

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, June 23, 2017

North Central Texas Council of Governments

1:30 pm

#### Full STTC Business Agenda

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

1:30 – 1:35

1. **Overview of Remote Technology Instructions and Clean Air Action Day**

Action       Possible Action       Information      Minutes: 5

Presenters: Michael Bort and Whitney Vandiver, NCTCOG

Item Summary: Staff will provide a brief reminder of technology instructions for those members participating in the meeting remotely. In addition, staff will highlight Clean Air Action Day.

Background: Air North Texas' Clean Air Action Day is June 23, 2017. To support this initiative, a WebEx option is being provided so Surface Transportation Technical Committee members can participate in the meeting remotely without having to drive to the North Central Texas Council of Governments office. This remote participation is an optional opportunity being offered for the first time; members may choose to attend the meeting in person. More Clean Air Action Day information can be found in [Electronic Item 1](#).

1:35 – 1:40

2. **Approval of May 26, 2017, Minutes and Recognition of Members**

Action       Possible Action       Information      Minutes: 5

Presenter: Loyl Bussell, STTC Chair

Item Summary: Approval of the May 26, 2017, meeting minutes contained in [Reference Item 2](#) will be requested, and members concluding their service on the Surface Transportation Technical Committee will be recognized.

Background: N/A

1:40 – 1:40

3. **Consent Agenda**

Action       Possible Action       Information      Minutes: 0

3.1. **Transportation Improvement Program Modifications**

Presenter: Rylea Roderick, NCTCOG

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

Background: August 2017 revisions to the 2017-2020 TIP are provided as [Reference Item 3.1](#) for the Committee's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

1:40 – 1:50

4. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Transit Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will brief the Committee and request a recommendation for Regional Transportation Council (RTC) approval of the proposed list of projects to fund under the Transit Program in 2017-2018 through the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program.

Background: In April 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. After coordination with partnering agencies, projects have been identified to fund through the Transit Program. Details of the proposed projects, funding, and timing were first presented to the Surface Transportation Technical Committee on March 24, 2017. The recommended list of transit projects and funding amounts is provided in [Reference Item 4.1](#). Details of the Transit Program are available in [Electronic Item 4.2](#).

1:50 – 2:00

5. **Draft FY2018 and FY2019 Unified Planning Work Program, Including Studies Funded through the 2017-2018 CMAQ/STBG Funding Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Vickie Alexander, NCTCOG

Item Summary: A recommendation for Regional Transportation Council approval of the proposed FY2018 and FY2019 Unified Planning Work Program (UPWP) is requested. This includes three studies proposed for funding through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. Approval of the UPWP policies contained in Exhibit I-8 of the Work Program will also be requested.

Background: The North Central Texas Council of Governments (NCTCOG) staff, in cooperation with local governments and transportation agencies, has developed the draft FY2018 and FY2019 UPWP, which includes three studies proposed for funding under the Planning and Other Studies portion of the Regional Transportation Council's 2017-2018 CMAQ/STBG Funding Program. The Work Program is a federal requirement for NCTCOG, as the Metropolitan Planning Organization, in order to receive federal Transportation Planning Funds and identifies NCTCOG staff work activities to be performed between October 1, 2017, and September 30, 2019. [Reference Item 5.1](#) contains the Work Program policies that guide the allocation of these federal Transportation Planning Funds.

The draft FY2018 and FY2019 UPWP has been submitted to the Texas Department of Transportation (TxDOT) for review

and comment, and information was presented at public meetings held on June 13 and 14, 2017, and will be presented to the public a third time on June 20. A copy of the draft document has also been available online for review by Regional Transportation Council and Surface Transportation Technical Committee members, as well as the general public. [Electronic Item 5.2](#) contains additional information on the draft FY2018 and FY2019 UPWP, and an updated draft of the document for consideration is available in [Electronic Item 5.3](#). This update reflects changes as a result of further staff review. Copies of the draft document will be available for members upon request.

**2:00 – 2:05**

**6. Toll Cost Associated with IH 30 Closure Detour Route**

Action       Possible Action       Information      Minutes: 5

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will seek endorsement of Regional Transportation Council (RTC) approval to use RTC local funds to pay the North Texas Tollway Authority (NTTA) toll costs associated with the Interstate Highway (IH) 30 closure detour route.

Background: The Texas Department of Transportation (TxDOT), North Texas Tollway Authority, local cities, and North Central Texas Council of Governments (NCTCOG) staffs have been working to make arrangements for the IH 30 full closures anticipated to start in the fall of 2017. As part of this effort, staffs have been working to identify a detour route, develop a plan to notify motorists to avoid the area, coordinate with cities to retime traffic signals, and determine how best to utilize parallel facilities. Based on the detour identified, a portion of NTTA's President George Bush Turnpike (PGBT) could be utilized. NCTCOG has reached out to NTTA to request a cost estimate to set the toll rate on PGBT to \$0 for the portion of the detour from IH 30 to State Highway 180/Division/Main. NTTA has estimated the cost to be approximately \$4,200 per weekend. TxDOT anticipates this closure will be needed for six weekends throughout the project. NCTCOG received RTC approval for \$50,000 in RTC local funds to pay for this effort. The amount is more than anticipated due to the possibility of an increased usage of the toll roads or more weekend closures than expected. Staff estimates the \$50,000 would cover ten closures at \$5,000 per weekend. NCTCOG will work on the development of an agreement between NTTA and NCTCOG to pay for this effort. More information is provided in [Reference Item 6](#).

**2:05 – 2:15**

**7. Legislative Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Amanda Wilson, NCTCOG

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

Background: The first session of the 115th United States (US) Congress convened on January 3, 2017, and the Texas Legislature was in session from January 10, 2017, through May 29, 2017. A special session of the Texas Legislature will begin on July 18, 2017. Transportation and air quality issues are a focus for both the US Congress and Texas Legislature. Several topics will be highlighted.

2:15 – 2:25

8. **High-Speed Rail Station Study Recommendations**

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 regional policies guiding the development of high-speed rail implementation within the Dallas-Fort Worth region. Currently, three separate projects designed to serve the region are concluding. North Central Texas Council of Governments (NCTCOG) staff has coordinated with project partners to ensure the efforts are consistent with the adopted RTC high-speed rail policies and with all transportation partners, consultants, and stakeholders to ensure successful high-speed rail service implementation. NCTCOG staff is managing three station area planning studies in Fort Worth, Arlington, and Dallas regarding station area plans and development opportunities. Recommendations from these study efforts and the NCTCOG staff effort to identify alignment alternatives will be presented.

2:25 – 2:35

9. **Air Quality Updates**

Action       Possible Action       Information      Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide an update on the implementation timeline for the 2015 National Ambient Air Quality Standards (NAAQS) for ozone and other recent correspondence.

Background: The Environmental Protection Agency (EPA) issued the final rule for the 2015 NAAQS for ozone, effective December 28, 2015. On June 6, 2017, EPA issued a press release, provided in [Electronic Item 9.1](#), announcing an extension to the deadline for nonattainment designations from October 2017 to October 2018. Staff will discuss the extension and potential impacts it may have on the region.

Additionally, the Department of Justice (DOJ), on behalf of the EPA, filed a civil lawsuit on May 23, 2017, against Fiat-Chrysler for alleged Clean Air Act violations for installing emission cheat devices on 103,828 diesel-fueled Dodge Ram 1500s and Jeep Grand Cherokees, model years 2013 to 2016. Last year, the Regional Transportation Council (RTC) transmitted correspondence to the DOJ and Texas Attorney

General requesting to receive a portion of any settlement from the lawsuits filed against Volkswagen to implement air quality projects and programs to offset emissions from 2.0 liter and 3.0 liter Volkswagen, Audi, and Porsche diesel vehicles equipped with emission defeat devices. Since a portion of the Fiat-Chrysler vehicles were sold in the region, a letter will be transmitted requesting a similar approach to the Volkswagen litigation dispersing settlement funds to affected counties through an environmental mitigation trust, provided in [Electronic Item 9.2](#).

Finally, the proposed budget from the White House eliminates funding for two programs in which the North Central Texas Council of Governments has been active: Clean Cities and the Diesel Emissions Reduction Act. As Congress moves into budget negotiations in the coming months, correspondence from the RTC will request continued funding for these items.

Further details on all three topics can be found in [Electronic Item 9.3](#).

2:35 – 2:45

10. **2016 Safety Program Performance Measures Report**

Action       Possible Action       Information      Minutes: 10

Presenters: Camille Fountain and Kevin Kroll, NCTCOG

Item Summary: Staff will provide an update on items included in the 2016 Safety Program Performance Measures Report.

Background: The North Central Texas Council of Governments (NCTCOG) Safety Program Performance Measures Report provides an annual report on the performance of various NCTCOG safety programs, projects, and statistics such as regional crash and fatality data; top 10 contributing factors for regional crashes; county-level crash rates; attendance statistics for Traffic Incident Management and Photogrammetry Training courses; and Mobility Assistance Patrol Program statistics. Also included in the performance report are updates on the Wrong-Way Driving Mitigation Pilot Project and bicycle and pedestrian safety efforts throughout the region. The 2016 NCTCOG Safety Performance Measures Report is included in [Electronic Item 10](#).

2:45 – 2:50

11. **High-Occupancy Vehicle Subsidy**

Action       Possible Action       Information      Minutes: 5

Presenter: Berrien Barks, NCTCOG

Item Summary: Staff will provide an update on the most recent managed lane performance report.

Background: As part of the adoption of the Toll Managed Lane and High-Occupancy Vehicle/Express Managed Lane policies, the Regional Transportation Council requires regular reports provided by the Texas Department of Transportation regarding performance of the managed lane facilities and the North

Texas Tollway Authority regarding customer service demands. Staff will present an overview of the performance of the operational managed lanes in the region.

**2:50 – 2:55**    12.    **Surface Transportation Technical Committee Officers and Announcement of New Regional Transportation Council Officers**

Action             Possible Action     Information            Minutes:    5

Presenter:        Dan Kessler, NCTCOG

Item Summary:    Staff will brief the Surface Transportation Technical Committee (STTC) on its officers and the Regional Transportation Council (RTC) officers for the 2017-2018 term.

Background:      According to the RTC Bylaws and Operating Procedures, the Executive Board of the North Central Texas Council of Governments annually designates a Chair, Vice Chair, and Secretary for STTC. STTC officers being recommended for approval by the North Central Texas Council of Governments Executive Board are Todd Plesko, Chair, Vice President of Planning and Development, Dallas Area Rapid Transit; Mohamed "Mo" Bur, Vice Chair, Director of Transportation Planning and Development, Texas Department of Transportation, Dallas District; and Kristina Brevard, Secretary, Vice President of Planning and Development, Denton County Transportation Authority. In addition, new RTC officers are Rob Franke, Chair, Mayor, City of Cedar Hill; Gary Fickes, Vice Chair, Commissioner, Tarrant County; and Andy Eads, Secretary, Commissioner, Denton County.

**2:55 – 3:05**    13.    **Fast Facts**

Action             Possible Action     Information            Minutes:    10

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

1. *Brian Wilson* – Progress North Texas ([Electronic Item 13.1](#) and Handout)
2. *Kyle Roy* – May Public Meeting Minutes ([Electronic Item 13.2](#))
3. *Kyle Roy* – June Public Meeting Notice ([Electronic Item 13.3](#))
4. *Mitzi Ward* – Mobility 2045 Update
5. *Jenny Narvaez* – Ozone Season Update ([Electronic Item 13.4](#))
6. *Bailey Muller* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 13.5](#))
7. *Kristina Ronneberg* – North Texas Stewardship Forum Roundtable ([Electronic Item 13.6](#))
8. *Travis Liska* – Parking Management Symposium (Handout)
9. Written Progress Reports:
  - Local Motion ([Electronic Item 13.7](#))
  - Transportation Partners Progress Reports ([Electronic Item 13.8](#))

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

15.    **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on July 28, 2017, at the North Central Texas Council of Governments.**

# Clean Air Action Day



Do at least one thing to help improve air quality on Friday, June 23, 2017

Example actions are:

- Attend Meetings Remotely
- Carpool
- Take lunch to work
- Use mass transit
- Bike or walk
- Combine errands
- Telecommute
- Avoid idling
- Maintain vehicle



More at [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday)

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
May 26, 2017**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 26, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Micah Baker, Katherine Beck, David Boski, Kristina Brevard, Loyl Bussell, John Cordary Jr., Hal Cranor, Clarence Daugherty, Duane Hengst (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Thuan Huynh (representing Gary Graham), Brian McNulty (representing Ron Hartline), Curvie Hawkins, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Tom Johnson, Chiamin Korngiebel, Richard Larkins, Alonzo Linan, Paul Luedtke, Stanford Lynch, Ricky Mackey, Laura Melton, Lloyd Neal, Jim O'Connor, Kenneth Overstreet, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, William Riley, Greg Royster, Moosa Saghian, Jeff Kelly (representing David Salmon), Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Chelsea St. Louis, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Sam Werschky, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Berrien Barks, Adam Beckom, Kenny Bergstrom, Natalie Bettger, Debby Bobbitt, Sheri Boyd, Jason Brown, Leah Brown, Ron Brown, John Brunk, Ken Bunkley, Sarah Chadderdon, Lori Clark, Shawn Conrad, Huong Duong, Marcos Fernandez, Martin Gonzalez, Jill Hall, Nicholas Hernandez, Rebekah Hernandez, Jesse Herrera, Chris Hoff, Madeline Hunter, Yagnesh Jarmarwala, Brandi Kelp, Dan Kessler, Chris Klaus, Garry Kraus, Sonya Landrum, April Leger, Chad Marbut, Mark Middleton, Mindy Mize, Michael Morris, Jenny Narvaez, Nick Page, Allix Philbrick, Vercie Pruitt-Jenkins, Chris Reed, Russell Schaffner, Daniel Snyder, Shannon Stevenson, Neil Strassman, Dean Stuller, Sherry Unger, Mitzi Ward, and Karla Weaver.

