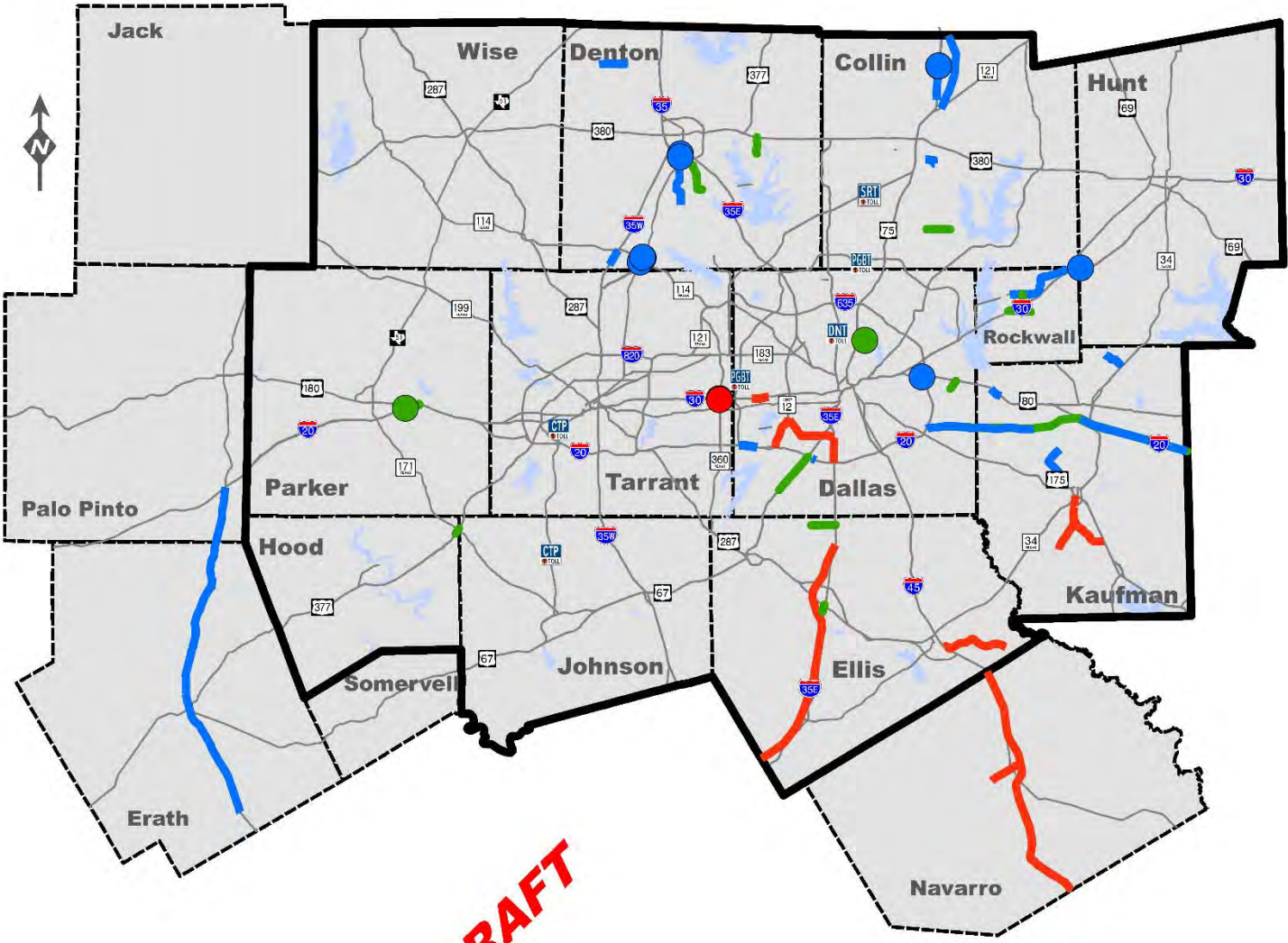
Fiscal Year Funding

- — 2015
- — 2016
- — 2017
- — 2018
- — 2019

MAJOR LAKES

MPA BOUNDARY

MAJOR ROADS



DRAFT

Proposition 1 Projects - FY 2015, 2016, 2017, and 2018

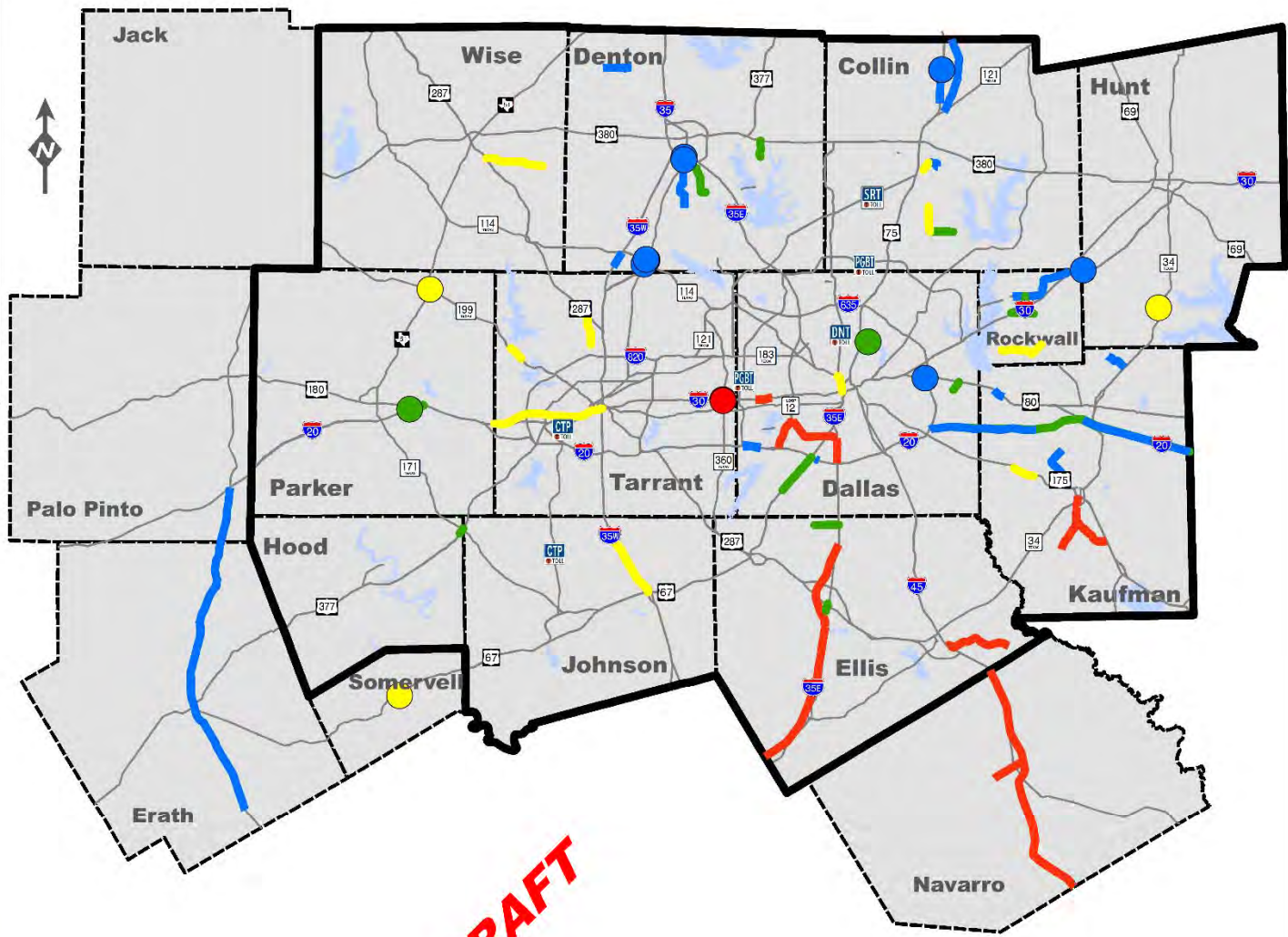
Fiscal Year Funding

- — 2015
- — 2016
- — 2017
- — 2018
- — 2019

MAJOR LAKES

MPA BOUNDARY

MAJOR ROADS



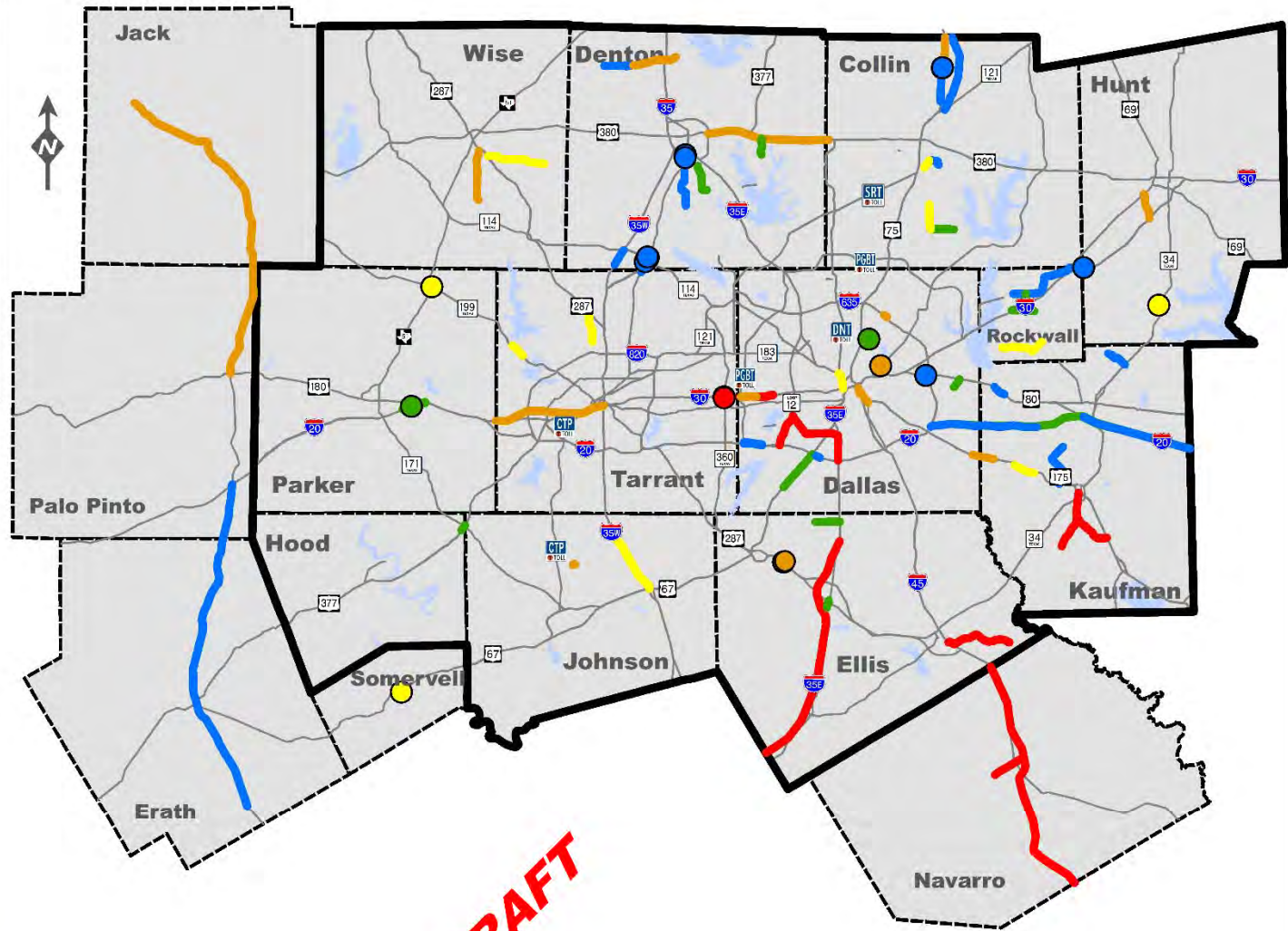
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Proposition 1 Projects - FY 2015 - 2019

Fiscal Year Funding

- 2015
- 2016
- 2017
- 2018
- 2019

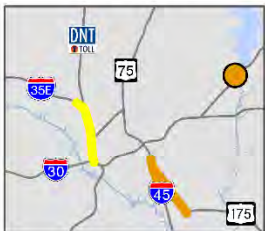
- MAJOR LAKES
- MPA BOUNDARY
- MAJOR ROADS



Fort Worth CBD



Dallas CBD



DRAFT

MAJOR CHANGES SINCE AUGUST STTC

- Implement City of Dallas and Dallas County Partnership on IH 635 at Skillman Audelia to finalize the Metropolitan Planning Organization (MPO) Revolver
- Propose to change funding on the SH 114/ Texas Plaza Bridge project to Category 2/ Metro Corridor funds and move the Proposition 1 funds to the IH 20 frontage roads project from Carrier Parkway to FM 1382





MAJOR CHANGES SINCE AUGUST STTC (cont.)

- Propose to fund the SL 288 at IH 35E project with Regional Toll Revenue (RTR), Category 7/ Surface Transportation Metropolitan Mobility (STP-MM), and Local Funds
 - Propose to move Proposition 1 funds to the US 377 projects (TIP 20118/CSJ 0081-04-025 and TIP 20215/CSJ 0081-04-035)
- Replacement of the maintenance placeholder in Rockwall County with the FM 550 maintenance project



CONTINUING ACTIVITIES

- Continue to seek RTR/Proposition 1 Partnerships with Dallas and Collin counties
- Consider utilization of Proposition 7 funds on some projects, especially in FY 2018 and FY 2019
- Refine FY 2018 and FY 2019 projects in preparation for future Proposition 1 allocations
- Resolution of possible receipt of cost savings on Proposition 1 projects in Ellis and Navarro counties (by using all Category 12/ Strategic Priority funds first)

ACTION REQUESTED

Recommend RTC approval of:

- FY 2016 and FY 2017 Proposition 1 projects
- Amending the 2015-2018 TIP/STIP and/or the upcoming 2017-2020 TIP/STIP to incorporate these projects and funding changes





PHASE 2 PROJECTS TIMELINE

April – August 2015	NCTCOG and TxDOT coordination on projects
June 2015	TxDOT releases Proposition 1 allocations for FY 2016 and FY 2017
August 2015	STTC information
September 2015	Public meeting RTC Information STTC Action
October 2015	RTC Action
November 2015 +	Submit Proposition 1 projects to TxDOT Inclusion in the 2015-2018 and 2017-2020 TIP/STIP



QUESTIONS/ CONTACT INFORMATION

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DRAFT

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October 8, 2015

Again, thank you for your commitment to improving transportation across the State. As you move forward implementing new revenue, please let me know if there is any assistance the RTC can provide.

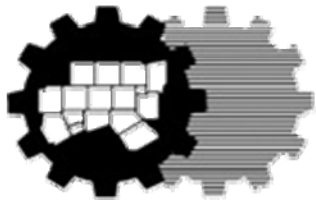
Sincerely,

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

AW:ch
Attachment

cc: Lt. Gen. Joe Weber, USMC, (Ret.), Executive Director, Texas Department of Transportation

Proposition 7 Allocations and Federal Legislative Update



Regional Transportation Council
October 8, 2015

Amanda Wilson, AICP
North Central Texas Council of Governments

Statewide Proposition 7

SJR 5 Proposes a Constitutional Amendment that will Appear on the November 3, 2015, Ballot:

Statewide Proposition 7

“The constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales use and rental tax revenue to the state highway fund to provide funding for nontolled roads and the reduction of certain transportation-related debt.”

RTC Supports Passage of Proposition 7.

Funding Allocations

Through HB 20 Planning Organization Stakeholder Committee, TxDOT is Re-evaluating Allocations to Funding Categories

Success of Proposition 1 Allocations

- **Stakeholder Committee Determined Original Allocations**
- **Increase to Metro Areas in FY 16-17 Appropriations Bill**

Federal Legislative Update

Status of Major Legislation:

Appropriations: Short-term Continuing Resolution Passed Through December 11, 2015

Surface Transportation Bill: Senate Passed DRIVE Act, House Still Working on Its Bill, Authority Expires October 29, 2015

Passenger Rail: Senate Committee Passed RREEA June 2015, Full House Passed PRRIA March 2015

FAA: Six-Month Extension Passed Through March 31, 2016

Passenger Rail Provisions

S 1626 Rail Reform, Enhancement and Efficiency Act Incorporated into the DRIVE Act

**Increases Funding for Passenger Rail,
Reauthorizes Amtrak**

**Additional State Grants for PTC Implementation,
Grade Crossing, Relocation**

**Adds Flexibility to Railroad Rehabilitation and
Improvement Financing Program**

Includes Safety Measures, PTC Extension

Action Requested

Approve Letter to Texas Transportation Commission Regarding Funding Allocations (Reference Item 5.1).

Approve Letter to US Congress Regarding Passenger Rail Provisions (Reference Item 5.2).

Contact Information

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DRAFT



The Transportation Policy Study for the Dallas-Fort Worth Area
 (Metropolitan Planning Organization of the United States - MPO) Study

October 8, 2015

The Honorable John Cornyn
 United States Senate
 517 Hart Senate Office Building
 Washington, DC 20510

Dear Senator Cornyn:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your continued leadership on transportation issues in the United States Congress. A membership roster of our organization is enclosed.

As the MPO, we look at a multimodal set of transportation improvements to meet the needs of a growing region. The DFW area has a population of 7 million people today, and we will reach 10.7 million people by 2040. The RTC has a comprehensive metropolitan transportation plan that looks at roadway, transit and alternative modes within DFW, but as our region grows ever larger, connections to other major metropolitan areas become critical. People and goods need choices in how to move between these population centers. In regards to passenger transportation, roads are becoming increasingly congested and aviation travel can be costly and in some communities no longer exists. Passenger rail presents an option in many areas of the country to provide a choice to travelers in moving between major metro areas.

The US Senate has passed two bills this year that would make improvements to passenger rail. S. 1626, the Rail Reform, Enhancement and Efficiency Act was passed by the Senate Commerce, Science and Transportation Committee in June 2015 and many of those provisions have been incorporated into the DRIVE Act (H.R. 22 as passed by the Senate). Under these bills, new passenger rail lines would have more options for planning and implementation than exist today and additional funding and grants for states could be brought to such activities. The RTC encourages you to support legislation that allows passenger rail choices to be brought to connect major metropolitan regions.

DRAFT

Page Two

October 8, 2015

The RTC appreciates your attention to this matter and asks for your support in improving passenger rail service. Again, thank you for your valuable service to the United States and for your leadership on transportation issues facing Texas and the Nation. If you have any questions, please feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments (NCTCOG) at (817) 695-9241.

Sincerely,

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

AW:ch
Enclosure

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



HB 20 – Initial Report

Revenue Projections

Funding Categories & Allocations

Performance-Based Decision Making

Legislative Report – September 1, 2015

Introduction

The Texas Department of Transportation (TxDOT) is privileged to work with the House and Senate Select Committees on Transportation Planning, its stakeholders and customers to provide information and analysis to aid in the development of a performance-based planning and programming process as required by HB 20. TxDOT's mission is to work with others to provide safe and reliable transportation solutions for Texas. The Department views the reporting requirements of HB 20 as an opportunity to work with the legislature to better achieve its goals of maintaining a safe transportation system, providing relief from congestion and connecting Texas communities.

The timing of this collaborative process is critical. Over the past decade the lack of reliable and sustainable funding sources has hampered TxDOT's ability to achieve its goals through sound financial and project planning processes. Under Governor Abbott's leadership, the Texas legislature moved positively during the last legislative session to bring a substantial measure of certainty to TxDOT's financial and planning processes. Appropriations from Fund 6 to other state agencies, commonly referred to as 'diversions, were ended. The legislature also sent Proposition 7 to the voters of Texas, which if approved could provide up to \$3.0 billion annually in revenue in the next several years and potentially increase in the future. These measures, together with revenue derived from Proposition 1, as approved by voters in 2014, will help TxDOT and Metropolitan Planning Organizations (MPO) bridge the state's current \$5 billion annual transportation funding gap.

TxDOT appreciates that its call for additional funding has been addressed and fully understands that it must now ensure these resources are effectively and efficiently deployed to meet the state's transportation needs. TxDOT believes that with the addition of these resources, the opportunity exists to address the existing system's maintenance challenges and energy sector needs. This assertion assumes that Governor Abbott and the legislature will continue to look favorably on the allocation of funds to these initiatives as outlined in the current Unified Transportation Planning Program (UTP) and Proposition 1.

A major challenge TxDOT will need guidance and direction on is how best to deploy the additional funds for much needed congestion relief, connectivity and border-trade projects. Congestion is the most challenging of these issues to address. Congestion impacts quality of life and business productivity along the state's major urban corridors. A lack of connectivity impedes economic development throughout Texas; and a limited infrastructure in our border region hinders trade and freight movement. TxDOT has identified over \$80 billion key projects in our largest metropolitan areas, as well as statewide connectivity and border-trade projects that could start construction within the next five to ten years. In urban areas alone, the sum of these projects totals over \$60 billion.

Even with the additional revenue that has been provided, because of increasing population and congestion, a careful review of funding and planning processes must occur and a realization will need to be had that choices must be made regarding where best to deploy resources.

HB 20 Overview

House Bill (HB) 20, as passed during the 84th Legislature, requires changes be made to several of the planning and programming processes that the Texas Transportation Commission (Commission), TxDOT and “planning organizations” use to prioritize and finance transportation projects. HB 20 also calls for TxDOT to provide information to the legislature on a number of factors. This report provides information on three factors:

- *“Department projections regarding the revenue needed by the department to maintain current maintenance, congestion, and connectivity conditions;”*
- *“The development of funding categories, the allocation of funding to such categories by formula, project selection authority for each funding category, and development of project selection criteria for commission, department, and district-selected projects;” and*
- *“Department rules and policies regarding the development and implementation of performance-based scoring and decision making for project prioritization and selection of commission, department, and district-selected projects.”*

Pursuant to HB 20, information on the following provisions will be submitted to the legislature by March 31, 2016 for review, study and evaluation, as well:

- *“The use and utilization of alternative methods of financing that have been authorized by the legislature for projects;”*
- *“Performance metrics and measurement tools used by the department to evaluate the performance of a department project or program;”*
- *“The department ’s collaboration with state elected officials, local governments, government trade associations, metropolitan planning organizations, regional mobility authorities, and other entities when adopting rules or formulating policies;”*
- *“Any proposed rule, policy, program, or plan of the commission or department of statewide significance;”*
- *“Any possible benefits of utilizing zero-based budgeting principles;” and,*
- *“Any other matter the committee [legislative] considers appropriate.”*

Along with the provisions listed above, a number of other key planning and programming provisions were enacted with the passage of HB 20. These include:

- Development and implementation of performance metrics and measures as part of the department's planning processes;
- Development of ten-year funding use plans by MPOs and TxDOT districts;
- Adoption of rules by the Commission for project prioritization and performance-based funding processes; and
- Design-build contract award stipulations.

Through the course of working on these efforts, the department will also review its ten-year cash flow projections, and transportation funding categories and allocation formulas associated with the UTP.

Revenue Projections and Needs

In accordance with HB 20, this section of the report provides information on the *“Department’s projections regarding the revenue needed by the department to maintain current maintenance, congestion, and connectivity conditions.”*

Revenue Projections

One of the most important endeavours TxDOT undertakes is the forecasting of available funding. On Feb. 26, 2015, TxDOT presented an overview of transportation funding during testimony to the Senate Finance Committee. This overview included discussion of the challenges in providing accurate revenue projections without a stable, long-term transportation-financing source. Funding provided in “fits and starts” has made it difficult for state and local transportation officials to plan for and deliver crucial mobility projects. Other factors that make predicting future revenues difficult include uncertainty of the federal Highway Trust Fund (HTF), funding rescissions and increased fuel efficiency. TxDOT projects its future revenues using complex financial analyses that include historical trends, current statutes and events, and the Comptroller of Public Accounts’ Biennial Revenue Estimate. TxDOT’s federal highway reimbursement projections take into account the current federal highway authorization bill, continuing resolutions, rescissions and other federal requirements imposed on the use of those funds.

Like TxDOT, MPOs rely on sound revenue projections to accurately plan. Federal regulations require MPOs develop long-range plans known as Metropolitan Transportation Plans. These plans must be financially constrained based on anticipated funding levels. Several years ago MPOs and TxDOT formed a workgroup to create a financial model that would allow MPOs to test various financial scenarios while keeping their forecasting methods consistent. The model, known as the Transportation Revenue Estimation and Needs Determination System (TRENDS), was developed, validated and is maintained by Texas A&M Transportation Institute (TTI).

Revenue Sources

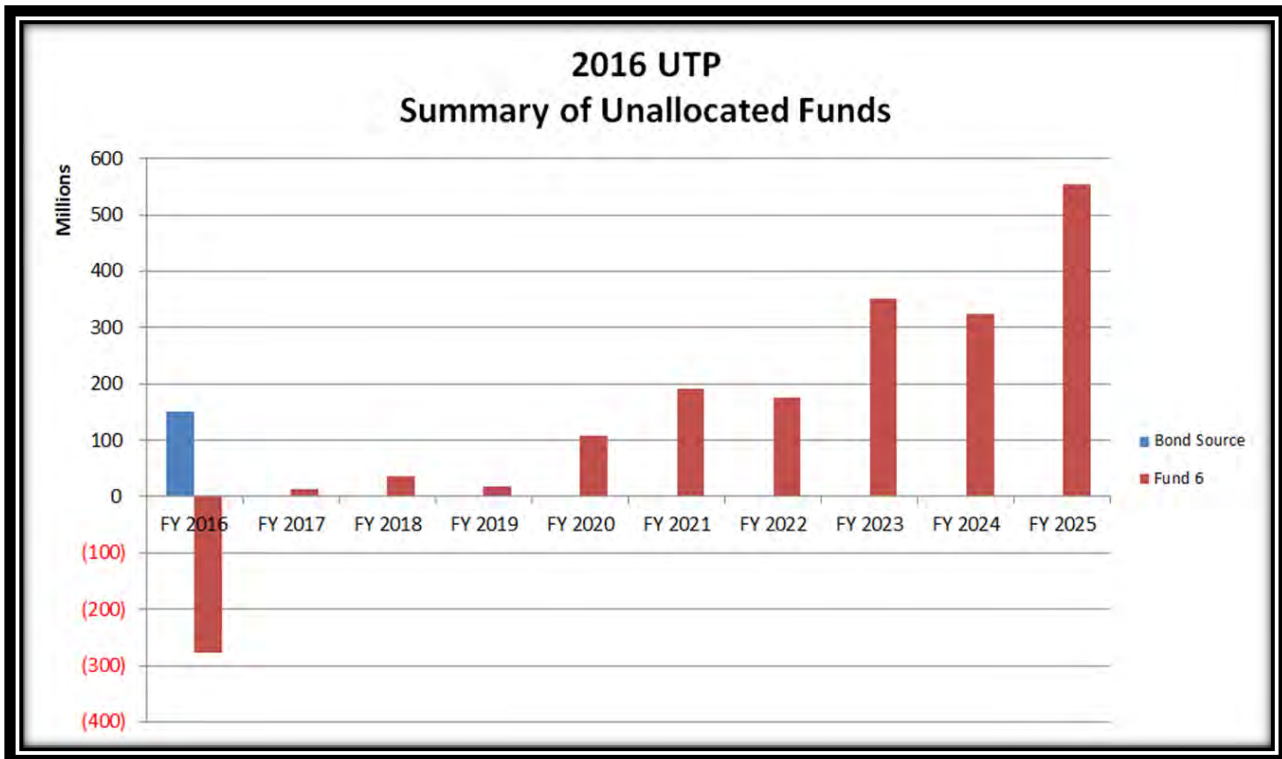
TxDOT and local governments throughout the state rely on a number of revenue sources to meet their transportation funding needs. These sources include federal reimbursements, state highway funds (Fund 6), bond proceeds (TMF, Prop. 12 & Prop. 14), concessions, fees, general revenue and miscellaneous funds.

The UTP, which includes a ten-year funding forecast, is the department's principal program for allocation of funding. Nearly all of the available funding in the 2016 UTP is allocated (See Figure 1). Only 5.3 percent of the total funding for the next 10 years – or approximately \$1.9 billion – is unallocated and available for new projects or programs and even these funds are not available until the latter years of the UTP.

It is important to note that the information provided in Figure 1 does not reflect all possible revenue sources that could be made available for investment in transportation infrastructure. Other funding sources not shown could include:

- MAP- 21 Extensions - Funding from future extensions is estimated to include between \$200 and \$400 million of new project capacity per year, but will be directed by Congressional action.
- “Fund 6 Diversions” - Funding that was previously appropriated to other state agencies is expected to provide over \$600 million per year.
- Proposition 1 – Will provide approximately \$1.2 billion in new funding in Fiscal Year (FY) 16. These funds are allocated to MPOs and TxDOT districts. Distribution is based on the following funding formula provided by legislation (Rider 44):
 - 45 percent for mobility and added capacity projects in urban areas;
 - 25 percent for projects that improve regional connectivity along strategic corridors in rural areas;
 - 20 percent for statewide maintenance and preservation projects; and
 - 10 percent for safety and maintenance projects in areas affected by energy sector activity.
- Proposition 7 – If passed, Proposition 7 is expected to generate approximately \$2.5 billion annually beginning in FY 2018. This number could increase to around \$3 billion annually by FY 2020 and is expected to grow after that. The use of these funds has not been determined. It will be influenced by the HB 20 process as well as future executive and legislative actions. It is important to note that a significant portion of Proposition 7 revenue could be directed to project development activities such as design, right-of-way acquisition, and utility relocations, and not entirely toward new construction.

Figure 1: Unallocated Statewide Discretionary Funding in the UTP



Revenue Needs

Calculation of the current \$5 billion annual funding gap was based on extensive work conducted by an independent committee commissioned specifically to determine the state’s transportation funding needs. It was determined that Texas could maintain 2010 congestion and highway condition levels if TxDOT were to receive \$11.8 billion annually for highway investments. TxDOT’s base budget for highway investment from ongoing revenues averages \$6.7 billion per year, leaving the estimated \$5 billion per year shortfall. Of the \$5 billion, \$1 billion is needed for roads in areas affected by energy development. Another \$1 billion is needed to maintain the state’s highway infrastructure. The remaining \$3 billion per year is needed for congestion relief, connectivity and border-trade projects.

An important factor used in the determination of the \$5 billion per annum estimate was the assumption the financing and project delivery tools in place at the time would continue, allowing TxDOT to use alternative financing to leverage traditional investment sources authorized by the legislature to deliver projects. Table 1 illustrates how TxDOT and local governments have used these tools to bridge the gap between project costs and traditional funding sources. It lists ten projects totalling over \$17 billion in capital costs that were delivered with just over \$4 billion in public funding through the leveraging of bonds and private investment. Together, these investments covered approximately 75 percent of the total project costs. This is equivalent to nearly an addition \$13 billion in transportation infrastructure.