1. **Approval of April 28, 2017, Minutes:** The minutes of the April 28, 2017, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Transportation Alternatives Set-Aside Program Project Selection:** Karla Weaver presented information regarding the Transportation Alternatives Set-Aside Program (TA Set-Aside) applications received and evaluation process. The TA Set-Aside Program is included in the current federal transportation funding bill, Fixing America's Surface Transportation (FAST) Act. States are required to suballocate funds to regions based on population primarily to support multimodal bicycle- and pedestrian-type projects. Projects in the Texas Department of Transportation (TxDOT) Dallas District, Paris District, and portions of the Fort Worth District were eligible for funding. Eligible project activities included: 1) Active Transportation and 2) Safe Routes to School. A total of \$27 million in TA Set-Aside funding was available for Fiscal Years (FY) 2016-2019, with approximately \$9 million available in the western subregion and \$18 million available in the eastern subregion. Details of available funding were provided in Electronic Item 3.1. Project maximums were set at \$5 million per project and minimums at \$150,000 per project in federal funding award. Ms. Weaver reviewed the evaluation and scoring criteria for both Active Transportation and Safe Routes

to School projects. Additional considerations were also highlighted. The evaluation/scoring criteria and additional considerations were previously approved and details were provided in Electronic Item 3.1. A total of 61 applications were received for a total request of approximately \$56.3 million. Recommended projects and detailed scoring information were provided in Reference Item 3.2. It was noted that no projects were submitted in the TxDOT Paris District. Shaded projects were recommended to have reduced funding based on ineligible expenses or various cost factors. Reduced amounts were confirmed with agencies. In the TxDOT Fort Worth District, four Active Transportation projects were recommended for funding at approximately \$7.8 million and 12 Safe Routes to School projects were recommended for approximately \$7 million. In the TxDOT Dallas District, eight Active Transportation projects were recommended for funding at approximately \$14 million and ten Safe Routes to School projects were recommended at approximately \$5 million. Overall, approximately \$14.8 million was recommended in federal funding for the TxDOT Fort Worth District and approximately \$19.3 million in the TxDOT Dallas District for a total of approximately \$34.2 million. The total recommended funding includes the use of TA Set-Aside carry over funds at the regional equity percentages of 34 percent in the west and 66 percent in the east. Also included are additional Congestion Mitigation and Air Quality Improvement Program funds that would have come out of the larger pools of funds available to the TxDOT Fort Worth and Dallas Districts. The schedule for the effort was reviewed, which included public meetings in early May. Electronic Item 3.3 contained comments of support for one of the projects proposed for funding. A motion was made to recommend Regional Transportation Council approval of proposed projects to be funded through the 2017 Transportation Alternatives Set-Aside Program as detailed in Reference Item 3.2, which includes the use of a combination of Transportation Alternatives Set Aside funds and Congestion Mitigation and Air Quality Improvement Program funds, and the ability to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other documents as appropriate to include related projects. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

4. **Metropolitan Transportation Plan Policy Bundles, Transportation Development Credits, and Early Partnerships:** Adam Beckom provided an overview of the Metropolitan Transportation Plan (MTP) Policy Bundle process. A total of 17 agencies submitted responses to the MTP Policy Bundle survey and of those submittals, 11 agencies met the policy requirements. Staff proposed to allocate Transportation Development Credits (TDCs) in three levels based on population: 1) 8 million TDCs each to the Cities of Dallas and Fort Worth and the Fort Worth Transportation Authority, 2) 5 million TDCs each to the Cities of Arlington and Plano, and 3) 3 million TDCS each to the Cities of Grapevine, McKinney, Lewisville, Mesquite, and Richardson and the Denton County Transportation Authority. In order to utilize the credits, agencies must contact Transportation Improvement Program staff members. TDCS must be used on new projects that have not previously been selected for funding, including Transportation Alternative Program projects presented earlier in the meeting. Mr. Beckom highlighted the process for Fiscal Year 2018 MTP Policy Bundle submissions. To be considered, agencies must submit responses to the survey. Current agencies that applied this year must resubmit. The early submittal deadline is February 2, 2018, and the deadline for the complete survey is March 2, 2018. Submission forms are available at [www.nctcog.org/trans/mtp/policybundle/](http://www.nctcog.org/trans/mtp/policybundle/).

Michael Morris presented a proposed partnership with the City of Dallas for the construction of the IH 35E deck plaza. The Texas Department of Transportation (TxDOT) has awarded a contractor for the Southern Gateway. As part of the reconstruction of IH 35E, the City of Dallas is proposing the construction of a deck plaza over IH 35E from Marsalis Avenue to

Ewing Avenue. In order to include the deck plaza component in the larger reconstruction project, TxDOT requires a City funding commitment by June 28, 2017. The RTC previously approved up to \$40 million in federal funds to help the City fund the project with a 20 percent local match requirement. The City of Dallas bond program was originally scheduled to be on the ballot in May 2017, prior to the TxDOT deadline, but the bond program has been delayed. In order to meet the June 28, 2017, deadline, staff recommended a partnership to serve as a contingency. The partnership would allow the City of Dallas to use its TDCs mentioned earlier in the presentation as its local match with the commitment that the project be placed on the future City of Dallas bond program in November. Upon approval of the City's bond program, the TDC match will be removed and replaced with a local cash match. The Southern Gateway deck plaza design concept and costs were reviewed. The project will include the north half of the deck plaza and all foundations. If the City desires to include the fire suppression/ventilation betterment (which is not necessary), local costs will increase. This information was presented and agreed to by the Dallas City Council. Staff proposed to proceed with the following option: 1) the RTC contributes approximately \$35 million in federal funds temporarily, 2) the City of Dallas utilizes its TDCs temporarily, and 3) upon approval of the City's bond program, the TDC match will be removed and replaced with a local cash match, thereby reducing the RTC's commitment to approximately \$28 million. Mr. Morris noted that other agencies qualifying for TDCs were encouraged to contact staff to discuss the use of their TDCs. The City of Grapevine has already contacted staff to discuss potential projects on which to utilize its TDCs. Clarence Daugherty asked if there was an anticipated contingency if the City of Dallas' bond program was unsuccessful. Mr. Morris noted that the North Central Texas Council of Governments would come back to the Surface Transportation Technical Committee and Regional Transportation Council if the bond program did not pass. A motion was made to recommend Regional Transportation Council approval of staff's recommendation for distributing TDCs to qualifying agencies and the proposed partnership with the City of Dallas for the construction of the IH 35E deck plaza (Southern Gateway project) as detailed in Reference Item 4. In addition, the motion included approval to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. John Polster (M); Dan Vedral (S). The motion passed unanimously.

5. **Draft FY2018 and FY2019 Unified Planning Work Program, Including Studies Proposed for Funding Through the 2017-2018 CMAQ/STBG Funding Program:** Vickie Alexander presented a summary on the development of the proposed FY2018 and FY2019 Unified Planning Work Program (UPWP). Development of the document is a cooperative effort with local governments and transportation agencies in the region. In February 2017, correspondence was sent to local partners seeking regional project ideas or technical assistance needs from the North Central Texas Council of Governments (NCTCOG). As the document is developed, staff must ensure that NCTCOG meets the requirements of the current surface transportation bill, Fixing America's Surface Transportation (FAST) Act. In addition, the document must address federal planning factors and emphasis areas. The UPWP documents activities to be carried out by the Metropolitan Planning Organization (MPO) utilizing federal transportation formula funds over the specified timeframe. Although not a requirement, NCTCOG also includes in the document all work activities carried out by the MPO, some of which are supported by non-USDOT funding. Ms. Alexander reviewed the format of the UPWP that includes an introduction and five major tasks. Within each task are subtasks containing between 150 and projects to be conducted. For the draft FY2018 and FY2019 UPWP, a total of 23 project submittals were received from 12 agencies. Of the 23 projects, 19 projects are recommended for inclusion in the document, and 4 projects are

not recommended. A summary of the submittals received and staff recommendations were provided in Electronic Item 5. Ms. Alexander highlighted some of the major emphasis areas contained in the document, including Mobility 2045 development, air quality conformity, and development of the 2019-2022 Transportation Improvement Program. Also included is enhancement of the regional travel demand model, automated vehicle technology, freight planning, high-speed rail, and development of performance measures. In addition, the document includes two proposed studies for: 1) Harry Hines Boulevard Corridor and 2) MATA M-line Extension recommended through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) Funding Program.

Adam Beckom provided additional information on items proposed through the CMAQ/STBG Funding Program for Planning and Other Studies. The purpose of the funding program is to provide funding for planning and feasibility studies to examine future project scenarios. Initially, two requests were received. However, staff has received a third request. Studies include the Harry Hines corridor conceptual study and preliminary design to look at options for multimodal transportation opportunities along the corridor. Staff proposed up to \$1 million for the effort. The second request is the McKinney Avenue Transit Authority M-Line Extension feasibility study for alignments and stops along the corridor. Staff also proposed \$1 million for the effort. The third item proposed is the Dallas-Fort Worth Core Express Service high-speed rail project contingency to be used in the event American Recovery and Reinvestment Act funds from the Federal Railroad Administration expire prior to completion of the Environmental Impact Statement on the project. Staff proposed \$2 million for the effort. Mr. Beckom noted that the \$2 million is in addition to the \$3 million previously approved for the high-speed rail contingency. Staff also proposed a 20 percent local match or a Metropolitan Transportation Plan Policy Bundle Transportation Development Credit match to the federal funds.

Vickie Alexander noted that the UPWP document is being developed ahead of the agency budget, so programming amounts may change before approval of the document is requested. Staff anticipates having approximately \$5.6 million in Federal Transit Administration 5303 funds based on the region's current allocation plus a small increase through the FAST Act. In addition, approximately \$15 million in Federal Highway Administration PL funds are anticipated. Approximately \$5.9 million in FY2017 carry over funds are also anticipated. As a result, the total amount of Transportation Planning Funds estimated to be available for the FY2018 and FY2019 UPWP is estimated at \$26.5 million. Staff anticipates approximately \$22.7 million in expenditures, leaving a PL balance of \$3.7 million to carry over to Fiscal Year (FY) 2020. The development schedule was reviewed, and it was noted that the draft FY2018 and FY2019 UPWP would be due to the Texas Department of Transportation (TxDOT) in early June for review and comment, with the final document due to TxDOT by August 1. A copy of the draft document will be provided to members once it is provided to TxDOT. John Polster noted the Denton County Transportation Authority study request that explores options for introducing commuter rail parallel to the US 380 corridor and asked for clarification. Kristina Brevard noted she would discuss with Mr. Polster following the meeting. In addition, John Polster discussed the Regional Outer Loop. He noted he was under the impression that Collin County was pursuing legislation to have TxDOT and the MPO study the Outer Loop in multiple counties. He asked if this was documented in the UPWP or if it will only be addressed in Mobility 2045. Michael Morris discussed the use of transportation revenues from the previous Blacklands Corridor to refocus on transportation needs in Collin County. The focus on the Regional Outer Loop is the northern section, and the eastern section is being reviewed as

part of the effort for north/south roadways in Collin County. The efforts are funded through the Surface Transportation Program and recorded in the UPWP as the Collin County Strategic Transportation Initiative. Mr. Polster noted that Denton County recently passed its thoroughfare plan which includes the Regional Outer Loop and discussed funds allocated by the RTC through the 10-Year Plan to assist in establishing the corridor. Mr. Morris noted that staff continues to work on projects approved through the 10-Year Plan and efforts over the summer will be focused on slotting the projects into the appropriate years for implementation. Chad Edwards asked about the Transit Onboard Survey and noted it is not listed in the project submittals, but is referenced in the staff recommendations for one of the projects submitted by DCTA, the Community Demographic study. Ms. Alexander noted that several surveys are included in the proposed Work Program and DCTA's request will be incorporated as a component of the Transit On-board Survey identified by NCTCOG staff to begin in late FY2019.

6. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Transit Program:** Adam Beckom discussed proposed projects to be funded through the Transit Program of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) Funding Program. The purpose of the Transit Program is to assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region. At the time of the meeting, six projects were proposed for a total of approximately \$128 million: 1) \$100 million for the Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano, 2) \$2.8 million for 7th Street district circulator electric buses and charging stations in Fort Worth, 3) \$13 million for high-intensity bus pilot service on IH 30 from the western terminus of IH 30 managed lanes to downtown Dallas, 4) \$1 million for IH 35W high-intensity bus pilot service from the Fort Worth Intermodal Transportation Center to Texas Health Presbyterian Park-n-Ride in Denton 5) \$700,000 for a legacy transportation management association, and 6) \$ 11 million for the Carpenter Ranch Station on the Orange Line in Irving. Mr. Beckom highlighted the schedule noting that action on the proposed projects would be requested at the June 2017 meeting.
7. **High-Speed Rail:** Michael Morris provided an update on high-speed rail efforts between Dallas and Fort Worth. Regarding federal initiatives, conversations are continuing regarding the environmental review by the Federal Railroad Administration and the Texas Department of Transportation (TxDOT) that is funded with American Recovery and Reinvestment Act (ARRA) funds. The ARRA funds expire in 2017 and staff has been working with the Congressional Delegation regarding an extension. If an extension is not granted, a contingency has been approved that would allow the contractors to complete the environmental review. Legal staffs in Dallas and Fort Worth have been working on a local government corporation as a contingency in the event TxDOT does not receive federal funding to build the high-speed rail project. In addition, he noted staff has reached out to the Congressional Delegation regarding funding and the best path forward to complete the Environmental Impact Statement. Staff is also continuing efforts related to the alternatives analysis report and the sensitivity of high-speed rail routes through the region. Mr. Morris also discussed the role of other high-speed rail technologies. There is interest in a 30-mile test track and the distance between Dallas, Arlington, and Fort Worth provides an option for this type of high-speed rail technology testing. Because of the one-seat ride policy, similar technology as the Houston to Dallas high-speed rail corridor is preferred. Staff is also reviewing the path forward to advance more positive conversations with the State Legislature and in the summer will bring back results of the conversations with the Secretary of Transportation and Federal Railroad Administration offices, as well as alignment options.

Ridership forecasts have been conducted by NCTCOG and outside entities and those estimates are anticipated to be released over the summer. Also, the private sector continues to be interested in high-speed rail within the region. Staff will continue to provide updates regarding high-speed rail efforts.

8. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. She noted President Trump recently released his budget request to Congress that covers FY2018 plus the next ten years. Under this request, the United States Department of Transportation discretionary funding would be cut from \$18.6 billion to \$16.2 billion in 2018. The budget also adheres to the Fixing America's Surface Transportation (FAST) Act Highway Trust Fund authorization levels, but reduces by approximately half the amounts from the General Fund. In addition, there are no funds requested for Transportation Investments Generating Economic Recovery (TIGER) grants. The proposed budget also cuts the Federal Transit Administration's Capital Investment grants from \$2.3 billion in 2017 to a request of \$1.2 billion for 2018 and the program is phased out over the next ten years. The budget request does include \$5 billion for the President's infrastructure initiative in FY2018 and \$200 billion over the next ten years. Four key principles were released for the infrastructure initiative: 1) focus on federal funds on the most transformative projects, 2) increased federal government support for communities and moving communities toward their own independence, 3) aligning infrastructure investment with entities best suited to provide efficient investment, and 4) leveraging the private sector. Ms. Hernandez also provided an overview of recent actions in the 85<sup>th</sup> Texas Legislature. Relevant deadlines were reviewed. Related to transportation funding, Senate Bill (SB) 1 includes \$28.4 billion for Texas Department of Transportation (TxDOT) funding for two years and was pending House and Senate approval. The House and Senate reached a compromise regarding Proposition 7 funds and proposed to delay a \$1.6 billion transfer of Proposition 7 funds to the State Highway Fund until the next fiscal year and the use of up to \$1 billion in rainy day funds for the funding gap. Related to air quality, she noted many bills previously highlighted were not approved. SB 26 that would update and extend the Texas Emissions Reduction Program (TERP) was updated and amended onto House Bill (HB) 2305, and was placed on the House Calendar. Related to the Low-Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects, HB 2321 that would modernize the program and HB 402 that would expand LIP had no action. Regarding emissions, HB 2568 that would have ended the motor vehicle emissions inspection also had no action. Of the over 20 high-speed rail bills filed, SB 975 related to security measures and SB 977 that would prohibit State money for high-speed rail operated by a private entity have been sent to the Governor. HB 2861, related to Comprehensive Development Agreements, did not pass on the House floor. The TxDOT Sunset Bill, SB 312, includes limiting toll language and was in Conference Committee. Additional topics of interest were also summarized. SB 385 that would require voter approval for acceptance/use of federal funds for commuter rail projects had no action. SB 2205 that would create automated vehicle driving regulations and HB 100 that would regulate transportation network companies (Uber/Lyft) were sent to the Governor. Related to safety, HB 62 that would prohibit texting while driving was sent to the Governor and SB 1588 that would end safety inspections had no action. Bills related to aviation/unmanned aircraft include HB 1643 and HB 1424 that would prohibit the operation of unmanned aircraft over certain structures and images that are captured. The bills passed both chambers and were placed on the House Calendar. SB 840, regarding captured images, was expected to be sent to the Governor. Related to military installations and land use, SB 277 was in Conference Committee. HB 890 would require real estate disclosures near military bases and was signed by the Governor. Ms. Hernandez noted that once final

actions have been taken, a summary of all bills will be provided to members and posted online. John Polster asked the status of the small cell bill that would allow communication companies to place equipment on city infrastructure. Ms. Hernandez noted that the bill was approved by both the House and Senate and would likely pass. Members also asked how SB 26 would impact TERP if it did not pass. Ms. Hernandez noted that portions of the program have different expirations and some would be eliminated. Clarence Daugherty asked if SB 2205 related to unmanned aircraft regulations was concerning. Staff noted that there were no significant concerns, but discussed how the bill may impact the creation of city ordinances for unmanned aircrafts.

9. **Mobility Plan Status Report:** Kevin Feldt presented a status report on the development of Mobility 2045. Mobility 2045 will include Fixing America's Surface Transportation (FAST) Act requirements, new State requirements resulting from the 85th Texas Legislature, consistency with the Statewide Freight Plan, and the adopted 10-Year Plan. Latest project development and planning initiatives will be included such as consistency with federal environmental documents, high-speed rail, modern people movers, and emerging technologies. Mobility 2045 will have a base year of 2018 and a horizon year of 2045. Staff will use this opportunity to restart the four-year requirement of the Mobility Plan. North Central Texas Council of Governments staff will begin coordinating with regional Texas Department of Transportation districts, transportation authorities, local governments, and the public. An online submission form is available for agencies to submit projects at [www.nctcog/mobilityplan](http://www.nctcog/mobilityplan). Agencies must contact staff for a username and password. The deadline for project submissions is August 31, 2107.

Natalie Bettger provided an overview of managed lane performance data for the two privately owned facilities in the region, the North Tarrant Express and LBJ Express. She noted that additional details were presented at the May 11 RTC meeting and were available by accessing the meeting video online. Staff is working with the Texas Department of Transportation to get similar data for TxDOT-operated managed lane facilities. LBJ Express opened in September 2015 and the North Tarrant Express opened in October 2014. The two facilities include approximately 26.6 centerline miles and cost about \$4.7 billion to build with a public contribution of \$1.1 billion. The benefit of private-sector operation of the facilities is that maintenance costs and additional capacity improvements are the responsibility of the private sector operator and the facilities also provide revenue bands. Ms. Bettger noted that the projects would not have been built if it were not for the private-sector partnerships. An overview of performance data was provided. In the general purpose lanes, volumes have increased by approximately 10 percent. As the volumes have increased, there has also been a reduction in congestion from 29 percent to 8 percent. The managed lanes speed limits have an option of up to 75 miles per hour in some locations and the majority of the revenue, approximately 67 percent, is collected during the peak periods. Of the 7 million that live in the region, over 4 million different users have used the facilities since they have opened. Approximately 15 percent of the vehicles are luxury vehicles with the majority vehicle models being Toyota, Ford, and Honda. In addition, approximately 70 percent of users rate the facilities as favorable. On a daily basis, approximately 500,000 users access the facilities with an average monthly bill of \$10. Chad Edwards discussed the 60 miles per hour speed limit on IH 30 managed lanes and asked if there is an opportunity to increase the speed limit. Staff indicated that the request would be noted to the Texas Department of Transportation.

10. **Dallas-Fort Worth Clean Cities Annual Report Results:** Kenny Bergstrom highlighted results of the 2016 Dallas-Fort Worth Clean Cities (DFWCC) Annual Report. As part of the

Department of Energy's (DOE's) initiative to increase energy security and reduce petroleum consumption in the transportation sector, every spring Clean Cities coalitions collect data from public and private sector fleets. The North Central Texas Council of Governments (NCTCOG) manages the DFW Clean Cities Coalition and requests that annual reports are due by March 1, which covers activities in the previous calendar year. The DOE has a goal to save 2.5 billion gallons of petroleum annually by the year 2020. To help contribute to those effort, NCTCOG has a goal to increase its petroleum reduction by 15 percent each year. Details regarding the gallons of gasoline equivalents as well as the pollution reductions were summarized. Detail on past reports, analytics, and a complete breakdown of entities that submitted data are available at [www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport). In addition, he noted that NCTCOG did not reach its goal of a 15 percent increase in reduction of petroleum. In order to meet the goal to increase petroleum reduction by 15 percent, NCTCOG staff will continue efforts to obtain more accurate data from fleets and increase outreach efforts. Mr. Bergstrom discussed how this effort relates to Regional Transportation Council funding eligibility. Entities are asked to adopt the Clean Fleet Policy, become a DFWCC member, and submit annual reporting. Reporting serves to illustrate compliance with the Clean Fleet Policy. In order to be eligible for clean vehicle funding, entities must have both adopted the clean fleet policy as well as submitted an annual report. In addition to funding eligibility, fleets may also receive recognition for their efforts through the Dallas-Fort Worth Clean Cities Outstanding Fleet recognition program. Mr. Bergstrom noted that 12 entities were recognized last year. He reminded members that the emissions reduced through these initiatives are important and aid in transportation conformity efforts for the region.

11. **Technology Instructions for Participating in the June 23 Meeting Remotely:** Michael Bort provided information and instructions for optional remote participation by Surface Transportation Technical Committee (STTC) members in the June 23, 2017, STTC meeting. In order to support Clean Air Action Day, a WebEx option will be provided so STTC members can participate in the June 23, 2017, meeting remotely. Necessary equipment include a computer, a telephone, the WebEx meeting invitation, and the conference call-in number and pin. Members were asked not to share WebEx invitation with those other than STTC members. Slides showing instructions and directions for ensuring accurate meeting attendance and voting was provided. Members were welcomed to attend in person or remotely.
12. **Fast Facts:** Kimberlin To reminded members of the upcoming Clean Air Action Day, June 23, 2017. Surface Transportation Technical Committees members were provided an option to participate remotely and were also encouraged to host Clean Air Action Day challenges within their organizations and become Air North Texas partners. Details were provided in Electronic Item 12.1.

Daniel Snyder noted the 2016 Bicycle and Pedestrian Traffic Count Report was provided to members in Electronic Item 12.2. The report includes data collected on bicycle and pedestrian facility usage throughout the region.

Shawn Conrad noted Safe Routes to School brochures containing information about the nationwide initiative that is focused on encouraging and enabling more children to safely walk and bicycle to school was provided in Electronic Item 12.3. The brochure includes information on how to start a Safe Routes to School program and safety tips. Additional information is also available at [www.nctcog.org/schools](http://www.nctcog.org/schools).

Kimberlin To announced the upcoming Compressed Natural Gas Station Safety and Inspection Training scheduled for June 1, 2017, at the Dallas Fort Worth International Airport Fire Training and Research Center. Additional details regarding the training, including registration information, was provided in Electronic Item 12.4.

Huong Duong noted the North Central Texas Council of Governments (NCTCOG) is one of nine organizations nationwide to be named an Environmental Protection Agency 2017 SmartWay Affiliate Challenge Award Honoree for efforts to reduce truck emissions and improve the efficiency of freight movement. Details were provided in Electronic Item 12.5.

Allix Philbrick highlighted current air quality funding opportunities for vehicles. The Environmental Protection Agency has released a request for proposals for its Clean Diesel Funding Assistance program. The program is aimed at replacing repowering or upgrading heavy-duty diesel equipment or vehicles. NCTCOG is submitting a proposal on behalf of local governments in the region who are interested in being included. Details were provided in Electronic Item 12.6.

Jenny Narvaez presented the ozone season update. As of the date of the meeting, the region had experienced three exceedance days and the current design value was 77 parts per billion. Staff will continue to provide updates to members throughout the ozone season. Details were provided in Electronic Item 12.7.

Jenny Narvaez also reminded members of the Southern Transportation and Air Quality Summit scheduled for August 29-30, 2017. Details were provided in Electronic Item 12.8.

Carli Baylor noted that a meeting summary of the topics discussed at the April 12 public meeting were provided in Electronic Item 12.9. Topics included the Texas Department of Transportation's American with Disabilities Act accessibility program, various funding partnerships, and an air quality update.

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

13. **Other Business (Old and New):** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 23, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:25 pm.