Table 1: Leveraging Funds through Alternative Project Delivery

Project	Year	Total Capital Costs	Public Funding	Portion of Project Leveraged
Central Texas Turnpike System (CTTS)	2002	\$3,140,000,000	\$880,000,000	72%
SH 130 Segments 5 & 6	2006	\$1,367,000,000	\$0	100%
LBJ Managed Lanes	2009	\$2,980,000,000	\$762,000,000	74%
North Tarrant Express (NTE) Segments 1 & 2W	2009	\$2,110,000,000	\$594,000,000	72%
SH 99 (Grand Parkway) Segments F1, F2 & G	2013	\$2,930,000,000	\$0	100%
IH 35E Managed Lanes	2013	\$1,360,000,000	\$1,070,000,000	21%
North Tarrant Express (NTE) Segment 3E	2013	\$1,510,000,000	\$211,000,000	86%
SH 183 Managed Lanes	2014	\$1,010,000,000	\$692,000,000	31%
SH 71 Express	2014	\$139,000,000	\$90,000,000	35%
SH 288 Harris County	2015	\$815,000,000	\$17,000,000	98%
Total		\$17,361,000,000	\$4,316,000,000	75%

Note: Above figures do not include long-term maintenance.

Through a variety of mechanisms, including tolls, bonds and other private investment, these projects increased the capacity of public funds to deliver major highway projects. The use of these mechanisms was further supported by the state's ability to make large, upfront investments of public funds as part of the project financing packages. Many of these projects include long-term maintenance agreements that greatly reduce the need to use TxDOT maintenance funding. Additionally, these tools have allowed TxDOT to support the efforts of local entities to deliver projects such as: the Katy Freeway Managed Lanes, Sam Rayburn, Chisholm Trail/SH 161, SH 360, CCRMA SH 550, SH 365 and US 183/Bergstrom Expressway. They have also allowed local entities to deliver projects such as SH 121/183 and segments of the Sam Houston Tollway through public-public partnerships.

Looking Ahead

As efforts are made toward implementation of HB 20, a careful review should be made of not only the state's current transportation conditions and needs, but how we got to where we are today, and where we are likely to be in the next 10 to 25 years. Many circumstances have changed since the current \$5 billion annual funding gap was determined. TxDOT, in collaboration with planning organizations and the legislature, will revisit this estimate and update it to meet transportation needs as they exist today.

Thanks to efforts made by Governor Abbott and enacted by the Texas Legislature, measures have been provided to help bridge the current \$5 billion annual funding gap. Provisions in both Propositions 1 and 7 direct that these fund sources cannot be used on toll roads. As a result, the ability to fully address transportation needs with a reduced utilization of the toll roads must be reviewed, as well.

TxDOT will explore these areas in greater detail in response to HB 20's requirements to address the use of alternative methods of financing authorized by the legislature. Furthermore, HB 2612 passed during the 84th Legislative Session requires TxDOT to report, by Sept. 1, 2016, on the debt service on bonds issued for toll projects and outline a plan to eliminate state supported toll roads in the state.

Funding Categories

This section of the report provides information on TxDOT's "... development of funding categories, the allocation of funding to such categories by formula, project selection authority for each funding category, and development of project selection criteria for commission, department, and district-selected projects."

The Commission and TxDOT use the UTP as TxDOT's ten-year plan to guide transportation project development. As projects are developed, TxDOT works with its local partners to examine how a project improves safety, reduces congestion or connects Texas communities.

Projects are programmed into 12 funding categories. Funding for many of the categories is based on formulas agreed to by local authorities such as MPOs and elected officials. The UTP authorizes projects for construction, development and planning, and includes projects involving highways, aviation, public transportation, and state and coastal waterways.

Allocation of Funds

The distribution of funding by category is approved by the Commission annually with the objective of ensuring that the UTP's program of projects is aligned with the department's transportation goals. More than half of available resources in the UTP are dedicated to preservation, maintenance and safety categories. The largest portion of the remaining category funding is dedicated to congestion and mobility needs. With funding uncertain, the department has maintained historic funding levels in core areas.

HB 20 requires that *"the commission by rule establish a performance-based process for setting funding levels for the categories of projects in the department's unified transportation program."* This approach ensures that funding addresses key performance measures such as safety, system preservation, congestion relief and connectivity.

Category Descriptions and Details

In 2001, the Commission tasked the department with simplifying project planning and delivery processes. At the time, the department had been using 34 funding categories in the UTP, each of which had its own formulas. Local officials found it difficult to understand how TxDOT funded projects.

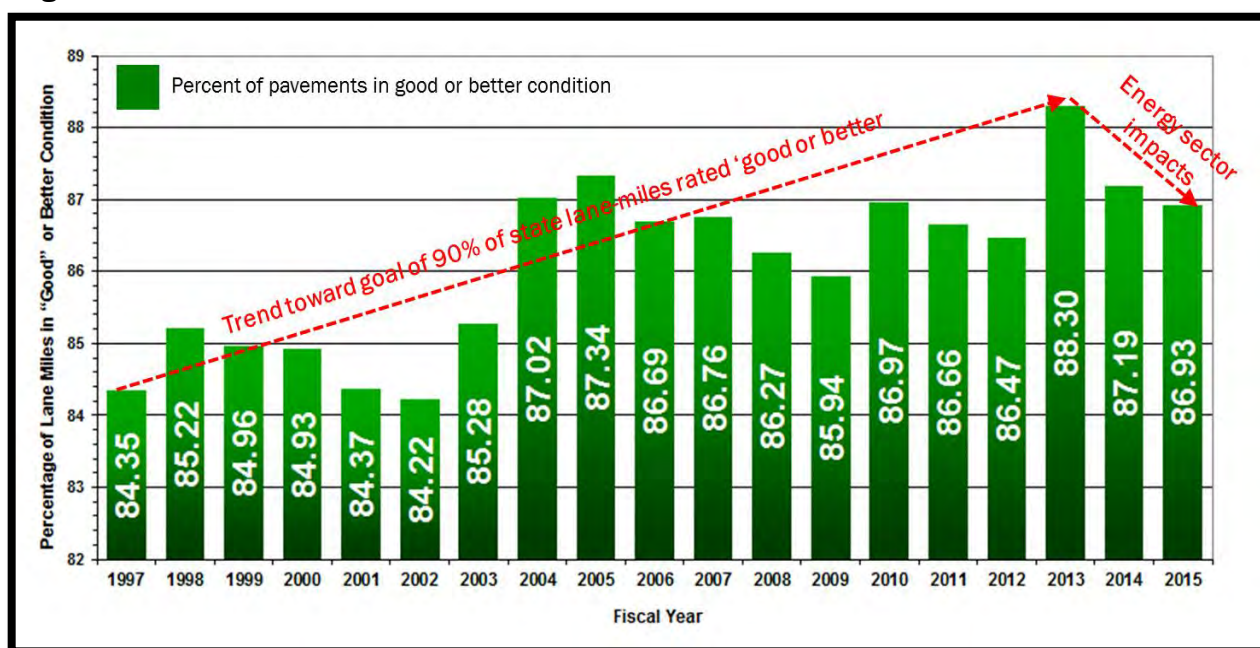
After receiving public comments on allocation methods, TxDOT increased transportation decision-making authority among districts and local community leaders. MPOs and numerous local officials partnered with the department in simplifying the UTP. They agreed to 12 funding categories.

These categories provide greater flexibility and more input. Local leaders can select projects or influence the formulas used to determine funding. In addition, an annual update of projects in the UTP reflects local needs and changing priorities of the state. Following is a discussion of each of the twelve categories as defined in the UTP.

Category 1 – Preventive Maintenance and Rehabilitation Projects

This category provides funding for preventive maintenance and rehabilitation on the existing state highway system. Each TxDOT district receives an allocation of funding based on the approved funding formulas for this category. Project selection authority resides with each district, which selects and manages projects based on a performance-based list of priorities developed in concurrence with their MPOs and local officials. Funding is also allocated in this category for energy-sector maintenance and rehabilitation projects.

Figure 2: Statewide Pavement Condition, FY 1997-2015



Source: TxDOT Condition of Texas Pavements, PMIS Annual Report FY 2011-2014

The department's pavement management and project selection process improved pavement conditions from 1997 through 2013 as the department strived to achieve a goal of 90 percent of the pavement on state maintained highways being in good or better condition (See Figure 2). Unfortunately, energy sector activities have eroded the gains made by the department in improving pavement conditions, suggesting the need for increased investment in order to address this decline.

Category 2 – Metropolitan and Urban Area Corridor Projects

The funding allocated in Category 2 goes solely to the states 25 MPOs. The projects focus on mobility and adding capacity. Project selection criteria for this category involve the MPOs, working in consultation with TxDOT districts, to identify and prioritize projects that are important to their region and the state. Projects are generally selected based on locally developed criteria and needs along with responding to state wide strategic objectives.

Category 3 – Non-Traditionally Funded Transportation Projects

Category 3 includes projects that qualify for funding from sources not traditionally part of the SHF such as state bond financing (Proposition 12, Proposition 14, & Texas Mobility Fund), regional revenue, concession funds and local participation funding. Project selection criteria in this category varies based on specific fund sources and program areas, but has historically been guided by legislation, commission approved minute orders, strategic initiatives, innovative financing and leveraging opportunities, along with local participation and support for projects.

Category 4 – Statewide Connectivity Corridor Projects

This category addresses mobility and added capacity projects on major state highway system corridors that provide statewide connectivity between urban areas, and rural mobility needs throughout the state. Project selection criteria has involved commission direction on specific projects, but more recently under Proposition 1 through formula allocations to districts, where project selection is based on engineering analysis of corridor types and MPO and local support. Project selections under this category generally focus on mobility, connectivity, and strategic corridors.

Category 5 – Congestion Mitigation and Air Quality Improvement Projects

This category addresses the attainment of the National Ambient Air Quality Standard in the state’s non-attainment and maintenance areas, which are currently Dallas, Ft. Worth, Houston and El Paso. Allocations are distributed to MPOs in these areas using an agreed upon formula that is aligned with federally specified criteria. Project selection criteria under this category are based on selection and ranking by the MPO, in consultation with the TxDOT districts. Each project is evaluated to quantify its air quality improvement and congestion mitigation benefits.

Category 6 – Structure Replacement, Bridge Rehabilitation and Railroad Grade Separation Projects

TxDOT is responsible for the inspection of bridges and railroad crossings throughout the state. Based on these inspections, candidate projects to replace or rehabilitate bridges and construct grade separations at railroad crossings are identified by the districts and TxDOT’s Bridge division with consultation and input from MPOs and local officials. Project selection criteria are made by TxDOT’s Bridge Division using a performance-based, data driven process that includes cost-benefit criteria.

Table 2: National Performance Results and Proposed Targets for Bridge Condition

TxDOT Recommended Performance Measures for Bridge Conditions Under MAP-21	Current Statewide Measures*	Proposed Statewide Target
% Structurally Deficient Deck Area on NHS Bridges - Based on total NHS Deck Area	1.7%	1.3%
% Structurally Deficient Deck Area on non-NHS Bridges – Based on total non-NHS Deck Area	1.8%	1.4%
Count of Bridges (Entire Inventory) with Cyclic Maintenance Needs	28,026	28,000
% Bridges (Entire Inventory) by Deck Area with Cyclic Maintenance Needs	54.1%	53.4%
Count of Bridges (Entire Inventory) with Preventative Maintenance Needs	23,268	25,000
% Bridges (Entire Inventory) by Deck Area with Preventative Maintenance Needs	44.3%	45.3%
Count of Bridges (Entire Inventory) with Rehabilitation or Replacement Needs	933	780
% Bridges (Entire Inventory) by Deck Area with Rehabilitation or Replacement Needs	1.6%	1.3%

* Latest reporting year (2014).

Category 7 – Metropolitan Mobility and Rehabilitation Projects

For transportation planning and funding purposes, a metropolitan area with a population over 200,000 is defined as a Transportation Management Area (TMA). Based on the 2010 Census, Texas has 11 TMAs (Austin, Brownsville, Corpus Christi, Dallas/Ft. Worth, El Paso, Hidalgo County, Houston-Galveston, Killeen/Temple, Laredo, Lubbock, and San Antonio). TMAs receive federal funding based on their population. This funding is used for increased capacity and rehabilitation of area transportation facilities. In 2012, the Midland-Odessa MPO requested, and was granted TMA status by the governor and Secretary of Transportation; however, the MPO is not eligible to receive TMA allocation funding under federal rules.

Funds in this category are allocated under federally specified criteria and project selection is made by MPO's in consultation with TxDOT district and local officials. Funding can be used for a broader range of projects than traditional state fund sources.

Category 8 – Safety Projects

This category includes the Highway Safety Improvement Program, Safety Bond Program and Systemic Widening Program. Projects for all three programs are selected statewide. For each, a call for projects is sent to the TxDOT districts and proposals are evaluated for eligibility. Projects are selected for funding based on the federally approved Safety Improvement Index (SII), which is a benefit/cost ratio.

Table 3: Texas Highway Fatalities

	Texas Highway Fatalities				
Calendar Year	2009	2010	2011	2012	2013
# of Fatalities	3,118	3,060	3,067	3,413	3,385
Texas Fatality Rate*	1.34	1.31	1.29	1.44	1.38
National Fatality Rate*	1.15	1.11	1.10	1.14	1.09

*Fatalities per 100 million vehicle miles of travel.

TxDOT's Traffic Operations Division manages project selection in this category. The division uses a federally prescribed, data-driven program to ensure projects offering the greatest potential for reducing accidents and savings lives are prioritized. Beyond highway conditions, many other factors contribute to the rate of highway fatalities, including distracted driving and driving under the influence. As shown in Table 3, Texas' rate of highway fatalities has been approximately 16 to 26 percent higher than the national average over the past five years, raising consideration for the potential need for more investment in highway safety programs.

Category 9 – Transportation Alternatives Program Projects

The Transportation Alternatives Program (TAP) provides funds to local communities to enhance their current transportation system. Project selection follows federal TAP program eligibility requirements. Eligible projects include pedestrian and bicycle facilities. TMAs receive federally mandated suballocations of TAP funding based on their population. The TMAs develop their own project selection criteria based on federal guidelines, and conduct calls for projects. TxDOT manages funding and project selection for all other areas of the state (population less than 200,000) with input from MPOs and local partners.

Category 10 – Supplemental Transportation Projects

Category 10 includes smaller federal and state-specified programs. These include funding for: 1) construction and rehabilitation of roadways in or near Texas Parks and Wildlife and Texas Historical Commission facilities; 2) landscape projects through the Green Ribbon Landscape, and Landscape Incentive Awards; 3) curb ramp improvements through the federal Curb Ramp Program; 4) projects to improve traffic at or across the Texas-Mexico border; and 5) projects on or close to federal lands within the state. Formulas for these programs vary; however stakeholder input is sought to ensure local/user needs are met.

Category 11 – District Discretionary Projects

Funding in this category is distributed in accordance with legislative appropriation rider or through commission approved allocations. Districts, which manage project selection, must adhere to prescribed requirements for fund allocations. In addition, selected projects must have the concurrence and support of the area MPO.

Category 12 – Strategic Priority Projects

This category involves project-specific selection by the Commission for strategic priorities, and includes commission approved suballocations and distributions of funds to MPOs and districts for specific programs. Where applicable, allocated funds are distributed based on existing category formulas and programs. Historically, this category has afforded a measure of flexibility in selecting critically needed projects that address congestion, mobility and connectivity challenges in the major urban corridors that cannot be solved through the use of funds allocated to the MPOs and districts alone or even with local government support. They include projects with specific importance to the state, such as those that promote economic opportunity, increase efficiency on military deployment routes, and maintain the state's ability to respond to disasters. Without Category 12 support, it is likely these projects could not be built.

Category Summary and Ten-Year Funding Levels

Table 4 provides a brief description of the UTP's 12 funding categories and their ten-year funding levels provided in the 2016 UTP. Appendix A provides more detailed information on the funding categories and their formulas where applicable.

Table 4: UTP Project Development and Selection

Category	Description/Use	2016 UTP 10-Yr. Funding Level*	Decision Factor
1 – Preventive Maintenance & Rehabilitation	Address maintenance & rehabilitation needs on existing state highway system.	\$12,576,703,000	Formula/Allocation Program/Utilizes 4-yr pavement preservation process; projects selected by districts w/ local input.
2 – Metropolitan & Urban Area Corridor	Focus on mobility & adding capacity in metropolitan/urban areas of state.	\$2,364,770,000	Formula/Project Specific/Projects selected by MPOs in consultation w/TxDOT districts.
3 – Non-Traditionally Funded	Includes projects funded through state bond financing (Prop. 12 & 14, TMF) regional revenue, concession funds & local participation funds.	\$5,511,940,000	Non-formula/Project Specific/Funding administered through past bond programs, local funding contributions & private funds committed to projects.
4 – Statewide Connectivity Corridors	Address statewide mobility & added capacity projects on major state highway corridors that provide connectivity between urban and rural areas.	\$603,418,000	Non-formula/Project Specific/Funding distributed to districts or projects in response to various state and federal programs.
5 – Congestion Mitigation Air Quality	Address attainment of National Ambient Air Quality Standard in non-attainment and maintenance areas (Dallas, Ft. Worth, Houston & El Paso).	\$1,603,430,000	Federal Program/ Formula/ Allocation/ Projects selected by MPOs in consultation w/TxDOT districts/Funding levels guided by federal requirements.
6 – Structure Replacement & Rehabilitation	Addresses bridge rehabilitation & replacement, grade separation and railroad crossing projects.	\$3,000,000,000	Non-formula/Allocation/Utilizes an analysis of entire state inventory of bridges w/ project selection based on improving bridge condition/Selected by TxDOT (BRG) w/local concurrence.
7 – Metropolitan Mobility & Rehabilitation	Focus on mobility and rehabilitation in state's large metropolitan areas (population greater than 200K).	\$2,955,680,000	Federal program/ Formula/ Allocation/ Projects selected by MPOs in consultation w/TxDOT districts/Funding set by federal formulas.
8 - Safety	Includes Highway Safety Improvement Program, Safety Bond Program and Systemic Widening Program funds.	\$1,858,400,000	Federal Program/ Non-formula Allocation/Selection based on safety improvement index by TxDOT (TRF); Funds directed to projects that yield greatest safety benefit for the public.
9 – Transportation Alternatives	Includes on- and off-road pedestrian & bicycle facilities, bicycle education & safety activities, acquisition of scenic easements, tourist & welcome centers, landscaping, historic preservation, historic transportation building operation, abandoned railway rehab, environmental mitigation, & transportation museums establishment.	\$485,960,000	Federal Program/ Non-formula/Project Specific/Funding distributed to districts or projects in response to various state and federal programs. MPOs (>200K); recommended by PTN, selected by commission (<200K).
10 – Supplemental Transportation	Variety including: construction & rehab of roadways in or near state park facilities; landscape projects through the Green Ribbon Landscape & Landscape Incentive Awards; curb ramp improvements; improvements at Texas-Mexico border; and projects on or close to federal lands.	\$636,390,000	Varies/Funding distributed to districts or projects in response to various state and federal programs.
11 – District Discretionary	Varies	\$872,866,700	Non-formula/Allocation/Funding distributed to districts/projects in response to state and federal programs.
12 – Strategic Priority	Promote economic opportunity, address mobility & connectivity needs across the state, respond to man-made or natural emergencies & help local communities address transportation needs.	\$3,105,550,000	Non-formula/Project specific/Commission selects.

*Amounts provided cover 10 years of funding in 2016 UTP.

While Table 4 outlines nearly \$35.6 billion in programming in the 2016 UTP, nearly all of this funding is allocated to projects and programs. As was previously outlined in Figure 1, \$1.9 billion, or only 5.3 percent of the total ten-year UTP capacity, is unallocated and available for new discretionary funding. However, additional program capacity will be available in the future should Congress extend the funding levels of Moving Ahead for Progress in the 21st Century Act (MAP-21), the ending of diversions from Fund 6, Proposition 1 and the potential passage of Proposition 7.

Program Enhancement Tools

As TxDOT has improved its project information and selection processes, the department has successfully applied these program enhancements through the recent FY 2015 Proposition 1 funding distribution and project selection effort. Enhanced tools and processes helped to successfully assess and approve more than 200 projects funded through the \$1.74 billion in Proposition 1 funding. This effort included the following:

- Stakeholder Working Group - Commission appointed a working group of individuals representing counties, MPOs, cities and private industry to provide input regarding funding distribution.
- Data-Driven Scoring of Candidate Projects - MPOs and TxDOT districts collaborated on project opportunities. Projects considered for selection were assessed relative to their overall scores derived from data-driven measures.
- Public Outreach and Communication - A Proposition 1 website listed candidate projects. The site included interactive maps, funding amounts, a schedule and project scoring information.

Proposition 1 project information was published online, including information on project scoring and selection criteria (See Figure 3). This page received approximately 2,000 unique site visitors and over 800 public comments.

Figure 3: TxDOT Proposition 1 Project Information Website



Looking Ahead

As previously discussed, the department plans to initiate a process to review funding categories and allocation formulas and will seek the collective input of all planning organizations throughout the state. As part of the HB 20 process, the department will facilitate discussions among planning organizations and consider their recommendations. The Commission anticipates adopting rules to implement updated funding categories and allocation formulas.

Throughout this process the department, planning organizations and other stakeholders will give consideration to highway system conditions, demographic variables and other factors that may support the need to update the current allocation formulas. Further consideration will be given to legislative direction for the use and distribution of Proposition 1 funds. Finally, consideration may also be given to performance targets and associated objectives for goals that may include safety, congestion levels, mobility, connectivity and infrastructure condition. Funding categories may be revised to reflect current revenue sources, legislative distribution and performance goals.

Performance-Based Decision Making

This section provides information regarding the department’s current efforts relating to performance-based decision making, including “*Department rules and policies regarding the development and implementation of performance-based scoring and decision making for project prioritization and selection of commission, department, and district-selected projects.*”

Performance-Based Scoring

Today, TxDOT prioritizes and selects projects for funding using performance-based scoring, as well as traditional funding formulas. Guided by TxDOT’s Sunset Bill (S.B. 1420) from the 82nd Legislative Session, the Commission adopted rules (TAC, Title 43, Part 1, Chapter 16, Subchapter C, Section 16.105[d][2]) which required TxDOT staff to “... establish criteria to rank the priority of each project listed in the UTP based on the transportation needs for the state and the goals identified. A project is ranked within its applicable program funding category and classified as Tier One, Tier Two, or Tier Three for ranking purposes.”

As part of the annual UTP project selection process, TxDOT collects data from local stakeholders, including MPOs, on information pertinent to project scoring. Data from TxDOT’s Design and Construction Information System (DCIS), geospatial data sets and other input are used to score each applicable project. Projects are scored on three criteria:

- Alignment with strategic goals
- Funding availability
- Project readiness

The scores for these three criteria are summed and serve as a guide; however, they are not the sole determination of project priorities (see Figure 4).

Figure 4: Current UTP Scoring Methodology

Strategic Goals	Funding Availability	Project Readiness										
<ul style="list-style-type: none"> ▪ Safety – Crash data ▪ Congestion – LOS & Top 100 ▪ Connect Texas Communities <ul style="list-style-type: none"> ▪ Functional classification ▪ Freight Network/Trunk System ▪ Truck volumes ▪ Addresses corridor gap ▪ Alternative Modes ▪ Best-In-Class State Agency <ul style="list-style-type: none"> ▪ MTP/RTP/Strategic Corridor alignment ▪ Cost/VMT ▪ District Strategic Priority 	<ul style="list-style-type: none"> ▪ Category 1-12 funding as a percentage of construction cost 	<ul style="list-style-type: none"> ▪ Phase of project development <ul style="list-style-type: none"> ▪ Scheduled let date ▪ ENV status ▪ ROW status ▪ PS&E status 										
<table border="1" style="margin: auto;"> <thead> <tr> <th colspan="2" style="background-color: #0056b3; color: white;">Total Score out of 100</th> </tr> </thead> <tbody> <tr> <td style="background-color: #8b4513; color: white;">Threshold</td> <td style="background-color: #d9ead3;">Rank</td> </tr> <tr> <td style="background-color: #8b4513; color: white;">>75</td> <td style="background-color: #d9ead3;">Tier 1</td> </tr> <tr> <td style="background-color: #8b4513; color: white;">50–75</td> <td style="background-color: #d9ead3;">Tier 2</td> </tr> <tr> <td style="background-color: #8b4513; color: white;"><50</td> <td style="background-color: #d9ead3;">Tier 3</td> </tr> </tbody> </table>			Total Score out of 100		Threshold	Rank	>75	Tier 1	50–75	Tier 2	<50	Tier 3
Total Score out of 100												
Threshold	Rank											
>75	Tier 1											
50–75	Tier 2											
<50	Tier 3											

Work is also underway within the department to examine and make recommendations on goals, objectives and performance measures. The initial template for project ranking and prioritization is influenced by the current strategic goals of the department. These include:

- Maintaining a safe system;
- Addressing congestion;
- Connecting Texas communities; and
- Being a best in class agency.

As these efforts continue, consideration will be given to the modifications of these goals to align them with the desire and direction of the legislature, stakeholders and customers.

Data Management and MAP-21

Texas has been a leader in working with the U.S. DOT in this area, with final national rules expected by the end of 2015. As part of the effort to address MAP-21 performance requirements, TxDOT and the state's MPOs collaborated on and adopted a national performance management implementation plan. Given the size and diversity of the state, the partners decided to use the same data to create local and statewide performance measures to address forthcoming national requirements. In addition to common data sourcing, TxDOT also sought input from the MPOs on performance measures. After examining existing data, TxDOT and the MPOs agreed on seven statewide performance measure areas: 1) safety; 2) pavement condition; 3) bridge condition; 4) transit condition; 5) freight; 6) National Highway System performance; and 7) CMAQ performance. By taking this coordinated approach, MPOs are now able to focus their resources on planning rather than cumbersome data collection and maintenance.

TxDOT has published preliminary performance targets based on initial guidelines. These guidelines can be found at the following link: <http://www.txdot.gov/inside-tdot/office/state-affairs/preliminary-performance.html>. It is anticipated that performance results and targets will serve as a guide in funding allocations and project selection.

Looking Ahead

With the adoption of the Texas Transportation Plan 2040, TxDOT has committed to developing performance-based techniques to further guide project selection. Improving project evaluation and scoring requires improving project data and analytical tools. Goals in this effort are to:

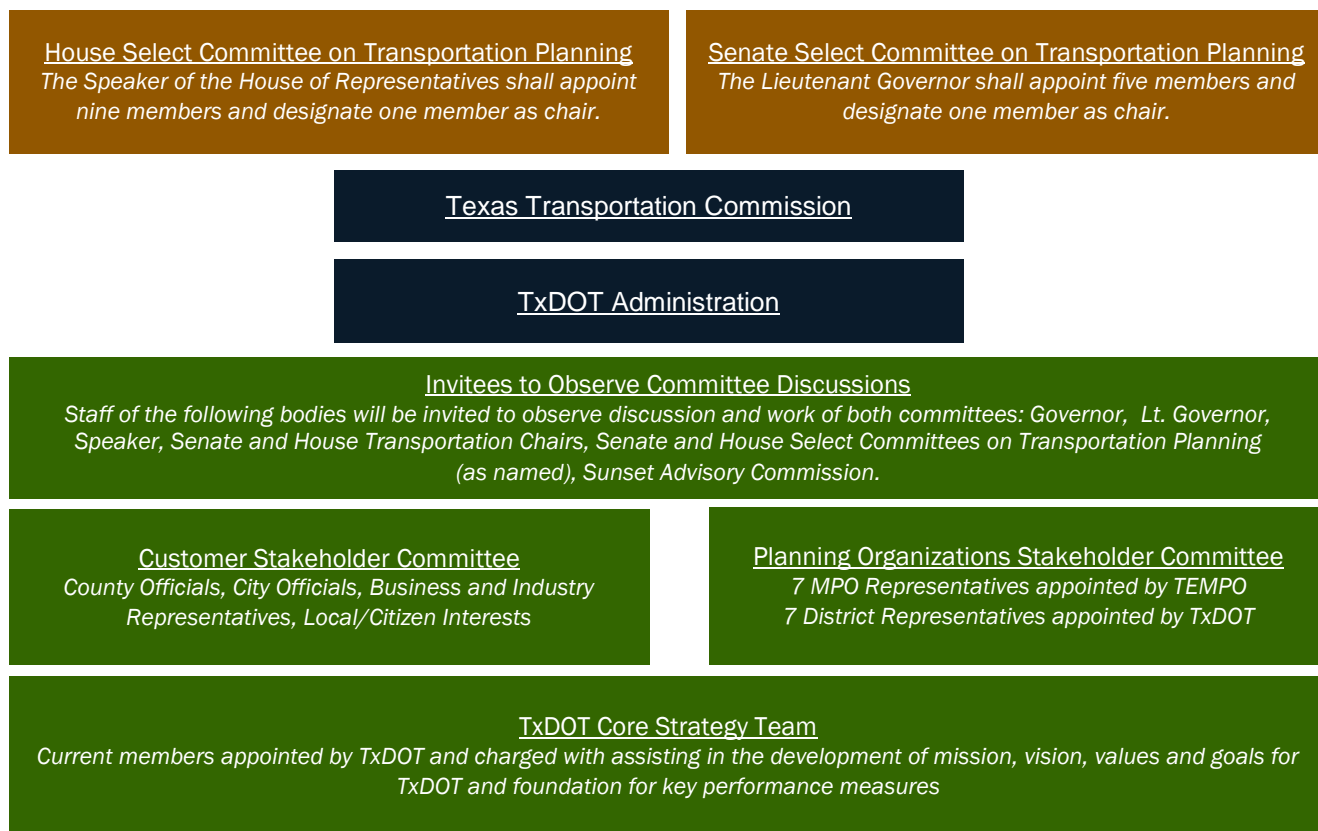
- Ensure quality, real-time project information;
- Build off best practices of other departments of transportation; and
- Collaborate with stakeholders on needed criteria and information.

With improved project information and management resources, TxDOT is implementing a comprehensive process to maintain and track project portfolios to improve the overall efficiency and effectiveness of project delivery. TxDOT currently has tools available that can guide initial performance based scoring and evaluation of projects for funding allocations. HB 20 calls for these tools to be further developed and implemented into performance-based planning processes. Achieving this will require continued efforts by TxDOT to upgrade legacy project information systems that have existed for 30 years.

Conclusion and Next Steps

As the department moves forward with the implementation of HB 20, on-going collaboration and input from legislative committees and other stakeholder groups will be central parts of the process. The process is anticipated to include collaborating with planning organization and customer stakeholder committees.

Figure 5: HB 20 - Coordination and Stakeholder Committees



To date, coordination efforts have occurred with the Planning Organizations Stakeholder Committee, including the development of this report. In addition, a Core Strategy Team of department staff has been established to examine and make recommendations to Commission on updates to TxDOT’s goals, objectives and performance measures.

Future activities associated with HB 20 include:

- Meetings with Planning Organizations Stakeholder Committee and other key entities;
- Appointment of Customer Stakeholder Committee;
- Meetings with House and Senate Select Committees on Transportation Planning;
- Initial review of UTP Funding Formulas (October 1, 2015); and
- Submittal of “Preliminary HB 20 Report” to Select Committees (March 31, 2016).

In addition to the activities listed above, TxDOT anticipates additional meetings and study activities. Outreach efforts may also be established in response to direction from the legislature.