## How to Read the Project Modification Listings - Roadway Section

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

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

### CURRENTLY APPROVED:

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

### REVISION REQUESTED:

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

<b>TIP CODE:</b>	The number assigned to a TIP project, which is how NCTCOG identifies a project.
<b>FACILITY:</b>	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
<b>LOCATION/LIMITS FROM:</b>	Cross-street or location identifying the ends limits of a project.
<b>LOCATION/LIMITS TO:</b>	Identifies the ending point of the project.
<b>MODIFICATION #:</b>	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
<b>IMPLEMENTING AGENCY:</b>	Identifies the lead public agency or municipality responsible for the project.
<b>COUNTY:</b>	County in which project is located.
<b>CONT-SECT-JOB (CSJ):</b>	The Control Section Job Number is a TxDOT-assigned number given to track projects.
<b>CITY:</b>	City in which project is located.
<b>DESCRIPTION (DESC):</b>	Brief description of work to be performed on the project.
<b>REQUEST:</b>	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
<b>CURRENTLY APPROVED FUNDING TABLE:</b>	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.
<b>FY:</b>	Identifies the fiscal year in which the project occurs.
<b>PHASE:</b>	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.
<b>FUNDING SOURCE:</b>	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: <a href="http://www.nctcog.org/trans/tip/17-20/index.asp">http://www.nctcog.org/trans/tip/17-20/index.asp</a>
<b>REVISION REQUESTED FUNDING TABLE:</b>	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11614.6     **Facility:** VA     **Location/Limits From:** ROY ORR CROSSING OF TEN MILE CREEK JUST EAST OF HAMPTON RD     **Modification #:** 2017-0335  
**Impementing Agency:** NCTCOG     **Location/Limits To:** NORTH OF E. PLEASANT RUN ROAD (BEHIND CITY HALL)  
**County:** DALLAS     **CSJ:** 0918-47-135  
**City:** DESOTO     **Desc:** PRELIMINARY ENGINEERING FOR A BIKE/PEDESTRIAN CROSSING  
**Request:** CANCEL PROJECT PER CITY OF DESOTO; RETURN FUNDS TO BIKE/PED SAFETY POOL (TIP 11651/CSJ 0918-47-135)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-47-135	Cat 3 - TDC (MPO):	\$0	\$0	\$32,000	\$0	\$0	\$0
2016	ENG	0918-47-135	Cat 5:	\$160,000	\$0	\$0	\$0	\$0	\$160,000
<b>Phase Subtotal:</b>				<b>\$160,000</b>	<b>\$0</b>	<b>\$32,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$160,000</b>
<b>Grand Total:</b>				<b>\$160,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$160,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-47-135	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2016	ENG	0918-47-135	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20234      **Facility:** VA      **Location/Limits From:** STATION AREA SIDEWALKS; BILL MOSES ON THE SOUTH, CHARLIE BIRD PARKWAY AND BEE STREET ON THE EAST      **Modification #:** 2017-0356  
**Impementing Agency:** FARMERS BRANCH      **Location/Limits To:** DENTON DRIVE ON THE WEST, AND VALLEY VIEW AND PIKE STREET ON THE NORTH  
**County:** DALLAS      **CSJ:** 0918-47-021  
**City:** FARMERS BRANCH      **Desc:** PEDESTRIAN AMENITIES AND LANDSCAPING  
**Request:** REVISE SCOPE TO PEDESTRIAN AMENITIES AND LANDSCAPING; RECONSTRUCT 2 TO 2 LANES ON BEE STREET FROM VALLEY VIEW LN TO PIKE ST TO INCLUDE ON-STREET PARKING, LANDSCAPING, AND PEDESTRIAN AMENITIES

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-021	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$53,216	\$13,304	\$0	\$66,520
2017	CON	0918-47-021	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$478,944	\$119,736	\$0	\$598,680
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$532,160</b>	<b>\$133,040</b>	<b>\$0</b>	<b>\$665,200</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-021	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$53,216	\$13,304	\$0	\$66,520
2017	CON	0918-47-021	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$478,944	\$119,736	\$0	\$598,680
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$532,160</b>	<b>\$133,040</b>	<b>\$0</b>	<b>\$665,200</b>

**TIP Code:** 55213      **Facility:** IH 20      **Location/Limits From:** DALLAS COUNTY LINE      **Modification #:** 2017-0361  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** SH 161  
**County:** DALLAS      **CSJ:** 2374-04-083  
**City:** GRAND PRAIRIE      **Desc:** WIDEN FROM 8 TO 10 GENERAL PURPOSE LANES  
**Request:** ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	2374-04-083	SBPE:	\$0	\$480,000	\$0	\$0	\$0	\$480,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$480,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480,000</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55214      **Facility:** IH 20      **Location/Limits From:** PARK SPRINGS BLVD      **Modification #:** 2017-0362  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** SH 360  
**County:** TARRANT      **CSJ:** 2374-05-084  
**City:** ARLINGTON      **Desc:** OPERATIONAL AND SAFETY IMPROVEMENTS  
**Request:** UPDATE LIMITS AS PARK SPRINGS BLVD TO SH 360, WHICH IS A CHANGE SINCE RTC APPROVAL ON DECEMBER 8, 2016; ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** RELATED TO TIP 13027; 10 YEAR PLAN PROJECT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	2374-05-084	SBPE:	\$0	\$1,750,000	\$0	\$0	\$0	\$1,750,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$1,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,750,000</b>

# PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**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 #:** 2017-0363

**Impementing Agency:** FRISCO

**County:** COLLIN      **CSJ:** 0918-24-235

**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:** MOVE ENGINEERING FUNDING TO IMPLEMENTATION FUNDING; DELAY IMPLEMENTATION PHASE TO FY2018; REVISE LIMITS TO PRESTON/SH 289 FROM US 380 TO GAYLORD; GAYLORD FROM JOHN HICKMAN TO PRESTON; AND WARREN FROM LEGACY TO PRESTON; REVISE SCOPE TO IMPLEMENT ADAPTIVE TRAFFIC SIGNAL SYSTEMS AT TRAFFIC SIGNALS ALONG PRESTON ROAD, GAYLORD PARKWAY, AND WARREN PARKWAY; INCLUDES ADAPTIVE TRAFFIC SIGNAL CONTROL SYSTEM, SOFTWARE AND AUTOMATED PERFORMANCE MEASURES

**Comment:** 64,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PART OF COLLIN COUNTY FUNDING PARTNERSHIP (LIP/LIRAP)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-24-235	Cat 3 - TDC (MPO):	\$0	\$0	\$31,794	\$0	\$0	\$0
2016	ENG	0918-24-235	Cat 5:	\$158,970	\$0	\$0	\$0	\$0	\$158,970
<b>Phase Subtotal:</b>				<b>\$158,970</b>	<b>\$0</b>	<b>\$31,794</b>	<b>\$0</b>	<b>\$0</b>	<b>\$158,970</b>
2016	IMP	0918-24-235	Cat 3 - TDC (MPO):	\$0	\$0	\$32,206	\$0	\$0	\$0
2016	IMP	0918-24-235	Cat 5:	\$161,030	\$0	\$0	\$0	\$0	\$161,030
<b>Phase Subtotal:</b>				<b>\$161,030</b>	<b>\$0</b>	<b>\$32,206</b>	<b>\$0</b>	<b>\$0</b>	<b>\$161,030</b>
<b>Grand Total:</b>				<b>\$320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0918-24-235	Cat 3 - TDC (MPO):	\$0	\$0	\$64,000	\$0	\$0	\$0
2018	IMP	0918-24-235	Cat 5:	\$320,000	\$0	\$0	\$0	\$0	\$320,000
<b>Phase Subtotal:</b>				<b>\$320,000</b>	<b>\$0</b>	<b>\$64,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320,000</b>
<b>Grand Total:</b>				<b>\$320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320,000</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13027      **Facility:** IH 20      **Location/Limits From:** PARK SPRINGS BLVD.      **Modification #:** 2017-0407  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** SH 360  
**County:** TARRANT      **CSJ:** 2374-05-902  
**City:** ARLINGTON      **Desc:** OPERATIONAL AND SAFETY IMPROVEMENTS  
**Request:** UPDATE LIMITS AS PARK SPRINGS TO SH 360, WHICH IS A CHANGE SINCE RTC APPROVAL ON DECEMBER 8, 2016; ADD PROJECT TO APPENDIX D OF 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** 10 YEAR PLAN PROJECT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	2374-05-902	Cat 2M:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
<b>Grand Total:</b>				<b>\$40,000,000</b>	<b>\$10,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000,000</b>

**TIP Code:** 25034      **Facility:** IH 30      **Location/Limits From:** IH 35W      **Modification #:** 2017-0414  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** IH 820  
**County:** TARRANT      **CSJ:** 1068-02-146  
**City:** FORT WORTH      **Desc:** INSTALLATION OF ITS FIBER, ITS EQUIPMENT, & SATELLITE BUILDING  
**Request:** ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE CONSTRUCTION FUNDING IN FY2018 OFFSET BY DECREASE ON TIP 25020/CSJ 1068-01-210; PLEASE NOTE THAT THE STIP CONTAINS THIS CSJ WITH THE WRONG PROJECT INFORMATION, THIS ACTION CORRECTS THAT ISSUE

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1068-02-146	SBPE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2018	CON	1068-02-146	Cat 11:	\$1,248,000	\$312,000	\$0	\$0	\$0	\$1,560,000
2018	CON	1068-02-146	Cat 5:	\$1,072,000	\$268,000	\$0	\$0	\$0	\$1,340,000
<b>Phase Subtotal:</b>				<b>\$2,320,000</b>	<b>\$580,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,900,000</b>
<b>Grand Total:</b>				<b>\$2,320,000</b>	<b>\$780,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,100,000</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 25035      **Facility:** SH 174      **Location/Limits From:** IH 35W      **Modification #:** 2017-0415  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** WICKER HILL RD  
**County:** JOHNSON      **CSJ:** 0019-01-145  
**City:** BURLESON      **Desc:** INSTALLATION OF ITS FIBER & EQUIPMENT FROM IH 35W TO SUMMERCREST/GARDENS BLVD; INSTALLATION OF ITS EQUIPMENT AT WICKER HILL ROAD  
**Request:** ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0019-01-145	Cat 11:	\$264,000	\$66,000	\$0	\$0	\$0	\$330,000
<b>Grand Total:</b>				<b>\$264,000</b>	<b>\$66,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$330,000</b>

**TIP Code:** 11633.3      **Facility:** VA      **Location/Limits From:** M&O - PROGRAM OVERSIGHT COORDINATION      **Modification #:** 2017-0416  
**Impementing Agency:** NCTCOG  
**County:** DALLAS      **CSJ:** 0918-00-951  
**City:** VARIOUS      **Desc:** PROGRAM OVERSIGHT COORDINATION; DEPARTMENTAL STREAMLINING POLICIES AND PROCEDURES COORDINATION; PROGRAM ADMINISTRATION PRE-AWARD ACTIVITIES; AND PROGRAM OVERSIGHT INCLUDING PROCUREMENT, CONTRACTING, DBE PROCESS, AND LEGAL  
**Request:** CANCEL PROJECT AND RELEASE FUNDS TO REGIONAL POOL

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0918-00-951	Cat 3 - TDC (MPO):	\$0	\$0	\$86,400	\$0	\$0	\$0
2018	IMP	0918-00-951	Cat 7:	\$432,000	\$0	\$0	\$0	\$0	\$432,000
<b>Phase Subtotal:</b>				<b>\$432,000</b>	<b>\$0</b>	<b>\$86,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$432,000</b>
<b>Grand Total:</b>				<b>\$432,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$432,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0918-00-951	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2018	IMP	0918-00-951	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55179      **Facility:** IH 30      **Location/Limits From:** BASS PRO DRIVE IN GARLAND      **Modification #:** 2017-0419  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** DALROCK RD  
**County:** DALLAS      **CSJ:** 0009-11-238  
**City:** GARLAND      **Desc:** WIDEN 6 TO 8 MAINLANES  
**Request:** ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0009-11-238	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2040	ROW	0009-11-238	S102:	\$4,500,000	\$500,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$4,500,000</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000,000</b>

**TIP Code:** 30006      **Facility:** US 75      **Location/Limits From:** DALLAS COUNTY LINE      **Modification #:** 2017-0420  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SH 121  
**County:** COLLIN      **CSJ:** 0047-06-158  
**City:** VARIOUS      **Desc:** REMOVE HOV LANES AND ADD SHOULDER RUNNING LANES (PHASE 1)  
**Request:** REVISE LIMITS TO US 75 FROM DALLAS COUNTY LINE TO BETHANY DRIVE; REVISE SCOPE TO REMOVE HOV LANES AND ADD PEAK HOUR TRAVEL LANES

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0047-06-158	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2020	CON	0047-06-158	Cat 7:	\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000
<b>Grand Total:</b>				<b>\$16,000,000</b>	<b>\$5,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0047-06-158	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2020	CON	0047-06-158	Cat 7:	\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000
<b>Grand Total:</b>				<b>\$16,000,000</b>	<b>\$5,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,500,000</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20118      **Facility:** US 377      **Location/Limits From:** IH 35E      **Modification #:** 2017-0423  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SOUTH OF FM 1830  
**County:** DENTON      **CSJ:** 0081-04-025, 0081-04-036  
**City:** DENTON      **Desc:** WIDEN 2 LANE TO 6 LANE URBAN DIVIDED SECTION  
**Request:** INCREASE PROP 1 FUNDING AMOUNT TO COVER CURRENT ESTIMATE WITH INFLATION; DELAY CONSTRUCTION PHASE TO FY2018

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0081-04-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2013	ENG	0081-04-025	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$3,000,000</b>
2016	ROW	0081-04-036	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,500,000	\$500,000	\$0	\$5,000,000
2016	UTIL	0081-04-036	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$100,000	\$25,000	\$0	\$125,000
2017	CON	0081-04-025	Cat 2M - Prop 1:	\$0	\$10,680,752	\$0	\$0	\$0	\$10,680,752
2017	CON	0081-04-025	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$10,680,752</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,780,752</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$12,680,752</b>	<b>\$4,700,000</b>	<b>\$525,000</b>	<b>\$1,000,000</b>	<b>\$18,905,752</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0081-04-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2013	ENG	0081-04-025	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$3,000,000</b>
2016	ROW	0081-04-036	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,500,000	\$500,000	\$0	\$5,000,000
2016	UTIL	0081-04-036	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$100,000	\$25,000	\$0	\$125,000
2018	CON	0081-04-025	Cat 2M - Prop 1:	\$0	\$16,580,752	\$0	\$0	\$0	\$16,580,752
2018	CON	0081-04-025	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$16,580,752</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,680,752</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$18,580,752</b>	<b>\$4,700,000</b>	<b>\$525,000</b>	<b>\$1,000,000</b>	<b>\$24,805,752</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55109      **Facility:** IH 635      **Location/Limits From:** EAST OF US 75      **Modification #:** 2017-0426  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** KCS RR  
**County:** DALLAS      **CSJ:** 2374-01-180  
**City:** VARIOUS      **Desc:** CONSTRUCT NOISE WALLS AT VARIOUS LOCATIONS  
**Request:** REVISE LIMITS TO IH 635 FROM EAST OF ABRAMS RD TO WEST OF PLANO RD

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	2374-01-180	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2017	ROW	2374-01-180	S102:	\$4,050,000	\$450,000	\$0	\$0	\$0	\$4,500,000
2018	CON	2374-01-180	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$21,700,000	\$0	\$0	\$21,700,000
<b>Grand Total:</b>				<b>\$4,050,000</b>	<b>\$1,950,000</b>	<b>\$21,700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,700,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	2374-01-180	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2017	ROW	2374-01-180	S102:	\$4,050,000	\$450,000	\$0	\$0	\$0	\$4,500,000
2018	CON	2374-01-180	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$21,700,000	\$0	\$0	\$21,700,000
<b>Grand Total:</b>				<b>\$4,050,000</b>	<b>\$1,950,000</b>	<b>\$21,700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,700,000</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55110      **Facility:** IH 635      **Location/Limits From:** KCS RR      **Modification #:** 2017-0427  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** IH 30  
**County:** DALLAS      **CSJ:** 2374-02-144  
**City:** VARIOUS      **Desc:** CONSTRUCT NOISE WALLS AT VARIOUS LOCATIONS  
**Request:** REVISE LIMITS TO IH 635 FROM EAST OF CENTERVILLE RD TO IH 30

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	2374-02-144	SBPE:	\$0	\$750,000	\$0	\$0	\$0	\$750,000
2017	ROW	2374-02-144	S102:	\$2,250,000	\$250,000	\$0	\$0	\$0	\$2,500,000
2018	CON	2374-02-144	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$9,300,000	\$0	\$0	\$9,300,000
<b>Grand Total:</b>				<b>\$2,250,000</b>	<b>\$1,000,000</b>	<b>\$9,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,550,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	2374-02-144	SBPE:	\$0	\$750,000	\$0	\$0	\$0	\$750,000
2017	ROW	2374-02-144	S102:	\$2,250,000	\$250,000	\$0	\$0	\$0	\$2,500,000
2018	CON	2374-02-144	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$9,300,000	\$0	\$0	\$9,300,000
<b>Grand Total:</b>				<b>\$2,250,000</b>	<b>\$1,000,000</b>	<b>\$9,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,550,000</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 35000      **Facility:** SH 352      **Location/Limits From:** NORTH OF KEARNEY STREET      **Modification #:** 2017-0430  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** US 80 EB FRONTAGE ROAD  
**County:** DALLAS      **CSJ:** 0430-01-057  
**City:** SUNNYVALE      **Desc:** RECONSTRUCT 4 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN ROADWAY  
**Request:** INCREASE ROW FUNDING IN FY2017; DELAY CONSTRUCTION PHASE TO FY2019  
**Comment:** CAT 12 FUNDS FROM MPO/TDC REVOLVER SWAP

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0430-01-057	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2017	ROW	0430-01-057	S102:	\$0	\$1,440,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0430-01-057	Cat 1:	\$320,000	\$80,000	\$0	\$0	\$0	\$400,000
2017	CON	0430-01-057	Cat 12:	\$1,612,000	\$403,000	\$0	\$0	\$0	\$2,015,000
2017	CON	0430-01-057	Cat 2M - Prop 1:	\$0	\$6,045,000	\$0	\$0	\$0	\$6,045,000
<b>Phase Subtotal:</b>				<b>\$1,932,000</b>	<b>\$6,528,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,460,000</b>
<b>Grand Total:</b>				<b>\$1,932,000</b>	<b>\$8,468,000</b>	<b>\$0</b>	<b>\$160,000</b>	<b>\$0</b>	<b>\$10,560,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0430-01-057	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2017	ROW	0430-01-057	S102:	\$2,400,000	\$300,000	\$0	\$300,000	\$0	\$3,000,000
2019	CON	0430-01-057	Cat 1:	\$320,000	\$80,000	\$0	\$0	\$0	\$400,000
2019	CON	0430-01-057	Cat 12:	\$1,612,000	\$403,000	\$0	\$0	\$0	\$2,015,000
2019	CON	0430-01-057	Cat 2M - Prop 1:	\$0	\$6,045,000	\$0	\$0	\$0	\$6,045,000
<b>Phase Subtotal:</b>				<b>\$1,932,000</b>	<b>\$6,528,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,460,000</b>
<b>Grand Total:</b>				<b>\$4,332,000</b>	<b>\$7,328,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$11,960,000</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b> 83255	<b>Facility:</b> FM 455	<b>Location/Limits From:</b> WEST OF FM 2450	<b>Modification #:</b> 2017-0436
<b>Impementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> EAST OF MARION RD	
<b>County:</b> DENTON	<b>CSJ:</b> 0816-02-072		
<b>City:</b> VARIOUS	<b>Desc:</b> RECONSTRUCT AND WIDEN TWO LANE RURAL TO FOUR LANE URBAN DIVIDED		
	<b>Request:</b> INCREASE ENGINEERING FUNDING AND ADVANCE TO FY2017; INCREASE ROW FUNDING AND ADVANCE TO FY2021; INCREASE CONSTRUCTION FUNDING TO INFLATED "YEAR OF EXPENDITURE" ESTIMATE AND ADD CONSTRUCTION PHASE TO APPENDIX D OF THE 2017-2020 TIP/STIP		
	<b>Comment:</b> 10 YEAR PLAN PROJECT; LOCAL CONTRIBUTION TO BE PAID BY DENTON COUNTY		

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0816-02-072	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$900,000	\$900,000
2035	ENG	0816-02-072	SBPE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
2035	ROW	0816-02-072	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,000,000	\$6,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,900,000</b>	<b>\$7,150,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0816-02-072	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$900,000	\$900,000
2017	ENG	0816-02-072	SBPE:	\$0	\$2,100,000	\$0	\$0	\$0	\$2,100,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$2,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$3,000,000</b>
2021	ROW	0816-02-072	S102:	\$12,880,000	\$1,610,000	\$0	\$1,610,000	\$0	\$16,100,000
2021	CON	0816-02-072	Cat 2M:	\$34,254,312	\$8,563,578	\$0	\$0	\$0	\$42,817,890
<b>Grand Total:</b>				<b>\$47,134,312</b>	<b>\$12,273,578</b>	<b>\$0</b>	<b>\$1,610,000</b>	<b>\$900,000</b>	<b>\$61,917,890</b>

# PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 83223      **Facility:** FM 664      **Location/Limits From:** US 287 IN WAXAHACHIE      **Modification #:** 2017-0438  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** IH 45 IN FERRIS  
**County:** ELLIS      **CSJ:** 1051-01-038  
**City:** VARIOUS      **Desc:** WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN  
**Request:** ADD ROW PHASE IN FY2040; REVISE LIMITS TO FM 664 FROM US 287 IN WAXAHACHIE TO FM 1387

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	1051-01-038	SBPE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	1051-01-038	SBPE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2040	ROW	1051-01-038	S102:	\$12,000,000	\$1,500,000	\$0	\$1,500,000	\$0	\$15,000,000
<b>Grand Total:</b>				<b>\$12,000,000</b>	<b>\$1,900,000</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$15,400,000</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55099      **Facility:** IH 35W      **Location/Limits From:** EAGLE PARKWAY      **Modification #:** 2017-0440  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SH 114  
**County:** DENTON      **CSJ:** 0081-13-057  
**City:** HASLET      **Desc:** CONSTRUCT 2 LANE NORTHBOUND FRONTAGE ROAD WITH RAMP MODIFICATIONS (PHASE 2)  
**Request:** INCREASE CONSTRUCTION FUNDING IN FY2017

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0081-13-057	SBPE:	\$0	\$600,000	\$0	\$0	\$0	\$600,000
2016	ROW	0081-13-057	S102:	\$1,800,000	\$200,000	\$0	\$0	\$0	\$2,000,000
2017	CON	0081-13-057	Cat 1:	\$319,751	\$79,938	\$0	\$0	\$0	\$399,689
2017	CON	0081-13-057	Cat 2M - Prop 1:	\$0	\$11,000,000	\$0	\$0	\$0	\$11,000,000
<b>Phase Subtotal:</b>				<b>\$319,751</b>	<b>\$11,079,938</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,399,689</b>
<b>Grand Total:</b>				<b>\$2,119,751</b>	<b>\$11,879,938</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,999,689</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0081-13-057	SBPE:	\$0	\$600,000	\$0	\$0	\$0	\$600,000
2016	ROW	0081-13-057	S102:	\$1,800,000	\$200,000	\$0	\$0	\$0	\$2,000,000
2017	CON	0081-13-057	Cat 1:	\$319,751	\$79,938	\$0	\$0	\$0	\$399,689
2017	CON	0081-13-057	Cat 2M - Prop 1:	\$0	\$16,100,000	\$0	\$0	\$0	\$16,100,000
<b>Phase Subtotal:</b>				<b>\$319,751</b>	<b>\$16,179,938</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,499,689</b>
<b>Grand Total:</b>				<b>\$2,119,751</b>	<b>\$16,979,938</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,099,689</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55104      **Facility:** US 377      **Location/Limits From:** SL 288      **Modification #:** 2017-0441  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** US 377/US 380 INTERSECTION  
**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:** ADVANCE ENGINEERING AND ROW PHASES TO FY2020 THEREBY ADDING PROJECT TO THE 2017-2020 TIP/STIP; ADD CONSTRUCTION FUNDING IN FY2021; CHANGING FACILITY FROM US 380 AS APPROVED BY THE RTC ON DECEMBER 8, 2016 TO US 380/US 377  
**Comment:** CMAQ FOR SHARED USE PATH ONLY; 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0135-10-057	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2040	ROW	0135-10-057	S102:	\$5,280,000	\$1,320,000	\$0	\$0	\$0	\$6,600,000
<b>Grand Total:</b>				<b>\$5,280,000</b>	<b>\$2,320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,600,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0135-10-057	SBPE:	\$0	\$904,000	\$0	\$0	\$0	\$904,000
2020	ROW	0135-10-057	S102:	\$2,400,000	\$300,000	\$0	\$300,000	\$0	\$3,000,000
2021	CON	0135-10-057	Cat 2M:	\$14,271,211	\$3,567,803	\$0	\$0	\$0	\$17,839,014
2021	CON	0135-10-057	Cat 5:	\$532,000	\$133,000	\$0	\$0	\$0	\$665,000
<b>Phase Subtotal:</b>				<b>\$14,803,211</b>	<b>\$3,700,803</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,504,014</b>
<b>Grand Total:</b>				<b>\$17,203,211</b>	<b>\$4,904,803</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$22,408,014</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13015      **Facility:** SH 121      **Location/Limits From:** COLLIN COUNTY OUTER LOOP      **Modification #:** 2017-0444  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** NORTH OF FM 455  
**County:** COLLIN      **CSJ:** 0549-03-024  
**City:** ANNA      **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE RURAL DIVIDED; CONSTRUCT 0 TO 4 LANE DISCONTINUOUS FRONTAGE ROAD AND FM 455 INTERCHANGE  
**Request:** INCREASE ENGINEERING AND ROW FUNDING AND ADVANCE TO FY2035; ADVANCE CONSTRUCTION PHASE TO FY2035; CLARIFY SCOPE TO RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE RURAL DIVIDED; CONSTRUCT 0 TO 4 LANE DISCONTINUOUS ACCESS ROAD AND FM 455 INTERCHANGE  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0549-03-024	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2040	ROW	0549-03-024	S102:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
2040	CON	0549-03-024	Cat 4:	\$40,263,556	\$10,065,889	\$0	\$0	\$0	\$50,329,445
<b>Grand Total:</b>				<b>\$48,263,556</b>	<b>\$12,565,889</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$61,829,445</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0549-03-024	SBPE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2035	ROW	0549-03-024	S102:	\$17,600,000	\$2,200,000	\$0	\$2,200,000	\$0	\$22,000,000
2035	CON	0549-03-024	Cat 4:	\$40,263,556	\$10,065,889	\$0	\$0	\$0	\$50,329,445
<b>Grand Total:</b>				<b>\$57,863,556</b>	<b>\$14,765,889</b>	<b>\$0</b>	<b>\$2,200,000</b>	<b>\$0</b>	<b>\$74,829,445</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55067      **Facility:** IH 45      **Location/Limits From:** LENWAY      **Modification #:** 2017-0452  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** GOOD LATIMER  
**County:** DALLAS      **CSJ:** 0092-14-088  
**City:** DALLAS      **Desc:** RECONSTRUCT IH 45 AND SM WRIGHT INTERCHANGE (PHASE 2B)  
**Request:** ADVANCE ENGINEERING PHASE TO FY2018; ADD ROW PHASE IN FY2018; ADD CONSTRUCTION PHASE IN FY2019 AND INCREASE CONSTRUCTION FUNDING TO MATCH LATEST "YEAR OF EXPENDITURE" ESTIMATE  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0092-14-088	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0092-14-088	SBPE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2018	ROW	0092-14-088	S102:	\$1,760,000	\$440,000	\$0	\$0	\$0	\$2,200,000
2019	CON	0092-14-088	Cat 2M:	\$21,061,842	\$5,265,460	\$0	\$0	\$0	\$26,327,302
<b>Grand Total:</b>				<b>\$22,821,842</b>	<b>\$6,905,460</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,727,302</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 53198      **Facility:** SH 183      **Location/Limits From:** 1.0 MILE EAST OF SL 12      **Modification #:** 2017-0458  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** WEST END OF ELM FORK TRINITY RIVER BRIDGE  
**County:** DALLAS      **CSJ:** 0094-07-044  
**City:** IRVING      **Desc:** RECONSTRUCT EXISTING 8 GP LANES, 2 TO 6 CONCURRENT HOV/MANAGED LANES, AND 4/6 DISCONTINUOUS TO 6/8 CONTINUOUS FRONTAGE ROADS (ULTIMATE)  
**Request:** ADD CONSTRUCTION PHASE IN FY2040 AS APPROVED BY THE RTC ON DECEMBER 8, 2016; CHANGE LIMITS FROM WHAT WAS APPROVED BY THE RTC ON DECEMBER 8, 2016 TO THE EXISTING LIMITS IN THE TIP (AS THE EXISTING TIP LIMITS ARE MORE ACCURATE)  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