This report has outlined the status of TxDOT’s existing programs and efforts relating to the first three elements called for review by HB 20: revenue projections and needs, funding categories and allocations, and performance-based decision making. In each of these areas, there are substantial questions that remain to be addressed and issues to be investigated. An important area of investigation is the impact of new funding on the estimated \$5 billion annual funding gap. Additional areas include aligning investments and funding categories to best address the highest priority needs of the state, and enhancing current processes for performance based decision-making.

APPENDIX A: 2016 UTP FUNDING CATEGORY PROGRAMMING AND FORMULA INFORMATION

Category	Programming	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p style="font-size: 2em; font-weight: bold; margin: 0;">1</p> <p>Preventive Maintenance and Rehabilitation Projects</p>	<ul style="list-style-type: none"> Texas Transportation Commission allocation program distributed to districts by preventive maintenance and rehabilitation formulas. Entire allocation may be used on preventive maintenance or rehabilitation projects or combination. Projects selected and managed by district based on a prioritized list. Energy-sector distribution and projects selected for energy-sector initiatives managed by Maintenance Division. Projects in this category must have MPO concurrence if located in its area of jurisdiction. 	<p>Each district shall receive an allocation based on the following funding formula:</p> <p><u>Preventive Maintenance</u> 3 basic criteria are weighted by percent. A total allocation percent is calculated by district with 98% directed toward roadway maintenance and 2% directed toward bridge maintenance.</p> <ul style="list-style-type: none"> 65% - On-system lane miles 33% - Pavement distress score factor 2% - Square footage of on-system bridge deck area <p><u>Rehabilitation</u></p> <ul style="list-style-type: none"> 32.5% - 3-year average lane miles of pavement distress scores < 70 20% - Vehicle miles traveled per lane mile (on-system) 32.5% - Equivalent single-axle load miles (on- and off-system and interstate). 15% - Pavement distress score pace factor <p><u>Energy Sector Factors</u></p> <ul style="list-style-type: none"> 40% 3-year average pavement condition score 25% - Oil and gas production taxes (\$) 25% - Well completions (#) Volume oil and gas waste injected (Vol. BBLs) <p>See NOTE at end of Appendix.</p>	<p>Federal 90% / State 10%; or</p> <p>Federal 80% / State 20%; or</p> <p>State 100% (Requires CFO approval)</p> <p>This category provides for preventive maintenance and pavement rehabilitation on the existing state highway system, including installation and rehabilitation of traffic control devices, rehabilitation and maintenance of operational traffic management systems, and preservation and rehabilitation of pavements.</p> <p><u>Preventive Maintenance</u> – Work to preserve, rather than improve, structural integrity of pavement and/or structures. Examples of preventive maintenance activities include asphalt concrete pavement (ACP); overlays (2-inch thick maximum); seal coats; cleaning and sealing joints and cracks; patching concrete pavement; shoulder repair; scour countermeasures; cleaning and painting steel members to include application of other coatings; restoring drainage systems; cleaning and sealing bridge joints; micro-surfacing, bridge deck protection; milling or bituminous level-up; clean, lubricate, and reset bearings; and clean rebar/strand and patch structural concrete and seal cracks.</p> <p><u>Rehabilitation</u> – Funds can be expended on any highway on the state highway system, and are intended for the rehabilitation (including approved preventive maintenance measures) of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super-2 highway may be funded within this category.</p> <p>The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.</p>

Category	Programming	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>2</p> <p>Metropolitan and Urban Corridor Projects</p>	<ul style="list-style-type: none"> • Texas Transportation Commission distributes funds to MPOs by Category 2 Metro and Urban formulas. • The UTP does not distribute additional funds in this category. Total project cost allocation, which includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs must have the concurrence and support of the MPO having jurisdiction in the particular area. Projects may be reprioritized during the development of the UTP. • Projects are selected and ranked by MPOs in consultation with TxDOT. 	<p>Each MPO shall receive an allocation based on the funding target formula:</p> <p>2M: MPOs operating in areas with a population greater than 200K (TMA). TMA = 87% of Category 2 Funding Allocation</p> <p><u>TMA Distribution Formula</u></p> <ul style="list-style-type: none"> • 30% - Total vehicle miles traveled (on- and off-system) • 17% - Population • 10% - Lane miles (on-system) • 14% - Vehicle miles traveled (trucks only on-system) • 7% - Percentage of census population below federal poverty level • 15% - Based on congestion • 7% - Fatal and incapacitating crashes (#) <p>2U: MPOs operating in areas that are non-TMA = 13% of Category 2 Funding Allocation</p> <p><u>MPO Distribution Formula</u></p> <ul style="list-style-type: none"> • 20% - Total vehicle miles traveled (on- and off-system) • 25% - Population • 8% - Lane miles (on-system) • 15% - Vehicle miles traveled (trucks only on-system) • 4% - Percentage of census population below federal poverty level • 8% - Centerline miles (on-system) • 10% - Congestion • 10% - Fatal and incapacitating crashes (#) 	<p>Federal 80% / Local 20%; <i>or</i></p> <p>Federal 80% / State 20%; <i>or</i></p> <p>State 100% (Requires CFO approval)</p> <p>This category provides for mobility and added capacity projects along a corridor that improves transportation facilities in order to decrease travel time and level or duration of traffic congestion and safety, maintenance, or rehabilitation projects that increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.</p>

Category	Programming	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>3</p> <p>Non-Traditionally Funded Transportation Projects</p>	<ul style="list-style-type: none"> • Project selection and/or allocation based on legislation, Texas Transportation Commission approved Minute Orders and/or anticipated local commitments. • Projects in this category must have concurrence and support of MPO having jurisdiction in the particular area. • UTP does not authorize new projects in the Pass-Through Finance Program. • Districts rank projects. 	<p>Determined by legislation, Texas Transportation Commission approved Minute Order, and local government commitments.</p>	<p>State 100% (Requires CFO approval); <i>or</i> Local 100%</p> <p>Varies by agreement and rules</p> <p>This category provides for transportation-related projects that qualify for funding from sources not traditionally part of the SHF including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Proposition 14, TMF, regional revenue and concession funds, and local participation funding.</p>

Category	Programming	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>4</p> <p>Statewide Connectivity Corridor Projects</p>	<ul style="list-style-type: none"> • Project-specific selection by Texas Transportation Commission. • Total project cost allocation, which includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs. • Projects in this category must have concurrence and support of MPO having jurisdiction in area. • Districts rank projects. 	<p>Selections based on engineering analysis of projects on three corridor types:</p> <ul style="list-style-type: none"> • Mobility corridors—based on congestion • Connectivity corridors—2-lane roadways requiring upgrade to 4-lane divided • Strategic corridors—Corridors on state highway network that provide statewide connectivity. Example: Ports-to-Plains Corridor 	<p>Federal 80% / State 20%; <i>or</i> State 100% (Requires CFO approval)</p> <p>This category provides mobility and added capacity projects on major state highway system corridors, which provide statewide connectivity between urban areas and corridors. Composed of a highway connectivity network that includes:</p> <ul style="list-style-type: none"> • The Texas Trunk System • National Highway System (NHS) • Connections from Texas Trunk System or NHS to major ports on international borders or Texas water ports
<p>5</p> <p>Congestion Mitigation and Air Quality Improvement Projects</p>	<ul style="list-style-type: none"> • Commission allocation program. • Projects selected and ranked by MPOs in consultation with TxDOT and Texas Commission on Environmental Quality. Projects must have final approval by EPA and FHWA before letting. • Total project cost allocation, which includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs. 	<p>Distributed by population weighted by air quality severity in non-attainment areas. Non-attainment areas designated by EPA .</p>	<p>Federal 80% / Local 20%; <i>or</i> Federal 80% / State 20%; <i>or</i> Federal 90% / State 10% (Interstate)</p> <p>This category addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently Dallas-Fort Worth, Houston, and El Paso). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p>

Category	Programming	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>6</p> <p>Structure Replacement and Rehabilitation Program</p> <p>Highway Bridge Program</p> <p>Federal Railroad Grade Separation Program (RGS)</p> <p>Bridge Maintenance and Improvement Program (BMIP)</p>	<ul style="list-style-type: none"> Statewide allocation program set by Texas Transportation Commission. Projects selected and managed by TxDOT Bridge Division (BRG) based on prioritized listing. BRG authorizes letting and monitors districts' ability to reach letting targets. Projects in Category 6 must have MPO concurrence if located in its area of jurisdiction. RGS projects selected and managed by BRG based on cost-benefit index for at-grade railroad crossing elimination projects and prioritization ranking for railroad underpass replacement or rehabilitation projects. District coordinates development of project list with BRG. BRG ranks projects. 	<p><u>Highway Bridge Program</u> Bridge projects selected statewide based on eligibility and prioritized based on sufficiency ratings. Eligible bridges must have a deficiency status of Structurally Deficient or Functionally Obsolete, and have sufficiency rating below a score of 80.</p> <p><u>Railroad Grade Separation</u> Projects selected based on cost-benefit index rating that encompasses vehicle and train traffic, accident rates, casualty costs, and personnel and equipment delay costs for selecting at-grade railroad crossing elimination projects; or with prioritization rankings that use vertical clearance and roadway characteristics for selecting replacement or rehabilitation of railroad underpass projects.</p> <p><u>BMIP</u> Projects are selected statewide based on identified bridge maintenance/improvement needs to aid in ensuring the management and safety of the state's bridge assets. For projects that are selected, all bridge elements will meet a predetermined condition threshold after rehabilitation.</p>	<p><u>Highway Bridge Program</u> Federal 90% / State 10%; or Federal 80% / State 20%; or Federal 80% / State 10% / Local 10%; or State 100% (Requires CFO approval)</p> <p>This program provides funding for the replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p><u>Railroad Grade Separation</u> Federal 80% / State 20%</p> <p>This program provides funding for the elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p>

Category	Programming	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>7</p> <p>Metropolitan Mobility and Rehabilitation Projects</p>	<ul style="list-style-type: none"> • Texas Transportation Commission allocation program. • Allocation based on projected federal funding levels. • Total project cost allocation, which includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs. • Projects selected and ranked by MPOs in consultation with TxDOT. 	<p>Federal funding distributed to MPOs with an urbanized area population of 200,000 or greater (TMAs).</p>	<p>Federal 80% / Local 20%; or Federal 80% / State 20%</p> <p>This category addresses transportation needs within metropolitan area boundaries of MPOs having urbanized area populations of 200,000 or greater. Projects selected by MPOs.</p> <p>Program authority can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p>

Category	Programming	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>8</p> <p>Safety Projects</p> <p>Highway Safety Improvement Program</p> <p>Safety Bond Program</p> <p>Systemic Widening Program</p>	<ul style="list-style-type: none"> • Texas Transportation Commission allocation program. • Projects selected and managed by the Traffic Operations Division (TRF) based on a prioritized list. TRF authorizes the letting of projects and monitors districts' ability to reach letting targets. • Districts coordinate development of project list with TRF. • TRF manages statewide allocation. • Districts score projects in consultation with TRF. 	<p><u>Highway Safety Improvement Program</u> Safety improvement index.</p> <p>Roadway safety features for preventable severe crash types.</p> <p><u>Safety Bond Program</u> Safety improvement index, roadway safety characteristics, and anticipated time required to complete the candidate project.</p> <p><u>Systemic Widening Program</u> Roadway safety features for preventable severe crash types. Total Risk Factor Weight.</p>	<p><u>Highway Safety Improvement Program</u> Federal 90% / State 10%</p> <p>Safety-related projects on and off the state highway system. Projects are evaluated using 3 years of crash data and ranked by safety improvement index.</p> <p>High Risk Rural Road projects previously authorized remain in Category 8. Future High Risk Rural Roads projects will be managed under HSIP if required by special rule.</p> <p>Safe Routes to School projects previously authorized remain in Category 8. Future Safe Routes to School projects will be managed under Transportation Alternative Program guidelines in Category 9.</p> <p><u>Safety Bond Program</u> State 100%</p> <p>Allocations for the Safety Bond Program are approved by Texas Transportation Commission. Program is managed as an allocation program on a statewide basis. Projects evaluated, ranked, prioritized, and selected by TRF.</p> <p><u>Systemic Widening Program</u> State 100%</p> <p>Roadway widening projects on state highway system. Projects are evaluated using Total Risk Factor Weights.</p> <p>Projects evaluated, ranked, prioritized, and selected by TRF.</p>

Category	Programming	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>8</p> <p>Safety Projects</p> <p>Federal Railway-Highway Safety Program</p>	<ul style="list-style-type: none"> • Texas Transportation Commission allocation program. • Projects selected and managed by TRF based on prioritized list. TRF authorizes the letting and monitors districts' ability to reach letting targets. • Districts coordinate development of project lists with TRF. • TRF ranks projects in consultation with district. 	<p>Railroad crossing index.</p>	<p>Federal 90% / State 10%</p> <p>Funding set aside from HSIP for safety improvements in order to reduce number of fatalities, injuries, and crashes at public grade crossings.</p> <p>Installation of automatic railroad warning devices at railroad crossings on and off state highway system. Selected from statewide inventory list, which is prioritized by index using a crash prediction formula (number of trains per day, train and highway speed, average daily traffic, number of tracks and traffic lanes, type of existing warning device, train-involved crashes within prior 5 years, etc.). Provide incentive payments to local governments for closing crossings. Improve signal preemption and coordination of train control signals. Improve passive warning devices to comply with federal guidelines.</p>

Category	Programming	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>9</p> <p>Transportation Alternatives Program</p>	<ul style="list-style-type: none"> • Texas Transportation Commission allocation program. • Federal program created by MAP-21. • Includes 50% distribution of funds based on population. • TMA MPOs receive direct TAP allocations. • TMA MPO TAP projects ranked and selected by the TMA MPOs in consultation with TxDOT. • In areas with populations less than 200,000, TAP program calls managed by PTN. • PTN ranks TAP projects from areas with populations less than 200,000. 	<p>Federal program with 50% available for statewide flexible use and 50% distributed by population. MPOs with an urbanized area population of 200,000 or greater (TMAs) receive direct TAP allocations.</p> <ul style="list-style-type: none"> • TMA MPOs select projects through a competitive process in consultation with TxDOT. • Funds allocated to small urban areas and non-urban areas (i.e., areas with populations below 200,000) administered by PTN through competitive process. • TAP project eligibility will be determined by TxDOT and FHWA. • TxDOT staff makes recommendations to Texas Transportation Commission for TAP allocation to areas with a population less than 200,000. • The Texas Transportation Commission, by written order, will select projects for funding under a TxDOT-administered TAP call for projects. • Statewide TAP Flex projects shall be selected by the Texas Transportation Commission. 	<p>Federal 80% / State 20%</p> <p>Federal 80% / Local 20%</p> <p>For a TxDOT-administered Call for Projects, the eligible TAP project activities defined in the Texas Administrative Code (TAC), Title 43, Subchapter F Rule §11.303.</p> <p>During a program call administered by the department, TAP funds may be awarded for any of the following activities:</p> <ul style="list-style-type: none"> • Construction of on- and off-road trail facilities for pedestrian and bicycle facilities, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. • Construction of infrastructure-related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs. • Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other non-motorized transportation users. • Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools. • A project that will require the acquisition of real property through exercise of eminent domain or condemnation is not eligible for participation in the TAP. • Whether proposed as an independent project or as an element of a larger transportation project, the project must be limited to a logical unit of work and be constructible as an independent project. <p>MPO TAP funding must be in accordance with federal TAP guidance and TAC, Title 43, Subchapter F, Rule §11.303.</p>