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

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0094-07-044	SBPE:	\$0	\$4,175,000	\$0	\$0	\$0	\$4,175,000
2040	ROW	0094-07-044	S102:	\$14,000,000	\$1,750,000	\$0	\$1,750,000	\$0	\$17,500,000
2040	CON	0094-07-044	Cat 2M:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
<b>Grand Total:</b>				<b>\$54,000,000</b>	<b>\$15,925,000</b>	<b>\$0</b>	<b>\$1,750,000</b>	<b>\$0</b>	<b>\$71,675,000</b>

# PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

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

**CURRENTLY APPROVED:**

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

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0196-02-125	SBPE:	\$0	\$35,000,000	\$0	\$0	\$0	\$35,000,000
2027	ROW	0196-02-125	S102:	\$90,000,000	\$10,000,000	\$0	\$0	\$0	\$100,000,000
2027	CON	0196-02-125	Cat 2M:	\$120,000,000	\$30,000,000	\$0	\$0	\$0	\$150,000,000
<b>Grand Total:</b>				<b>\$210,000,000</b>	<b>\$75,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$285,000,000</b>

**TIP Code:** 55134     **Facility:** US 175     **Location/Limits From:** DALLAS COUNTY LINE     **Modification #:** 2017-0474  
**Impementing Agency:** TXDOT-DALLAS     **Location/Limits To:** WEST OF FM 1389  
**County:** KAUFMAN     **CSJ:** 0197-03-074  
**City:** SEAGOVILLE     **Desc:** RAMP MODIFICATIONS  
**Request:** ADVANCE ENGINEERING PHASE TO FY2019; ADD CONSTRUCTION PHASE IN FY2019 THEREBY ADDING PROJECT TO THE 2017-2020 TIP/STIP AS APPROVED BY THE RTC ON DECEMBER 8, 2016 AND INCREASE CONSTRUCTION FUNDING TO INFLATED "YEAR OF EXPENDITURE" ESTIMATE; CHANGE LIMITS FROM WHAT WAS THE RTC APPROVED ON DECEMBER 8, 2016 - LIMITS ARE ALREADY CORRECTLY REFLECTED IN THE 2017-2020 TIP/STIP  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0197-03-074	SBPE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0197-03-074	SBPE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2019	CON	0197-03-074	Cat 2M:	\$1,730,400	\$432,600	\$0	\$0	\$0	\$2,163,000
<b>Grand Total:</b>				<b>\$1,730,400</b>	<b>\$632,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,363,000</b>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55074      **Facility:** SH 205      **Location/Limits From:** NORTH OF SH 66      **Modification #:** 2017-0477  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** NORTH OF JOHN KING  
**County:** ROCKWALL      **CSJ:** 0451-04-021  
**City:** ROCKWALL      **Desc:** WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)  
**Request:** ADD ROW AND CONSTRUCTION PHASES IN FY2040 AS APPROVED BY THE RTC ON DECEMBER 8, 2016; CHANGE LIMITS FROM WHAT WAS APPROVED BY THE RTC ON DECEMBER 8, 2016 TO THE EXISTING LIMITS IN THE TIP (AS THE EXISTING TIP LIMITS ARE MORE ACCURATE)  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

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

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0451-04-021	SBPE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2040	ROW	0451-04-021	S102:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2040	CON	0451-04-021	Cat 2M:	\$25,692,538	\$6,423,134	\$0	\$0	\$0	\$32,115,672
<b>Grand Total:</b>				<b>\$33,692,538</b>	<b>\$9,623,134</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,315,672</b>

**TIP Code:** 2810      **Facility:** SH 78      **Location/Limits From:** IH 635      **Modification #:** 2017-0478  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** FOREST LANE  
**County:** DALLAS      **CSJ:** 0009-02-040  
**City:** GARLAND      **Desc:** TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENT  
**Request:** ADD ROW PHASE IN FY2017; INCREASE CONSTRUCTION FUNDING IN FY2018

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0009-02-040	SBPE:	\$0	\$555,000	\$0	\$0	\$0	\$555,000
2018	CON	0009-02-040	Cat 5:	\$1,764,000	\$441,000	\$0	\$0	\$0	\$2,205,000
<b>Grand Total:</b>				<b>\$1,764,000</b>	<b>\$996,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,760,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0009-02-040	SBPE:	\$0	\$555,000	\$0	\$0	\$0	\$555,000
2017	ROW	0009-02-040	S102:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
2018	CON	0009-02-040	Cat 5:	\$2,720,000	\$680,000	\$0	\$0	\$0	\$3,400,000
<b>Grand Total:</b>				<b>\$3,920,000</b>	<b>\$1,535,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,455,000</b>

# How to Read the Project Modification Listings – Transit Section

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

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

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

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

<b>IMPLEMENTING AGENCY:</b>	Identifies the lead public agency or municipality responsible for the project.
<b>APPORTIONMENT YEAR:</b>	Identifies the apportionment year in which funds were committed to the project.
<b>MODIFICATION #:</b>	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
<b>REQUEST:</b>	Describes the action being requested through the modification.
<b>UZA:</b>	Identifies the Urbanized Area in which the project is located.
<b>COMMENT:</b>	States any comments related to the project.
<b>FUNDING SOURCE:</b>	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: <a href="http://www.nctcog.org/trans/tip/15-18/index.asp">http://www.nctcog.org/trans/tip/15-18/index.asp</a> .
<b>CURRENTLY APPROVED FUNDING TABLE:</b>	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.
<b>REVISION REQUESTED FUNDING TABLE:</b>	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.

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

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY OF ARLINGTON

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0365

**Request:** REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<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>
12037.17	OPERATING ASSISTANCE	2017	OPERATING	\$770,000	\$0	\$0	\$770,000	0	\$1,540,000
<b>TOTAL:</b>				<b>\$770,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$770,000</b>	<b>0</b>	<b>\$1,540,000</b>

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

**Implementing Agency:** CITY/COUNTY TRANSPORTATION

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0367

**Request:** REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 12,000 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

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<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>
12510.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$239,811	\$0	\$0	\$59,953	0	\$299,764
<b>TOTAL:</b>				<b>\$239,811</b>	<b>\$0</b>	<b>\$0</b>	<b>\$59,953</b>	<b>0</b>	<b>\$299,764</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<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>
12154.17	OPERATING ASSISTANCE	2018	OPERATING	\$42,999	\$0	\$0	\$42,999	0	\$85,998	ADD PROJECT
12510.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12748.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$10,000	\$0	\$0	\$0	2,000	\$10,000	ADD PROJECT (MPO TDCs)
12750.17	PROJECT ADMINISTRATION	2018	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$102,999</b>	<b>\$0</b>	<b>\$0</b>	<b>\$42,999</b>	<b>12,000</b>	<b>\$145,998</b>	

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** COMMUNITY TRANSIT SERVICES

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0368

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12090.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$16,000	\$0	\$0	\$0	3,200	\$16,000	ADD PROJECT (MPO TDCs)	
12827.17	OPERATING ASSISTANCE	2018	OPERATING	\$26,920	\$0	\$0	\$26,920	0	\$53,840	ADD PROJECT	
<b>TOTAL:</b>				<b>\$42,920</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,920</b>	<b>3,200</b>	<b>\$69,840</b>		

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0369

**Request:** REFINE FY2017 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>
12028.17	SYSTEM PREVENTIVE MAINTENANCE	2017	CAPITAL	\$45,124,966	\$0	\$0	\$11,281,242	0	\$56,406,208
12415.17	SYSTEM TRANSIT ENHANCEMENTS	2017	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824
12515.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2017	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824
<b>TOTAL:</b>				<b>\$46,166,284</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,541,572</b>	<b>0</b>	<b>\$57,707,856</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12028.17	SYSTEM PREVENTIVE MAINTENANCE	2017	CAPITAL	\$26,703,495	\$0	\$0	\$6,675,874	0	\$33,379,369	DECREASE FUNDING	
12415.17	SYSTEM TRANSIT ENHANCEMENTS	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12515.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2017	CAPITAL	\$324,548	\$0	\$0	\$81,137	0	\$405,685	DECREASE FUNDING	
<b>TOTAL:</b>				<b>\$27,028,043</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,757,011</b>	<b>0</b>	<b>\$33,785,054</b>		

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0370

**Request:** REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Comment:** NOTE: 538,850 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - POLICY BUNDLE TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	
12104.17	BUS TRANSIT ENHANCEMENTS	2017	CAPITAL	\$44,552	\$0	\$0	\$11,138	0	\$55,690	
12354.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2017	CAPITAL	\$44,552	\$0	\$0	\$11,138	0	\$55,690	
12356.17	ADA PARATRANSIT SERVICE	2017	CAPITAL	\$375,000	\$0	\$0	\$93,750	0	\$468,750	
12465.17	OPERATING ASSISTANCE	2017	OPERATING	\$375,000	\$0	\$0	\$375,000	0	\$750,000	
12534.17	BUS PREVENTIVE MAINTENANCE	2017	CAPITAL	\$1,205,000	\$0	\$0	\$301,250	0	\$1,506,250	
12535.17	RAIL PREVENTIVE MAINTENANCE	2017	CAPITAL	\$2,411,063	\$0	\$0	\$602,766	0	\$3,013,829	
<b>TOTAL:</b>				<b>\$4,455,167</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,395,042</b>	<b>0</b>	<b>\$5,850,209</b>	

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12104.17	BUS TRANSIT ENHANCEMENTS	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12354.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2017	CAPITAL	\$33,036	\$0	\$0	\$8,259	0	\$41,295	DECREASE FUNDING	
12356.17	ADA PARATRANSIT SERVICE	2018	CAPITAL	\$561,234	\$0	\$0	\$140,308	0	\$701,542	INCREASE FUNDING	
12416.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$272,046	\$0	\$0	\$0	54,410	\$272,046	ADD PROJECT; ADD POLICY BUNDLE TDCs	
12465.17	OPERATING ASSISTANCE	2017	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12534.17	BUS PREVENTIVE MAINTENANCE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12535.17	RAIL PREVENTIVE MAINTENANCE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12558.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$2,437,231	\$0	\$0	\$0	365,585	\$2,437,231	ADD PROJECT; ADD POLICY BUNDLE TDCs	
<b>TOTAL:</b>				<b>\$3,303,547</b>	<b>\$0</b>	<b>\$0</b>	<b>\$148,567</b>	<b>419,995</b>	<b>\$3,452,114</b>		

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0371

**Request:** REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 1,170,851 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - POLICY BUNDLE TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	
12033.17	BUS PREVENTIVE MAINTENANCE	2017	CAPITAL	\$11,203,269	\$0	\$0	\$2,800,818	0	\$14,004,087	
12034.17	BUS TRANSIT ENHANCEMENTS	2017	CAPITAL	\$182,935	\$0	\$0	\$45,734	0	\$228,669	
12390.17	PURCHASE REPLACEMENT VEHICLES	2017	CAPITAL	\$3,403,000	\$0	\$0	\$600,530	0	\$4,003,530	
12549.17	ADA PARATRANSIT SERVICE	2017	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	
<b>TOTAL:</b>				<b>\$15,989,204</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,747,082</b>	<b>0</b>	<b>\$19,736,286</b>	