Category	Programming	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>10</p> <p>Supplemental Transportation Projects</p> <p>Texas Parks and Wildlife Department (TPWD)</p>	<ul style="list-style-type: none"> • Texas Transportation Commission allocation program. • District ranks projects. 	<p><u>TPWD</u> Locations selected and prioritized by TPWD.</p>	<p>State 100%</p> <p><u>TPWD</u> Construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, etc. Subject to Memorandum of Agreement between TxDOT and TPWD.</p>
<p>10</p> <p>Supplemental Transportation Projects</p> <p>Green Ribbon Landscape Improvement Program</p> <p>Curb Ramp Program</p> <p>Miscellaneous Landscape Incentive Awards Program</p>	<ul style="list-style-type: none"> • Statewide allocation programs. • Projects selected and managed by the Design Division. • Projects in this category must have the concurrence and support of MPO having jurisdiction in particular area. • Design Division manages statewide allocations and ranks projects. 	<p><u>Green Ribbon</u> Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties</p> <p><u>Curb Ramp</u> Projects are selected based on conditions of curb ramps or location of intersections without ramps.</p> <p><u>Landscape Incentive Awards</u> Funding is distributed to 10 locations based on results of Keep Texas Beautiful Awards Program.</p>	<p>State 100% (Requires CFO approval); or</p> <p>Federal 80% / State 20%</p> <p><u>Green Ribbon</u> Address new landscape development and establishment projects within districts that have air quality non-attainment or near non-attainment counties (projects to plant trees and shrubs to help mitigate the effects of air pollution).</p> <p><u>Curb Ramp</u> This program addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.</p> <p><u>Landscape Incentive Awards</u> Program allows the department to negotiate and execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities or communities efforts in litter control, quality of life issues, and beautification programs and projects.</p>

Category	Programming	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>10</p> <p>Supplemental Transportation Projects</p> <p>Coordinated Border Infrastructure Program</p> <p>Supplemental Transportation Projects (Federal)</p> <p>Federal Lands Access Program</p>	<p><u>Coordinated Border Infrastructure</u></p> <ul style="list-style-type: none"> • Texas Transportation Commission allocation program by formula. • Not reauthorized under MAP-21. • Funding level is set based on projects identified by the districts and approved by FHWA. <ul style="list-style-type: none"> • Districts rank projects. • Projects in this category must have concurrence and support of the MPO having jurisdiction in the particular area. • Funds are allocated by FHWA. • New program under MAP-21. • Projects are submitted directly to FHWA. • Projects are selected by the Programming Decisions Committee. • TxDOT projects selected under the Federal Lands Access Program are managed by TPP. 	<p><u>Coordinated Border Infrastructure</u></p> <p>Allocation formula</p> <ul style="list-style-type: none"> • 20% - Incoming commercial trucks • 30% - Incoming personal motor vehicles and buses • 25% - Weight of incoming cargo by commercial trucks • 25% - Number of land border ports of entry <p><u>Supplemental Transportation Projects (Federal)</u></p> <p>Not applicable.</p> <p><u>Federal Lands Access Program</u></p> <p>Projects applications are scored and ranked by the Programming Decision Committee (PDC). Members of the PDC include a representative from FHWA, a representative from TxDOT, and a member from a political subdivision of the state.</p>	<p>Federal 100%; or</p> <p>Federal 80% / Local 20%; or</p> <p>Federal 80% / State 20%</p> <p><u>Coordinated Border Infrastructure</u></p> <p>Projects selected in program to improve the safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p><u>Supplemental Transportation Projects (Federal)</u></p> <p>Federal discretionary and congressional high-priority projects.</p> <p><u>Federal Lands Access Program</u></p> <p>Federal 80% / State 20%</p> <p>Projects selected on Federal Lands Access Program transportation facilities that are located on or adjacent to or provide access to federal lands.</p>

Category	Programming	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>10</p> <p>Supplemental Transportation Projects</p> <p>Railroad Rehabilitation and Improvement Projects</p> <p>Railroad Grade Crossing Replanking Program</p> <p>Railroad Signal Maintenance Program</p>	<ul style="list-style-type: none"> • Texas Transportation Commission allocation program. • Projects selected and managed by TRF based on a prioritized list. • Projects in this category must have the concurrence and support of the MPO having jurisdiction in the particular area. • District ranks projects in consultation with TRF. • District updates project completion data in TRF crossing inventory database. 	<p><u>Railroad Grade Crossing and Replanking Program</u> Condition of crossing's riding surface and benefit to cost per vehicle using crossing.</p> <p><u>Railroad Signal Maintenance Program</u> Number of crossings and type of automatic devices present at each.</p>	<p>State 100%</p> <p><u>Railroad Grade Crossing and Replanking Program</u> Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide). Project selection based on conditions of the riding surface (highway, railroad, and drainage) and benefit to cost per vehicle using the crossing.</p> <p><u>Railroad Signal Maintenance Program</u> Financial contributions to each railroad company based on number of state highway system crossings and type of automatic devices present at each crossing.</p>
<p>11</p> <p>District Discretionary Projects</p>	<ul style="list-style-type: none"> • Texas Transportation Commission allocation program. • Projects selected and managed by the district. • Projects must have concurrence and support of the MPO having jurisdiction in the particular area. • District ranks projects. 	<p>Minimum \$2.5 million allocation to each district per legislative mandate. If additional funds are distributed, the below formula is used:</p> <p>Allocation formula:</p> <ul style="list-style-type: none"> • 70% - On-system vehicle miles traveled • 20% - On-system lane miles • 10% - Annual truck vehicle miles traveled <p>The commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p>See NOTE at end of Appendix.</p>	<p>Federal 80% / State 20%; or</p> <p>Federal 80% / Local 20%; or</p> <p>State 100% (CFO approval)</p> <p>Projects selected at the district's discretion. Most projects should be on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p>

Category	Programming	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>12</p> <p>Strategic Priority Projects</p> <p>CMAQ and STP-MM Reconciliation</p>	<ul style="list-style-type: none"> Project-specific selection by Texas Transportation Commission for strategic priority. Allocation of funds for CAT 12 CMAQ and STP-MM reconciliation. District ranks projects in consultation with MPOs for allocation. Projects in this category must have the concurrence and support of the MPO having jurisdiction in the particular area. 	<p><u>Strategic Priority</u> Selected by Texas Transportation Commission.</p> <p><u>CAT 12 CMAQ and STP-MM Reconciliation</u> Allocations provided to MPOs. Projects selected and ranked by the MPO in consultation with TxDOT. All changes and selections to these projects are approved by Texas Transportation Commission.</p>	<p>Federal 80% / State 20%; or</p> <p>Federal 80% / Local 20%; or</p> <p>State 100% (CFO approval)</p> <p>Texas Transportation Commission selects projects to:</p> <ul style="list-style-type: none"> Promote economic opportunity; Increase efficiency on military deployment routes or to retain military assets in response to the Federal Military Base Realignment and Closure Report; and Maintain the ability to respond to both man-made and natural emergencies.

NOTE: The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.

Regional Transportation Council Attendance Roster
October 2014 - September 2015

RTC MEMBER	Entity	10/9/14	11/13/14	12/11/14	1/8/15	2/12/15	3/12/15	4/9/15	5/14/15	6/11/15	7/9/15	8/13/15	9/10/15
Monica R. Alonzo (07/15)	Dallas	--	--	--	--	--	--	--	--	--	P	P	P
Bruce Arfsten (08/15)	Addison	--	--	--	--	--	--	--	--	--	--	P	P
Douglas Athas (06/13)	Garland	P	P	P	P	P	P	P	P	E	P	P	P
Brian Barth (09/13)	TxDOT, FW	P	P	P	P	P	P	E(R)	P	P	P	P	E(R)
Carol Bush (01/15)	Ellis Cnty	--	--	--	P	P	E(R)	P	P	E	P	P	E
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	P	P	A	P	P	P	P	A(R)	P
Sheri Capehart (7/06)	Arlington	P	P	P	P	P	P	P	P	E	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	P	P	E	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Mark Enoch (12/06)	DART	P	P	P	P	P	P	P	P	P	A	P	E(R)
Gary Fickes (12/10)	Tarrant Cnty	P	A	P	P	P	P	P	E(R)	P	E	P	E(R)
Robert Franke (1/08)	Cedar Hill	P	P	P	P	E	P	E	P	P	P	P	E(R)
Sandy Greyson (11/11)	Dallas	P	P	P	P	P	E	P	P	P	E	P	P
Mojoy Haddad (10/14)	NTTA	P	A	A	P	P	P	P	A	P	A	P	P
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	E(R)	E(R)	P	P	E(R)	E	P	P
Clay Jenkins (04/11)	Dallas Cnty	A	P	P	P	P	A	P	P	P	E	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	A(R)	P	P	P	P	A(R)	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	E	P	P
Lee Kleinman (09/13)	Dallas	P	A	P	E	E	E	E	P	P	E	P	P
Stephen Lindsey (10/11)	Mansfield	E(R)	P	P	P	P	P	P	E	P	P	P	P
Brian Loughmiller (04/15)	McKinney	--	--	--	--	--	--	P	P	A	A	A(R)	P
David Magness (06/13)	Rockwall Cnty	P	E(R)	E	P	P	A	P	P	P	P	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	P	P	P	P	P	E(R)	P	P
Matthew Marchant (07/08)	Carrollton	P	P	P	P	P	A	P	P	P	P	A	P
Maher Maso (10/08)	Frisco	E(R)	E(R)	E(R)	P	P	A	E	E(R)	E(R)	P	P	E(R)
Cary Moon (06/15)	Fort Worth	--	--	--	--	--	--	--	--	A	P	E	P
Stan Pickett (06/15)	Mesquite	--	--	--	--	--	--	--	--	P	P	P	P
Mark Riley (1/09)	Parker Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Roden (6/14)	Denton	P	P	A	P	P	A	P	P	P	P	P	P
Amir Rupani (11/14)	Dallas	--	P	P	A	P	P	P	P	P	P	P	P
Kelly Selman (02/15)	TxDOT, Dallas	--	--	--	--	P	P	E(R)	P	P	P	P	P
Lissa Smith (6/12)	Plano	P	P	P	P	P	P	E	P	P	P	P	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	E(R)	E(R)	P	P	P	P	P	E(R)	P	P	P	E
Oscar Trevino (6/02)	Nrth Rch Hills	E(R)	P	P	P	P	A	P	E(R)	P	E(R)	P	P
William Velasco (11/11)	Dallas	P	E	A	P	E	P	P	E	A	P	P	E

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)

REFERENCE ITEM 10.1

Regional Transportation Council Attendance Roster
October 2014 - September 2015

RTC MEMBER	Entity	10/9/14	11/13/14	12/11/14	1/8/15	2/12/15	3/12/15	4/9/15	5/14/15	6/11/15	7/9/15	8/13/15	9/10/15
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	P	P	P	P
Bernice Washington (4/09)	DFW Airport	P	P	E	P	P	E(R)	P	P	E(R)	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	E(R)	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E	E	P	P	P	P	E	P	P	E	P	E
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
Erik Wilson (07/15)	Dallas	--	--	--	--	--	--	--	--	--	P	P	P
Zim Zimmerman (9/12)	Fort Worth	P	P	P	P	P	P	P	P	P	E(R)	A(R)	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster

July 2014-August 2015

STTC MEMBERS	Entity	7/25/14	8/22/14	9/26/14	10/24/14	12/5/14	1/23/15	3/27/15	4/24/15	5/22/15	6/26/15	7/24/15	8/28/15
Antoinette Bacchus	Dallas Cnty	A	A	A	A	A	A	A	P	P	A	P	P
Bryan Beck	Fort Worth	P	P	P	A	A	P	A	P	A	P	A	P
Kristina Brevard	DCTA	--	--	--	--	--	P	P	P	P	P	P	P
Keith Brooks	Arlington	P	P	P	A	P	P	P	P	P	P	P	P
John Brunk	Dallas	P	P	P	P	P	A	P	P	P	A	P	A
Mohammed Bur	TxDOT, Dallas	--	--	--	P	P	P	P	P	A	P	P	P
Chris Burkett	Mansfield	R	R	P	R	P	P	R	R	R	P	P	P
Loyl Bussell	TxDOT, FW	P	P	P	P	P	P	P	P	P	P	P	P
Jack Carr	Plano	P	P	P	P	P	P	A	P	P	A	P	P
Dave Carter	Richardson	P	P	A	P	P	A	P	P	P	P	P	P
John Cordary, Jr.	TxDOT, FW	--	--	--	--	--	--	P	P	P	P	P	P
Hal Cranor	Eules	A	P	A	P	P	P	P	R	P	P	P	P
Clarence Daugherty	Collin County	--	--	A	P	P	P	P	A	P	A	R	P
Chad Davis	Wise Cnty	P	A	P	P	A	A	P	P	P	P	P	P
Greg Dickens	Hurst	R	P	R	R	R	R	P	A	A	R	R	R
Sherrelle Diggs	Rowlett	P	P	A	A	A	P	A	P	P	P	P	A
Massoud Ebrahim	Greenville	P	A	P	A	R	P	A	A	P	P	P	P
Chad Edwards	DART	--	--	P	P	P	P	P	P	P	P	P	P
Claud Elsom	Rockwall Cnty	P	A	P	A	P	P	P	P	P	P	A	P
Keith Fisher	Keller	P	P	P	P	R	P	P	P	P	A	R	P
Eric Fladager	Fort Worth	P	P	A	A	P	P	P	P	P	P	P	A
Chris Flanigan	City of Allen	P	R	P	R	P	P	A	R	P	P	P	P
Gary Graham	McKinney	P	R	P	R	R	R	P	R	P	A	P	P
Tom Hammons	City of Carrollton	A	A	A	A	A	A	A	P	A	P	A	A
Michael Hasler	Duncanville	--	--	--	--	--	--	--	--	--	--	--	A
Curvie Hawkins	FWTA	P	P	P	P	A	A	A	P	P	P	A	P
Chris Holsted	Wylie	P	A	P	P	P	P	A	P	A	P	A	P
Thomas Hoover	Bedford	A	A	P	A	A	A	P	A	A	P	P	R
Matthew Hotelling	Flower Mound	P	A	A	P	P	P	P	P	P	P	P	P
Kirk Houser	City of Dallas	P	P	A	P	P	P	P	A	A	P	P	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	--	P	P	R	P	P	P	R	P	P	P	A
Paul Iwuchukwu	Arlington	P	P	P	P	P	P	P	P	P	A	P	P
Joseph Jackson	Ellis County	--	--	--	--	--	--	--	--	--	--	--	P
Tim James	Mesquite	P	P	A	P	P	A	P	P	P	A	P	A
David Jodray	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Kelly Johnson	NTTA	A	A	A	P	A	A	A	A	A	A	A	A
Tom Johnson	DeSoto	P	P	A	P	A	P	P	P	A	A	P	P
Sholeh Karimi	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	P
Chiamin Korngiebel	Dallas	P	P	A	P	A	P	P	A	A	P	A	A
Richard Larkins	Grapevine	--	--	--	--	--	--	P	A	P	P	P	A