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>
12033.17	BUS PREVENTIVE MAINTENANCE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12034.17	BUS TRANSIT ENHANCEMENTS	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12035.17	ASSOCIATED TRANSIT IMPROVEMENTS	2018	CAPITAL	\$182,935	\$0	\$0	\$0	36,587	\$182,935	ADD PROJECT; ADD POLICY BUNDLE TDCs
12038.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$2,101,016	\$0	\$0	\$0	420,204	\$2,101,016	ADD PROJECT; ADD POLICY BUNDLE TDCs
12390.17	PURCHASE REPLACEMENT VEHICLES	2017	CAPITAL	\$3,010,000	\$0	\$0	\$752,500	0	\$3,762,500	DECREASE FUNDING
12549.17	ADA PARATRANSIT SERVICE	2017	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	NO CHANGE
12732.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$112,798	\$0	\$0	\$0	22,560	\$112,798	ADD PROJECT; ADD POLICY BUNDLE TDCs
<b>TOTAL:</b>				<b>\$6,606,749</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,052,500</b>	<b>479,351</b>	<b>\$7,659,249</b>	

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** GRAND CONNECTION

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0372

**Request:** CHANGE AGENCY NAME TO CITY OF GRAND PRAIRIE; REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 59,928 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

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<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>	
12538.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$494,049	\$0	\$0	\$123,513	0	\$617,562	
<b>TOTAL:</b>				<b>\$494,049</b>	<b>\$0</b>	<b>\$0</b>	<b>\$123,513</b>	<b>0</b>	<b>\$617,562</b>	
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<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>
12003.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$185,000	\$0	\$0	\$0	27,750	\$185,000	ADD PROJECT (MPO TDCs)
12006.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$80,891	\$0	\$0	\$0	16,178	\$80,891	ADD PROJECT (MPO TDCs)
12538.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12828.17	ACQUISITION OF HARDWARE	2018	CAPITAL	\$80,000	\$0	\$0	\$0	16,000	\$80,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$345,891</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>59,928</b>	<b>\$345,891</b>	

**Implementing Agency:** HANDITRAN

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0374

**Request:** DELETE PROJECT

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<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>	
12539.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$836,760	\$0	\$0	\$209,190	0	\$1,045,950	
<b>TOTAL:</b>				<b>\$836,760</b>	<b>\$0</b>	<b>\$0</b>	<b>\$209,190</b>	<b>0</b>	<b>\$1,045,950</b>	
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<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>
12539.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0376

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

**UZA:** MCKINNEY

**Comment:** NOTE: 151,122 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

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<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>	
12823.17	OPERATING ASSISTANCE	2018	OPERATING	\$755,607	\$312,000	\$0	\$443,608	0	\$1,511,215	ADD PROJECT	
12824.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$755,608	\$0	\$0	\$0	151,122	\$755,608	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$1,511,215</b>	<b>\$312,000</b>	<b>\$0</b>	<b>\$443,608</b>	<b>151,122</b>	<b>\$2,266,823</b>		

**Implementing Agency:** MESQUITE TRANSPORTATION FOR THE ELDERLY AND DISABLED

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0377

**Request:** CHANGE AGENCY NAME TO CITY OF MESQUITE; REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 36,760 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

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<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>
12540.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$460,000	\$0	\$0	\$115,000	0	\$575,000
<b>TOTAL:</b>				<b>\$460,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$115,000</b>	<b>0</b>	<b>\$575,000</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<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>	
12013.17	OPERATING ASSISTANCE - JARC	2018	OPERATING	\$345,000	\$0	\$0	\$345,000	0	\$690,000	ADD PROJECT	
12540.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12701.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$125,000	\$0	\$0	\$0	25,000	\$125,000	ADD PROJECT (MPO TDCs)	
12702.17	PROJECT ADMINISTRATION	2018	CAPITAL	\$58,800	\$0	\$0	\$0	11,760	\$58,800	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$528,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$345,000</b>	<b>36,760</b>	<b>\$873,800</b>		

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2014 PROGRAM OF PROJECTS

**Modification #:** 2017-0378

**Request:** REFINE FY2014 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 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 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12206.14	PROJECT ADMINISTRATION (WESTERN SUBREGION)	2015	CAPITAL	\$95,400	\$0	\$0	\$23,850	0	\$119,250		
12813.14	GENERAL PLANNING	2017	PLANNING	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
12814.14	PROJECT ADMINISTRATION (SUBGRANTEE)	2017	CAPITAL	\$82,346	\$0	\$0	\$0	16,470	\$82,346		
12815.14	PREVENTIVE MAINTENANCE	2017	CAPITAL	\$329,383	\$0	\$0	\$0	65,877	\$329,383		
<b>TOTAL:</b>				<b>\$607,129</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,850</b>	<b>102,347</b>	<b>\$630,979</b>		

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY PROJECT</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12206.14	PROJECT ADMINISTRATION (WESTERN SUBREGION)	2015	CAPITAL	\$95,400	\$0	\$0	\$23,850	0	\$119,250	NO CHANGE	
12813.14	GENERAL PLANNING	2017	PLANNING	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE	
12814.14	PROJECT ADMINISTRATION (SUBGRANTEE)	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12815.14	PREVENTIVE MAINTENANCE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
<b>TOTAL:</b>				<b>\$195,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,850</b>	<b>20,000</b>	<b>\$219,250</b>		

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0379

**Request:** DELETE PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<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>		
12542.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$130,165	\$0	\$0	\$32,542	0	\$162,707		
12801.17	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2017	CAPITAL	\$74,080,000	\$0	\$0	\$18,520,000	0	\$92,600,000		
<b>TOTAL:</b>				<b>\$74,210,165</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,552,542</b>	<b>0</b>	<b>\$92,762,707</b>		

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY PROJECT</b>	
<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>		
12542.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12801.17	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
<b>TOTAL:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>		

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0380

**Request:** REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 264,961 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

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<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>	
12541.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$45,733	\$0	\$0	\$11,434	0	\$57,167	
12825.17	OPERATING ASSISTANCE	2017	OPERATING	\$1,150,000	\$0	\$0	\$1,150,000	0	\$2,300,000	
<b>TOTAL:</b>				<b>\$1,195,733</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,161,434</b>	<b>0</b>	<b>\$2,357,167</b>	
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY PROJECT</b>
<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>	
12541.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12576.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$1,299,734	\$0	\$0	\$0	194,961	\$1,299,734	ADD PROJECT (MPO TDCs)
12825.17	OPERATING ASSISTANCE	2017	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12829.17	SHORT RANGE PLANNING	2018	PLANNING	\$350,000	\$0	\$0	\$0	70,000	\$350,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$1,649,734</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>264,961</b>	<b>\$1,649,734</b>	

**Implementing Agency:** NORTHEAST TRANSPORTATION SERVICES

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0381

**Request:** REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 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

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<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>	
12543.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	OPERATING	\$80,000	\$0	\$0	\$20,000	0	\$100,000	
<b>TOTAL:</b>				<b>\$80,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>	<b>0</b>	<b>\$100,000</b>	
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY PROJECT</b>
<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>	
12543.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12600.17	CAPITAL COST OF CONTRACTING	2018	CAPITAL	\$320,000	\$0	\$0	\$0	64,000	\$320,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>64,000</b>	<b>\$320,000</b>	

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** PUBLIC TRANSIT SERVICES

**Apportionment Year:** FY2016 PROGRAM OF PROJECTS **Modification #:** 2017-0382

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 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

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>								
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>		
12246.16	OPERATING ASSISTANCE	2017	OPERATING	\$53,666	\$0	\$0	\$53,666	0	\$107,332		
12247.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$70,000	\$0	\$0	\$0	14,000	\$70,000		
12567.16	ACQUISITION OF SOFTWARE	2016	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000		
12666.16	MOBILITY MANAGEMENT	2016	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000		
12696.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$252,000	\$0	\$0	\$0	50,400	\$252,000		
12710.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$14,400	\$0	\$0	\$0	2,880	\$14,400		
12789.16	ACQUISITION OF FARE COLLECTION EQUIPMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
			<b>TOTAL:</b>	<b>\$1,020,066</b>	<b>\$0</b>	<b>\$0</b>	<b>\$53,666</b>	<b>193,280</b>	<b>\$1,073,732</b>		

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12246.16	OPERATING ASSISTANCE	2017	OPERATING	\$53,666	\$0	\$0	\$53,666	0	\$107,332	NO CHANGE	
12247.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$70,000	\$0	\$0	\$0	14,000	\$70,000	NO CHANGE	
12567.16	ACQUISITION OF SOFTWARE	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	DECREASE FUNDING	
12666.16	MOBILITY MANAGEMENT	2016	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000	NO CHANGE	
12696.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$252,000	\$0	\$0	\$0	50,400	\$252,000	NO CHANGE	
12710.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$14,400	\$0	\$0	\$0	2,880	\$14,400	NO CHANGE	
12789.16	ACQUISITION OF FARE COLLECTION EQUIPMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE	
12830.16	ACQUISITION OF SHOP EQUIPMENT	2018	CAPITAL	\$400,000	\$0	\$0	\$0	80,000	\$400,000	ADD PROJECT (MPO TDCs)	
			<b>TOTAL:</b>	<b>\$1,020,066</b>	<b>\$0</b>	<b>\$0</b>	<b>\$53,666</b>	<b>193,280</b>	<b>\$1,073,732</b>		

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** PUBLIC TRANSIT SERVICES

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0383

**Request:** REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 35,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<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>	
12544.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$862,400	\$0	\$0	\$215,600	0	\$1,078,000	
<b>TOTAL:</b>				<b>\$862,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$215,600</b>	<b>0</b>	<b>\$1,078,000</b>	
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<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>
12122.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$48,000	\$0	\$0	\$0	9,600	\$48,000	ADD PROJECT (MPO TDCs)
12246.17	OPERATING ASSISTANCE	2018	OPERATING	\$37,120	\$0	\$0	\$37,210	0	\$74,420	ADD PROJECT
12247.17	PROJECT ADMINISTRATION	2018	CAPITAL	\$18,000	\$0	\$0	\$0	3,600	\$18,000	ADD PROJECT (MPO TDCs)
12544.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12664.17	ACQUISITION OF HARDWARE	2018	CAPITAL	\$56,000	\$0	\$0	\$0	11,200	\$56,000	ADD PROJECT (MPO TDCs)
12667.17	OPERATING ASSISTANCE JARC	2018	OPERATING	\$90,000	\$0	\$0	\$90,000	0	\$180,000	ADD PROJECT
12766.17	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2018	CAPITAL	\$55,000	\$0	\$0	\$0	11,000	\$55,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$304,120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$127,210</b>	<b>35,400</b>	<b>\$431,420</b>	

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0384

**Request:** CHANGE AGENCY NAME TO SPAN, INC; REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 118,840 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

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<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>
12545.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$650,000	\$0	\$0	\$162,500	0	\$812,500
<b>TOTAL:</b>				<b>\$650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$162,500</b>	<b>0</b>	<b>\$812,500</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<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>
12150.17	OPERATING ASSISTANCE	2018	OPERATING	\$177,950	\$0	\$0	\$177,950	0	\$355,900	ADD PROJECT
12372.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$300,000	\$0	\$0	\$0	60,000	\$300,000	ADD PROJECT (MPO TDCs)
12545.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12632.17	GENERAL PLANNING	2018	PLANNING	\$40,000	\$0	\$0	\$0	8,000	\$40,000	ADD PROJECT (MPO TDCs)
12711.17	MOBILITY MANAGEMENT	2018	CAPITAL	\$79,200	\$0	\$0	\$0	15,840	\$79,200	ADD PROJECT (MPO TDCs)
12713.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$175,000	\$0	\$0	\$0	35,000	\$175,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$772,150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$177,950</b>	<b>118,840</b>	<b>\$950,100</b>	

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2014 PROGRAM OF PROJECTS

**Modification #:** 2017-0385

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 377,144 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	
12151.14	OPERATING ASSISTANCE	2015	OPERATING	\$248,821	\$0	\$0	\$248,821	0	\$497,642	
12241.14	PROJECT ADMINISTRATION	2017	CAPITAL	\$312,362	\$0	\$0	\$0	62,473	\$312,362	
12360.14	REHABILITATION/RENOVATION OF FACILITY	2015	CAPITAL	\$450,000	\$0	\$0	\$0	90,000	\$450,000	
12483.14	ACQUISITION OF HARDWARE	2017	CAPITAL	\$85,000	\$0	\$0	\$0	17,000	\$85,000	
12484.14	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$81,630	\$0	\$0	\$0	16,326	\$81,630	
12627.14	BUS PREVENTIVE MAINTENANCE	2017	CAPITAL	\$392,996	\$0	\$0	\$0	78,600	\$392,996	
12716.14	ACQUISITION OF SIGNAGE	2015	CAPITAL	\$27,000	\$0	\$0	\$0	5,400	\$27,000	
12717.14	MOBILITY MANAGEMENT	2017	CAPITAL	\$125,000	\$0	\$0	\$0	25,000	\$125,000	
12741.14	OPERATING ASSISTANCE (JARC PROJECT)	2015	OPERATING	\$208,000	\$0	\$0	\$208,000	0	\$416,000	
<b>TOTAL:</b>				<b>\$1,930,809</b>	<b>\$0</b>	<b>\$0</b>	<b>\$456,821</b>	<b>294,799</b>	<b>\$2,387,630</b>	