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster

July 2014-August 2015

STTC MEMBERS	Entity	7/25/14	8/22/14	9/26/14	10/24/14	12/5/14	1/23/15	3/27/15	4/24/15	5/22/15	6/26/15	7/24/15	8/28/15
Paul Luedtke	Garland	A	P	A	P	A	P	A	A	P	P	P	A
Stanford Lynch	Hunt Cnty	P	R	P	P	A	P	R	R	A	P	P	P
Rick Mackey	TxDOT Paris	A	P	P	P	P	P	P	A	P	P	P	P
Srini Mandayam	Mesquite	P	P	P	P	P	P	P	A	R	P	P	P
Geroge Marshall	Coppell	P	P	A	A	P	P	R	R	P	P	P	P
Clyde Melick	Waxahachie	P	P	P	P	P	P	P	P	P	P	R	R
Laura Melton	Burleson	A	A	A	A	A	A	A	A	A	A	A	A
Brian Moen	Frisco	A	A	A	A	A	A	A	P	A	A	P	A
Cesar Molina, Jr.	Carrollton	A	P	P	P	P	P	A	A	P	A	P	P
Lloyd Neal	Plano	P	A	A	P	P	P	A	P	P	A	A	P
Mark Nelson	Denton	P	P	P	P	P	P	P	P	A	P	P	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	A	P	P
Kevin Overton	Dallas	--	--	--	A	P	A	P	P	P	A	P	P
Dipak Patel	Lancaster	R	P	P	P	P	P	P	P	P	P	P	A
Todd Plesko	DART	P	P	P	A	P	P	P	P	P	A	P	P
John Polster	Denton Cnty	P	P	P	P	P	P	P	P	A	P	P	P
Lisa Pyles	Town of Addison	A	A	A	A	A	A	A	P	P	P	A	P
William Riley	Tarrant Cnty	P	P	P	P	P	P	P	A	P	A	P	P
Greg Royster	DFW Int. Airport	P	A	A	P	P	P	P	P	P	A	P	A
Moosa Saghian	Kaufman County	--	--	--	--	--	--	--	--	P	P	P	P
David Salmon	Lewisville	P	P	R	P	P	R	P	R	A	P	P	P
Elias Sassoon	Cedar Hill	A	A	R	P	P	P	P	P	R	P	P	R
Gordon Scruggs	The Colony	P	P	P	A	P	R	P	P	P	P	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	--	--	--	--	--	P	A	P	P	A	P	P
Randy Skinner	Tarrant Cnty	P	P	P	P	P	P	A	P	A	P	A	P
Angela Smith	FWTA	--	--	--	--	--	--	--	--	--	--	P	P
Caleb Thornhill	Plano	A	P	P	P	A	P	P	A	P	P	A	P
Mark Titus	Richardson	P	P	P	P	P	P	P	P	P	P	P	P
Jonathan Toffer	Dallas Cnty	P	A	A	A	A	P	P	A	A	P	A	A
Timothy Tumulty	Rockwall	P	P	A	A	R	P	P	A	P	A	P	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	P	A	P	P	P	P	A	P	A	P	P	A
Caroline Waggoner	North Richland Hills	--	--	A	P	P	P	P	P	P	P	P	R
Jared White	Dallas	P	P	A	P	P	P	P	P	P	A	P	P
Bill Wimberley	Hood County	A	P	P	P	P	P	P	R	P	A	P	P
Alicia Winkelblech	Arlington	P	P	P	A	P	P	R	R	P	P	A	P
Mykol Woodruff	TxDOT, Dallas	--	--	--	--	--	--	P	P	P	P	A	P
Jamie Zech	TCEQ	--	--	--	--	--	--	--	--	--	--	A	A

P =Present A= Absent

R =Represented -- =Not yet eligible to attend

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE August 28, 2015

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 28, 2015, 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, Bryan Beck, Kristina Brevard, Keith Brooks, Mohammed Bur, Chris Burkett, Loyl Bussell, Jack Carr, Dave Carter, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad David, Jim Juneau (representing Greg Dickens), Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Chris Flanigan, Gary Graham, Curvie Hawkins, Chris Holsted, Thomas Hoover, Matthew Hotelling, Kirk Houser, Terry Hughes, Paul Iwuchukwu, Joseph Jackson, David Jodray, Tom Johnson, Sholeh Karimi, Stanford Lynch, Ricky Mackey, Srin Mandayam, George Marshall, Derica Peters (representing Clyde Melick), Cesar J. Molina Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Todd Plesko, John Polster, Lisa Pyles, William Riley, Moosa Saghian, David Salmon, Elias Sassoon, Gordon Scruggs, Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Caleb Thornhill, Mark Titus, Timothy Tumulty, Gregory Van Nieuwenhuize, Caroline Waggoner, Jared White, Bill Wimberley, Alicia Winkelblech, and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Gustavo Baez, David Boski, Derek Cheatham, Lori Clark, Courtney Coates, Ryan Delmont, Marissa Fewell, David Gattis, Jill Hall, Alan Hendrix, Rebekah Hernandez, Amy Hodges, George Human, Vercie Pruitt-Jenkins, Nandita Kaundinya, Dora Kelly, Dan Kessler, Sonya J. Landrum, April Leger, Jody Loza, Wes McClure, Markus Neubauer, Gabriel Ortiz, Milton Richter, Rylea Roderick, Robby Sprosty, Jahnae Stout, Dean Stuller, Gerald Sturdivant, Matt Thompson, Kiara Perez Valle, and Brian Wilson.

1. **Approval of July 24, 2015, Minutes:** The minutes of the July 24, 2015, meeting were approved as submitted in Reference Item 1. John Polster (M); Lloyd Neal (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 supporting a Regional Transportation Council recommendation to the North Central Texas Council of Government Executive Board for approval of approximately \$817,000 in new funding for Fiscal Year 2016 advertising for transportation initiatives. Reference Item 2.1.1 contained the benefits and cost savings of this initiative and Reference Item 2.1.2 provide additional information on FY2016 advertising costs.

John Polster (M); Bryan Beck (S). The motion passed unanimously.
3. **Creation of the Metropolitan Planning Organization Revolver Fund and Partnership with Dallas County:** Christie Gotti presented the latest activities regarding the creation of a Metropolitan Planning Organization (MPO) Revolver Fund, including a partnership with Dallas County. As background, federal rules require that the North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC) pay for expenses associated with regular programs before federal reimbursement can occur. Since the RTC does not have significant local funds available for these upfront costs, the MPO Revolver

Fund will provide a cash flow solution for regional programs and projects. The Texas Transportation Commission (TTC) previously approved the exchange of 100 million Transportation Development Credits (TDCs) for \$10 million in Category 12 funds. The Category 12 funds will be placed on projects with existing local funds and the local funds will be sent to the NCTCOG/RTC to create the revolver fund. In August 2014, the RTC approved staff to negotiate the 100 million transfer with the State and 50 million with other MPOs. Other MPOs do not seem to have a similar need, so the 50 million will likely be reprogrammed for other TDC purposes. Staff has been working to finalize the partnership with the TTC and have worked with the Texas Department of Transportation (TxDOT) and Dallas County to identify projects that are on-system (eligible for Category 12 funds) with existing local funds. Three projects are proposed. The first project, SH 352 in Sunnyvale, contains \$2.015 million in existing Dallas County funds. Staff proposes that the existing funds be reallocated to NCTCOG/RTC for the MPO Revolver Fund and the same amount of Category 12 funds be added to the project as part of the partnership. In addition, \$6.06 million in Proposition 1 funds are proposed to be added to fully fund the remainder of the project. The second project, Pleasant Run Road, has \$7.06 million in existing Regional Toll Revenue (RTR) funds. In order to avoid federalizing the project with Category 12 funds, staff proposes to swap \$4 million in existing Dallas County local funds for RTR funds. There is also an existing request to the Statewide Transportation Alternatives Program (TAP) for a bicycle/pedestrian element. Dallas County has requested that if TAP funding is received, the \$4 million be reduced to \$3.408 million. This amount will come from RTR funds on the Southern Gateway project since this project can receive Category 12 federal/state funds. This proposal leaves a \$2.94 million funding gap on Pleasant Run, so \$2.94 million of additional RTR funds is proposed to close the funding gap and allow the project to proceed to construction. The third project impacted is the Southern Gateway. This project has existing RTR funds. Staff proposes to swap the existing RTR dollars (\$3.408-\$4 million) with the same amount of Category 12 funds. The RTR funds will be moved to the Pleasant Run project to finalize the MPO revolver partnership. A summary of the changes was provided and are detailed in Reference Item 3. Through this partnership, the MPO Revolver Fund will receive \$6.015 million (reduced to \$5.94 million if TAP funds are received). A three-party exchange is needed in order to secure the revenues for the revolver fund, and staff has been working on the appropriate process. A total of 100 million TDCs will go to the State, the State will send Category 12 funds to the selected projects, and the local funds will be sent to the RTC for use as the revolver fund. Ms. Gotti noted to members that staff is requesting that entities with similar projects consider a partnership to help secure the remaining \$3.985-\$4.577 million needed for the revolver fund. A motion was made to recommend RTC approval of the funding allocations/transfers identified in slides 5-7 of Reference Item 3 as a result of the MPO Revolver Fund creation (initial balance of \$5.423-\$6.015 million) and to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and other necessary administrative documents to make the needed changes to projects. John Polster (M); Stanford Lynch (S). The motion passed unanimously.

4. **Collin County Funding Partnership Proposal:** Shannon Stevenson presented a recommendation to enter into a funding partnership with Collin County related to Low-Income Repair and Replacement Assistance (LIRAP) and Local Initiatives Project (LIP) funds. As a reminder, LIRAP repairs or replaces vehicles that fail the emissions test or are 10 years or older and is funded by the \$6 inspection fee collected in participating counties. LIP is a select set of funds for various air quality initiatives through the counties. Many counties have opted to utilize the funds for their emissions enforcement programs and others have used the funds for transportation system improvements. Ms. Stevenson

discussed the background for the proposed Collin County partnership. In April 2014, Collin County Commissioners Court approved the county to withdraw from LIRAP/LIP as a result of funding being collected from residents but not being allocated back to the region. This began a lengthy rulemaking process by the Texas Commission on Environmental Quality. Since that time, the 84th Texas Legislature restored full funding to LIRAP/LIP leaving Collin County to determine if it would continue participating or continue to withdraw from the program. In addition, the county was concerned about fully utilizing its allocation of the funds. Historically, Collin County has been a "donor" county for LIRAP. All North Texas counties participating in the program agreed to share the funds as a region in order that a single program could be administered for the region. Some counties were outspending their allocations, so Collin County served as a "donor" county for the rest of the region. In addition, Collin County was not interested in utilizing its allocation of LIP funding due to state requirements that make it difficult to utilize the funds within the required timeframe. The proposed partnership is to exchange a portion of Collin County LIRAP/LIP funds for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and associated Transportation Development Credits. In exchange, Collin County will remain in LIRAP and LIP and the fees will continue to be collected in the county. These funds will then be available to utilize throughout the rest of the region. After a year, the partnership will be assessed to determine future continuation and/or participation amounts. Collin County receives slightly over \$2.6 million in LIRAP fund and just under \$300,000 in LIP funds. Staff proposes that \$1.5 million in CMAQ funds be provided to Collin County in exchange for its continued participation in LIRAP only. This will level the playing field so that Collin County is not such a large donor to the rest of the region. This will also help the nonattainment region maximize all of its available funding for air quality projects. Collin County will select the projects to receive CMAQ funds. However, the projects must also go through the Transportation Improvement Program modification process with final approvals by the Surface Transportation Technical Committee and RTC. A motion was made to recommend RTC approval to enter a LIRAP/LIP funding partnership with Collin County as outlined in Reference Item 4. Clarence Daugherty (M); John Polster (S). The motion passed unanimously.

5. **Proposition 1 - Phase 2 Draft Listings (Fiscal Years 2016 and 2017):** Adam Beckom briefed the Committee on the latest developments regarding Proposition 1 - Phase 2 projects. In November 2014, Texas voters approved Proposition 1, which provided \$1.74 billion to the State Highway Fund. The Dallas-Fort Worth region received approximately \$367 million in year one and projects receiving those allocations were finalized in February 2015. In July 2015, the Texas Department of Transportation announced the draft Phase 2 allocations for years two and three: \$268.1 million (FY2016) and \$263.91 million (FY2017). Staff proposes to follow the six guiding principles from the initial Proposition 1 effort, as well as the statewide program rules. Mr. Beckom noted updated distribution percentages from the latest legislative session including 45 percent for mobility and added capacity projects in urban areas, 25 percent for regional connectivity along strategic corridors in rural areas, 20 percent to statewide maintenance and preservation projects, and 10 percent to roadway safety and maintenance projects in areas impacted by increased oil and gas production activity. Staff recommends that projects must be environmentally cleared in time to let for FY2016 and FY2017, must be consistent with the Mobility Plan, maintain sensitivity to existing projects with funding shortfalls, and have continued focus on capacity rather than maintenance. In addition, staff recommends that equity principles are maintained, including equitable distribution by county across the five-year period and the regional east/west equity position. Total funding allocations for FY2016 and FY2017 are \$532.01 million for the region and are anticipated to receive final approval

by the Texas Transportation Commission in November 2015. Mr. Beckom reviewed the proposed allocations in the region, and noted that detailed project information was provided in Electronic Item 5. Approximately \$470 million is proposed for the western subregion over the five-year period and approximately \$1.02 billion in the eastern subregion (including Navarro County). The eastern subregion is proposed to receive approximately \$246.9 million in FY2016 and \$173.24 million in FY2017. The western subregion is proposed to receive approximately \$21.16 million in FY2016, including the loan payback from the west to the east of \$70 million for the construction of the SH 360/IH 30 Interchange. In FY2017, approximately \$90.67 million is proposed. He noted items that were pending further review listed on the front page of Electronic Item 5. Staff will continue to seek Regional Toll Revenue/Proposition 1 partnerships with Dallas and Collin counties, as well as consider utilization of Proposition 7 funds on some projects. Staff is also looking at some additional projects for consideration, include Loop 288 at IH 35E in Denton County and SH 26 in Tarrant County in an effort to get these projects across the goal line. The schedule was highlighted, and Mr. Beckom noted that approval will be requested at the September Committee meeting. If approved by RTC in October, staff anticipates submitting these projects through the November 2015 Transportation Improvement Program (TIP) modification cycle with some projects being included in the 2017-2020 TIP/Statewide TIP development effort. John Polster requested that staff remove the notations in parenthesis for Project 2181 on page 3 of Electronic Item 5. Clarence Daugherty asked if this effort is for the next two fiscal years only. Mr. Beckom noted that the current effort is for FY2016 and FY2017. Electronic item 5 includes a full list of projects through FY2019. FY2018 and FY2019 are in the planning stages only. Chad Davis noted that Wise County was not noted on slide 11 of the presentation. Mr. Beckom clarified the difference between counties contained in the MPA boundary and the TxDOT districts. He clarified that approximately \$22 million in Proposition 1 is proposed for Wise County.

6. **Mobility 2040:** Chad McKeown provided an update on the development of Mobility 2040, the region's next long-range transportation plan. On August 13, 2015, the Regional Transportation Council (RTC) was polled on specific policy issues related to the financial elements of the plan and project selection. The polling questions and results were highlighted. Full details regarding the questions, answers, and vote were provided in Electronic Item 6. Regarding RTC's tolling policy, members were equally divided. Staff takeaway from the polling results is that Mobility 2040 should maintain current policies regarding tolling and continue to review the role of toll facilities in the future. The next topic was related to toll versus tax-funded facilities. Results indicate that development of Mobility 2040 should include reevaluate existing planned toll facilities and maintain toll recommendations where appropriate with new projects added to the MTP using the tax-funded method. The third topic in the poll addressed mega projects versus capital maintenance projects that use strategic improvements in existing corridors. Results show that RTC members are supportive of a capital maintenance approach to reduce project costs while preserving revenue that can be used for mega projects. Members were also asked about project prioritization and which of the Moving Ahead for Progress in the 21st Century (MAP-21) national goals should have the highest priority. They indicated that projects for inclusion in the MTP should be selected primarily on congestion-reduction potential. The next topic was the regional passenger rail approach. The takeaway from the poll is that staff will continue to pursue a regional approach to fund a more comprehensive rail system. Related to public transportation bus options and uncertain funding for new passenger rail, results indicate that Mobility 2040 should include coordination with transit partners to pursue a variety of bus options to build transit ridership across the region. Finally, members were asked about MTP financial assumptions. Staff's takeaway is that the

RTC is optimistic and would like to include new revenue from recent legislative action, and continue to make assumptions about future transportation revenue increases similar to those used in previous MTPs. He noted that the results give staff the policy direction needed to begin identifying the direction of Mobility 2040 and the types of projects to include. Mr. McKeown highlighted the major roadway corridor map, including all freeway and tollway projects in the current plan. In addition, he reviewed roadway projects for evaluation in Mobility 2040, projects submitted by partner agencies for consideration, and other corridors to be reviewed. Roadway corridor next steps include the completion of the project prioritization process, identifying project category types, assessing the financial constraint impacts, identifying project staging, and developing recommendations. Transit efforts were also highlighted. Although funding has been received and additional funding potentially available based on voter approval, these funds are not eligible for transit projects. Current rail recommendations will go through a technical analysis, but direction from RTC is to continue to pursue these for Mobility 2040. However, funding for transit is more challenging. Transit corridor next steps will include meeting with the transit authorities to discuss their current system planning efforts and with local governments to discuss project efforts and commitments. Staff will then evaluate transit projects, focusing on passenger rail lines but also including bus transit, people movers, and high-speed rail both in the region and statewide. Mr. McKeown noted that public meetings are scheduled for the fall, followed by the presentation of preliminary recommendations and final approval anticipated in March 2016.

- 7. Travel Demand Management Program Performance Measures and Policy:** Tori Wilson presented a summary of Travel Demand Management Program performance measures for January-June 2015. She first highlighted Try Parking It, noting that the North Central Texas Council of Governments (NCTCOG) remains committed to supporting alternative commutes and making positive impacts on the environment. In February, Try Parking It reached 6 million miles saved. From January through June, 627 new employees and 157 new employers were added into Try Parking It, which brought the total to nearly 18,000 employees and 3,352 employers. The most frequent use of commute modes during this timeframe were highlighted, with the reported use of alternative commutes contributing to a vehicle miles traveled reduction of almost 270,000 miles. Ms. Wilson also highlighted the Vanpool Program. At the close of June, NCTCOG recorded 357 total vanpools from the three transit agencies. Vanpool participants contributed to approximately 687,000 vehicle trips reduced saving over 170,000 pounds of volatile organic compound and nitrogen oxide emissions combined. In addition, staff has recently completed development of a procedure for vanpool toll reimbursements on managed lanes. Additional information on the process and requirements was provided in Electronic Item 7. Changes to the Try Parking It Web site were also discussed. RideShark Corporation was approved to provide a hosted website. The modernized and improved Try Parking It site will include new features, as well as maintain previous abilities. The newer features will include the ability to log multi-mode trips on the interactive calendar and along-the-way route matching. Users will now have the option to match with transit, biking, and or walking partners. Users of the transit and biking commutes will also be able to designate themselves as mentors to beginners and specify what skill level they are at in the particular modes. Along with the ability to find new commute mode matches, users will have the option to receive text notifications of rideshare requests. The last addition to the Try Parking It site is a points and rewards system for active users that can be used towards giveaways, store discounts, and more. Ms. Wilson also discussed the Employer Trip Reduction (ETR) Program, a voluntary educational program that targets vehicle trips of employees in North Texas. During the first half of the year, staff participated in six different events throughout the region to inform employers and employees

of the travel demand management programs that are available. Staff will continue to encourage commuters to try alternative trips and for Employer Trip Reduction Programs to be adopted by companies in North Texas by developing an ETR Manual. The manual will include alternative commute descriptions, available programs, rewards and benefits, and marketing. The goal is to distribute this guide in person, and electronically to the appropriate employer contacts and form relationships with employers throughout our region to assist them in producing successful ETR Programs, increase employee utilization of TryParkingIt.com, and address any hesitations or concerns towards certain commute modes. In closing, Ms. Wilson highlighted the proposed TDM policy for Mobility 2040. The proposed policy addition is the requirement of all major employers in the top ten congested corridors outlined in the Congestion Management Process to adopt an ETR program. The CMP identifies where congestion occurs or is expected, evaluates strategies to decrease congestion, and develops plans for carrying out cost effective strategies. The ETR Program described in the policy includes quick implementation projects and strategies that encourage the use of alternative commutes and improves the efficiency of the transportation system. John Polster discussed the proposed policy, noting that while the policy is proposed to be voluntary at this time, these types of policies often become requirements in the future. He also discussed the financial impacts of this type of policy. Todd Plesko discussed effective ETR policies, and how incentives or penalties tied to a policy make it more effective. Dan Kessler noted that this is a necessary policy discussion as development of Mobility 2040 begins and congestion levels are presented that indicate population in the region will approach 11 million persons. Mr. Polster noted that the region should understand that the proposed policy potentially makes it more expensive to be a business owner in one of the top ten congested corridors. Mr. Plesko noted that there is development occurring within the region that will create substantial trip congestion. Some businesses and institutions within the Dallas-Fort Worth area will participate in ETR programs, but in some cases the public ends up with the responsibility of solving the congestion. Although there is cost associated with an ETR program, there is potentially a higher cost of doing nothing. Staff discussed the ETR program, noting that it was a smaller portion of the larger CMP resolution approved by the RTC and explained that this is an initial conversation. In an effort to make the policy more effective, staff noted that the policy could be tied to funding programs that provide support to the transportation assets around the facilities. It was also noted that staff was making an aggressive effort when looking at Mobility 2040 and the growth anticipated for the region. The policy could be more flexible, but the region must begin being more aggressive with its programs. The region is often paying for transportation assets from which employers benefit, so it is also important that these employers become better partners. Several members noted that "require" may not be the appropriate term. Dan Kessler discussed the RTC's selection authority and noted that it could decide not to place funding in corridors where businesses are not willing to partner to assist with congestion. Members discussed the potential economic development impacts if this type of policy were implemented, and staff also discussed the economic impacts if congestion in a corridor causes employers to relocate or not be interested in a corridor. Mr. Kessler noted that staff understands that "require" limits flexibility, but noted that congestion costs associated with the next long-range transportation plan cannot be solved with available funding. The region must look at innovative solutions versus increased travel time and the impacts of both.

8. **Fast Facts:** Jahnae Stout highlighted the September public meeting notice provided at the meeting as Reference Item 8.8. Public meetings will be held September 8, 9, and 14 and will include discussions regarding Proposition 1 allocations and Mobility 2040 development.

Jahnae Stout also noted that a summary of comments and presentations from the July public meetings were provided in Electronic Item 8.1.

Rebekah Hernandez provided a federal legislative update. She noted that Congress recently approved a three-month extension of Moving Ahead for Progress in the 21st Century, authorizing surface transportation programs through October 29, 2015. The extension also provides enough funding to keep the Highway Trust Fund solvent through late December. Along with the three-month extension, the Senate also passed the DRIVE Act, a six-year reauthorization bill that include three years of funding. Once Congress returns from recess, attention will turn toward how to pay for a long-term transportation bill as well as FY2016 appropriations and Federal Aviation Administration reauthorization.

Brian Wilson noted that the latest edition of Mobility Matters was provided at the meeting. A copy of the semi-annual publication is also available online at www.nctcog.org/mobilitymatters.

Marissa Fewell provided information regarding a National Drive Electric Week event being held from 10 am-2 pm at Grapevine Mills Mall on September 19. Details were provided in Electronic Item 8.2, as well as a postcard provided at the meeting.

Amy Hodges highlighted current air quality funding opportunities for vehicles, including the new Clean Fleets North Texas 2015 Call for Projects open to all public and private fleets operating in the 10-county nonattainment area. Details were provided in Electronic Item 8.3.

Jody Loza provided an ozone season update, noting that the region has experienced 22 exceedance days to date during the 2015 ozone season. Details were provided in Electronic Item 8.4.

Robby Sprosty highlighted information regarding the relaunch of the AirCheckTexas replacement program. The 84th Texas Legislature restored full funding to the program and the region will begin accepting replacement applications on September 21, 2015. Details are available in Electronic Item 8.5.

Vercie Pruitt-Jenkins noted that RTC New Member Orientation was scheduled for September 4, 2015, from 9:30 am-11:30 am in the Transportation Council Room. Surface Transportation Technical Committee members and support staff were invited to attend.

The current Local Motion was provided in Electronic Item 8.6 and transportation partner progress reports were provided in Electronic Item 8.7.

9. **Other Business (Old and New):** There was no discussion on this item.
10. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 25, 2015, at the North Central Texas Council of Governments.

The meeting adjourned at 2:55 pm.

local motion

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

October 2015 | nctcog.org/localmotion

News

AirCheck providing replacement vouchers

The AirCheckTexas Drive a Clean Machine Program has begun accepting applications for replacement vouchers after the Legislature restored full funding to what has become one of the most successful air quality programs in the region. For more, see page 2.

Meetings

October 2, 11 am
DRMC

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

October 7, 8:30 am
TRTC

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

October 8, 1 pm
Regional Transportation Council
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

October 23, 1:30 pm
Surface Transportation
Technical Committee
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

\$2.7 billion LBJ Express project completed

The LBJ Express is now open to drivers after nearly five years of major construction along the 16.5-mile corridor. The \$2.7 billion project, which began in 2011, has rebuilt the main lanes and frontage roads and added new continuous frontage and TEXpress Lanes along Interstate Highway 635 and IH 35E. The goal was to dramatically improve mobility for the 250,000 drivers who travel the highways daily.

The last piece of the project to open to traffic was tolled TEXpress Lanes between Luna and Preston roads, which welcomed drivers September 10. The completion of this final section connected all the managed lanes in the corridor. Two sections of the LBJ Express, on the eastern and western sides of the expansion project, had already opened.

Two years ago, contractors limited traffic to three lanes in each direction in order to complete the bypass lanes and frontage roads that facilitate incident response and increase safety along the corridor. At its widest point, the corridor now has 28 lanes, including frontage roads, and bypass, freeway and TEXpress lanes.

While the LBJ Express will greatly increase trip reliability and safety for motorists, drivers can also save money, too, by signing up for a TollTag account. TollTag customers pay the lowest toll rates, saving drivers up to 50 percent over non-TollTag users. For more information on TollTags, visit NTTA.org.

The TEXpress Lanes are part of a larger managed toll lane network in North Texas that utilizes fluctuating toll prices to control congestion. The North Tarrant Express, which opened late last year, and the DFW Connector also contain TEXpress Lanes in addition to tax-supported freeway lanes. — LBJ Express

On the Web: LBJExpress.com

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 Central Texas
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AirCheckTexas accepting vehicle replacement applications



The AirCheckTexas Drive a Clean Machine Program has begun accepting applications for replacement vouchers after the Legislature restored full funding to what has become one of the most successful air quality programs in the region.

Administered by the North Central Texas Council of Governments, AirCheckTexas provides qualifying motorists vouchers worth up to \$3,000 toward vehicle replacement (\$3,500 for hybrids and some other fuel-efficient models) or repair vouchers of up to \$600 if their vehicles failed the emissions portion of the state inspection. A family of four earning \$72,750 or less per year may receive assistance. The program will receive \$22 million per year over the next two fiscal years. The new fiscal year began Sept. 1. In fiscal year 2015, 547 vehicles were replaced with the help of AirCheckTexas vouchers, pushing the total to 31,132 replacements since the program began in 2002.

The additional funding is anticipated to allow NCTCOG to provide replacement vouchers to approximately 6,000 residents and leave the replacement component of the program open longer. Vouchers for emissions-related repairs are expected to be offered year-round. For information, visit NCTCOG.org/airchecktexas.

North Texans must look out for one another to bike, walk and drive safely

The **Look Out Texans** campaign encourages North Texans to look out for one another and offers specific tips to bike, walk and drive safely together. In North Texas between 2010 and 2014, there were more than 8,200 reported bicycle and pedestrian crashes involving motor vehicles that resulted in over 500 fatalities, according to the Texas Department of Transportation. Increasing awareness of how people can **bike, walk and drive safely** can help reduce accidents.

For example, people **bicycling** should follow the same traffic rules as vehicles, ride in the same direction as traffic, always stop at traffic signals and stop signs and use hand signals. People **walking** must be alert and visible. Pedestrians should only cross streets at crosswalks and intersections where they can gauge traffic and be visible. Before crossing, eye contact with drivers ensures they were seen. Finally, people **driving** should allow at least three feet when passing someone on a bicycle. State law allows bicyclists to ride on roadways and use the middle of a lane. Drivers must also look out for people walking, always yielding to crossing pedestrians.

To see all 21 safety tips that will be highlighted around the region and learn more about the Look Out Texans campaign, visit LookOutTexans.org.

IMPROVED MOBILITY

TxDOT opens SH 161 shoulders to peak travel

In a regional effort to relieve congestion, the Texas Department of Transportation has constructed peak-hour lanes on State Highway 161. The lanes run approximately three miles on SH 161 where the highway drops to two lanes in each direction. This project uses the existing highway shoulder to provide one additional travel lane in each direction during selected travel times.

Drivers will use the inside shoulders as peak-hour lanes during rush hours from 6 am to 10 am and 2 pm to 7 pm weekdays. The test period for these lanes, which run between two segments of the President George Bush Turnpike, began September 14.

The project consists of several elements of operation including Intelligent Transportation System solutions and active traffic management strategies including closed circuit cameras for incident detection, dynamic message signs, additional lighting, emergency pull-off locations and a pilot program using tow trucks to speedily remove stalled vehicles. — TxDOT

public involvement

Early voting for Prop. 7 starts Oct. 19

Early voting for Proposition 7, the constitutional amendment to provide additional transportation revenue for the state, begins October 19.

If Proposition 7 is approved by voters, \$2.5 billion from state sales tax would be deposited into the State Highway Fund beginning in September 2017, once revenue exceeds \$28 billion. By September 2019, 35 percent of the proceeds from the motor vehicle sales tax would also be directed to the State Highway Fund, when it exceeds \$5 billion in that fiscal year. Proposition 7 funds are to be used for non-tolled roadway projects and to repay bonds issued by the state.

Registered voters may cast their ballot at any of the early voting polling locations in the county they are registered in through October 30. The constitutional amendment election will take place on Tuesday, November 3. For more information about voting, visit the secretary of state's website at VoteTexas.gov.

Mobility 2040, AirCheckTexas to be discussed

NCTCOG staff will seek public input on Mobility 2040, the next long-range transportation plan, and provide information about the relaunch of the AirCheckTexas Program during public meetings in October.

The meetings will be held at 6:30 pm October 12 in Dallas, 2:30 pm October 14 in Arlington and 6:30 pm October 15 in Fort Worth. The public will also hear an update about proposed modifications to the Unified Planning Work Program, a summary of the transportation and air quality planning tasks to be conducted by NCTCOG.

Following the public meeting in Arlington, a video recording will be online at NCTCOG.org/input, where more information about the meetings is available.

resources

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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**
The-T.com

**Texas Department
of Transportation**
TxDOT.gov

\$22 million

The amount of money allocated to the AirCheckTexas program annually over the next two years beginning September 1.

policymakers —

Clean fleets funding deadline is Oct. 23

The deadline to apply for funding through the North Central Texas Council of Governments Clean Fleets North Texas 2015 Call for Projects is 5 pm October 23.

This call for projects will provide approximately \$2.5 million in grant funds for public and private fleets operating in the 10-county ozone nonattainment area.

Project types eligible for grant funding include qualifying new purchase, replacement, repower, retrofit, engine conversion or installation of idle reduction technologies on school buses. Up to 80 percent in grant funding will be awarded based on cost effectiveness of submitted projects.

In addition, NCTCOG is seeking information on refueling or recharging infrastructure projects desired by fleets; while these projects are not eligible for grant funds at this time, staff will use this information to evaluate potential future opportunities for assistance.

For more information, visit NCTCOG.org/aqfunding or email aqgrants@nctcog.org.

Survey: 5 questions about transportation

What you think about roads, transit, biking and walking in North Texas can help define our region's transportation blueprint for the future. Take the new [Mobility 2040 survey](#) about long-term transportation plans and please consider sharing it with friends. Visit NCTCOG.org/survey2040 to tell us what you think.

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.