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>
12151.14	OPERATING ASSISTANCE	2015	OPERATING	\$248,821	\$0	\$0	\$248,821	0	\$497,642	NO CHANGE
12241.14	PROJECT ADMINISTRATION	2018	CAPITAL	\$394,708	\$0	\$0	\$0	78,942	\$394,708	INCREASE FUNDING (MPO TDCs)
12360.14	REHABILITATION/RENOVATION OF FACILITY	2015	CAPITAL	\$450,000	\$0	\$0	\$0	90,000	\$450,000	NO CHANGE
12483.14	ACQUISITION OF HARDWARE	2017	CAPITAL	\$85,000	\$0	\$0	\$0	17,000	\$85,000	NO CHANGE
12484.14	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$81,630	\$0	\$0	\$0	16,326	\$81,630	NO CHANGE
12627.14	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$722,379	\$0	\$0	\$0	144,476	\$722,379	INCREASE FUNDING (MPO TDCs)
12716.14	ACQUISITION OF SIGNAGE	2015	CAPITAL	\$27,000	\$0	\$0	\$0	5,400	\$27,000	NO CHANGE
12717.14	MOBILITY MANAGEMENT	2017	CAPITAL	\$125,000	\$0	\$0	\$0	25,000	\$125,000	NO CHANGE
12741.14	OPERATING ASSISTANCE (JARC PROJECT)	2015	OPERATING	\$208,000	\$0	\$0	\$208,000	0	\$416,000	NO CHANGE
<b>TOTAL:</b>				<b>\$2,342,538</b>	<b>\$0</b>	<b>\$0</b>	<b>\$456,821</b>	<b>377,144</b>	<b>\$2,799,359</b>	

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2016 PROGRAM OF PROJECTS

**Modification #:** 2017-0386

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 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

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	
12151.16	OPERATING ASSISTANCE	2017	OPERATING	\$349,352	\$0	\$0	\$349,352	0	\$698,704	
12241.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$308,000	\$0	\$0	\$0	61,600	\$308,000	
12484.16	ACQUISITION OF SOFTWARE	2017	CAPITAL	\$25,000	\$0	\$0	\$0	5,000	\$25,000	
12627.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$573,000	\$0	\$0	\$0	114,600	\$573,000	
12716.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$40,000	\$0	\$0	\$0	8,000	\$40,000	
12717.16	MOBILITY MANAGEMENT	2016	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000	
12741.16	OPERATING ASSISTANCE-JARC	2016	OPERATING	\$350,000	\$0	\$0	\$350,000	0	\$700,000	
			<b>TOTAL:</b>	<b>\$1,720,352</b>	<b>\$0</b>	<b>\$0</b>	<b>\$699,352</b>	<b>204,200</b>	<b>\$2,419,704</b>	

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12151.16	OPERATING ASSISTANCE	2017	OPERATING	\$349,352	\$0	\$0	\$349,352	0	\$698,704	NO CHANGE	
12241.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$308,000	\$0	\$0	\$0	61,600	\$308,000	NO CHANGE	
12484.16	ACQUISITION OF SOFTWARE	2017	CAPITAL	\$25,000	\$0	\$0	\$0	5,000	\$25,000	NO CHANGE	
12627.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$573,000	\$0	\$0	\$0	114,600	\$573,000	NO CHANGE	
12716.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000	DECREASE FUNDING	
12717.16	MOBILITY MANAGEMENT	2016	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000	NO CHANGE	
12741.16	OPERATING ASSISTANCE-JARC	2016	OPERATING	\$350,000	\$0	\$0	\$350,000	0	\$700,000	NO CHANGE	
12833.16	ACQUISITION OF BUS SHELTERS	2018	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000	ADD PROJECT (MPO TDCs)	
			<b>TOTAL:</b>	<b>\$1,720,352</b>	<b>\$0</b>	<b>\$0</b>	<b>\$699,352</b>	<b>204,200</b>	<b>\$2,419,704</b>		

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0387

**Request:** REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 187,152 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

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<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>	
12509.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$99,374	\$0	\$0	\$24,844	0	\$124,218	
<b>TOTAL:</b>				<b>\$99,374</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,844</b>	<b>0</b>	<b>\$124,218</b>	
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<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>
12151.17	OPERATING ASSISTANCE	2018	OPERATING	\$647,582	\$0	\$0	\$647,582	0	\$1,295,164	ADD PROJECT
12241.17	PROJECT ADMINISTRATION	2018	CAPITAL	\$199,952	\$0	\$0	\$0	39,991	\$199,952	ADD PROJECT (MPO TDCs)
12483.17	ACQUISITION OF HARDWARE	2018	CAPITAL	\$131,520	\$0	\$0	\$0	26,304	\$131,520	ADD PROJECT (MPO TDCs)
12484.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$213,022	\$0	\$0	\$0	42,605	\$213,022	ADD PROJECT (MPO TDCs)
12509.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12627.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$353,963	\$0	\$0	\$0	70,793	\$353,963	ADD PROJECT (MPO TDCs)
12717.17	MOBILITY MANAGEMENT	2018	CAPITAL	\$37,294	\$0	\$0	\$0	7,459	\$37,294	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$1,583,333</b>	<b>\$0</b>	<b>\$0</b>	<b>\$647,582</b>	<b>187,152</b>	<b>\$2,230,915</b>	

**Implementing Agency:** TAPS PUBLIC TRANSIT

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0388

**Request:** DELETE PROJECT

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<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>	
12511.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$540,000	\$0	\$0	\$135,000	0	\$675,000	
<b>TOTAL:</b>				<b>\$540,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$135,000</b>	<b>0</b>	<b>\$675,000</b>	
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<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>
12511.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** TAPS PUBLIC TRANSIT

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0389

**Request:** DELETE PROJECT

**UZA:** MCKINNEY

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<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>
12512.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$2,492,353	\$0	\$0	\$623,089	0	\$3,115,442
<b>TOTAL:</b>				<b>\$2,492,353</b>	<b>\$0</b>	<b>\$0</b>	<b>\$623,089</b>	<b>0</b>	<b>\$3,115,442</b>

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<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>
12512.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0390

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<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>
12649.17	PURCHASE OF SERVICE	2018	CAPITAL	\$200,000	\$0	\$0	\$0	40,000	\$200,000	ADD PROJECT
<b>TOTAL:</b>				<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>40,000</b>	<b>\$200,000</b>	

**Implementing Agency:** GRAND CONNECTION

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0391

**Request:** CHANGE AGENCY NAME TO CITY OF GRAND PRAIRIE; INCREASE FUNDING BY \$164,408 (\$154,755 STATE AND \$9,653 LOCAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$688,408 (\$262,000 FEDERAL, \$190,430 STATE, AND \$235,978 LOCAL) AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<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>
12650.17	OPERATING ASSISTANCE	2017	OPERATING	\$262,000	\$35,675	\$0	\$226,325	0	\$524,000
<b>TOTAL:</b>				<b>\$262,000</b>	<b>\$35,675</b>	<b>\$0</b>	<b>\$226,325</b>	<b>0</b>	<b>\$524,000</b>

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<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>
12650.17	OPERATING ASSISTANCE	2018	OPERATING	\$262,000	\$190,430	\$0	\$235,978	0	\$688,408	CHANGE NAME TO CITY OF GRAND PRAIRIE AND INCREASE FUNDING
<b>TOTAL:</b>				<b>\$262,000</b>	<b>\$190,430</b>	<b>\$0</b>	<b>\$235,978</b>	<b>0</b>	<b>\$688,408</b>	

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** HANDITRAN

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0393

**Request:** DELETE PROJECT

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<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>
12651.17	OPERATING ASSISTANCE	2017	OPERATING	\$654,818	\$168,773	\$0	\$486,045	0	\$1,309,636
<b>TOTAL:</b>				<b>\$654,818</b>	<b>\$168,773</b>	<b>\$0</b>	<b>\$486,045</b>	<b>0</b>	<b>\$1,309,636</b>

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<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>
12651.17	OPERATING ASSISTANCE	2017	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	

**Implementing Agency:** MESQUITE TRANSPORTATION FOR THE ELDERLY AND DISABLED

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0394

**Request:** DELETE PROJECT

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<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>
12652.17	OPERATING ASSISTANCE	2017	OPERATING	\$250,000	\$0	\$0	\$250,000	0	\$500,000
<b>TOTAL:</b>				<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>0</b>	<b>\$500,000</b>

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<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>
12652.17	OPERATING ASSISTANCE	2017	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	

**Implementing Agency:** NORTHEAST TRANSPORTATION SERVICES

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0395

**Request:** DECREASE LOCAL SHARE BY \$104,000 FOR A REVISED TOTAL OF \$416,000 (\$416,000 FEDERAL AND \$83,200 REGIONAL TDC [MPO])

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 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

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<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>
12653.17	PURCHASE OF SERVICE	2017	CAPITAL	\$416,000	\$0	\$0	\$104,000	0	\$520,000
<b>TOTAL:</b>				<b>\$416,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$104,000</b>	<b>0</b>	<b>\$520,000</b>

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<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>
12653.17	PURCHASE OF SERVICE	2017	CAPITAL	\$416,000	\$0	\$0	\$0	83,200	\$416,000	DECREASE LOCAL SHARE; ADD MPO TDCs
<b>TOTAL:</b>				<b>\$416,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>83,200</b>	<b>\$416,000</b>	

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** PUBLIC TRANSIT SERVICES

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0396

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 9,600 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

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<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>
12654.17	PURCHASE OF SERVICE	2018	CAPITAL	\$48,000	\$0	\$0	\$0	9,600	\$48,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$48,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>9,600</b>	<b>\$48,000</b>	

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0397

**Request:** DELETE PROJECT

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<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>	
12655.17	OPERATING ASSISTANCE	2017	OPERATING	\$70,420	\$0	\$0	\$70,420	0	\$140,840	
<b>TOTAL:</b>				<b>\$70,420</b>	<b>\$0</b>	<b>\$0</b>	<b>\$70,420</b>	<b>0</b>	<b>\$140,840</b>	

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<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>
12655.17	OPERATING ASSISTANCE	2017	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0398

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<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>
12704.17	PURCHASE OF SERVICE	2018	CAPITAL	\$485,072	\$60,634	\$0	\$60,634	0	\$606,340	ADD PROJECT
<b>TOTAL:</b>				<b>\$485,072</b>	<b>\$60,634</b>	<b>\$0</b>	<b>\$60,634</b>	<b>0</b>	<b>\$606,340</b>	

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0399

**Request:** DECREASE FUNDING BY \$7,813,271 (\$6,250,617 FEDERAL AND \$1,562,654 LOCAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$15,142,302 (\$12,113,841 FEDERAL AND \$3,028,461 LOCAL)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5337 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12471.17	RAIL PREVENTIVE MAINTENANCE	2017	CAPITAL	\$18,364,458	\$0	\$0	\$4,591,115	0	\$22,955,573	
<b>TOTAL:</b>				<b>\$18,364,458</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,591,115</b>	<b>0</b>	<b>\$22,955,573</b>	
<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<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>	<b>BY PROJECT</b>
12471.17	RAIL PREVENTIVE MAINTENANCE	2017	CAPITAL	\$12,113,841	\$0	\$0	\$3,028,461	0	\$15,142,302	DECREASE FUNDING
<b>TOTAL:</b>				<b>\$12,113,841</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,028,461</b>	<b>0</b>	<b>\$15,142,302</b>	

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0400

**Request:** DECREASE FUNDING BY \$1,493,402 (\$857,567 FEDERAL AND \$635,835 LOCAL) FOR A REVISED AUTHORIZED FUNDING TOTAL OF \$1,685,773 (\$1,685,773 FEDERAL AND 377,155 REGIONAL TDC [MPO])

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 377,155 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - POLICY BUNDLE TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5337 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12462.17	RAIL PREVENTIVE MAINTENANCE	2017	CAPITAL	\$2,543,340	\$0	\$0	\$635,835	0	\$3,179,175	
<b>TOTAL:</b>				<b>\$2,543,340</b>	<b>\$0</b>	<b>\$0</b>	<b>\$635,835</b>	<b>0</b>	<b>\$3,179,175</b>	
<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<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>	<b>BY PROJECT</b>
12462.17	RAIL PREVENTIVE MAINTENANCE	2017	CAPITAL	\$1,685,773	\$0	\$0	\$421,443	0	\$2,107,216	DECREASE FUNDING
<b>TOTAL:</b>				<b>\$1,685,773</b>	<b>\$0</b>	<b>\$0</b>	<b>\$421,443</b>	<b>0</b>	<b>\$2,107,216</b>	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0401

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<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>	<b>BY PROJECT</b>
12730.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$2,136,289	\$0	\$0	\$376,993	0	\$2,513,282	ADD PROJECT
<b>TOTAL:</b>				<b>\$2,136,289</b>	<b>\$0</b>	<b>\$0</b>	<b>\$376,993</b>	<b>0</b>	<b>\$2,513,282</b>	

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0402

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

**UZA:** DENTON-LEWISVILLE

**Comment:** NOTE: 33,697 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - POLICY BUNDLE TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<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>	
12726.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$224,651	\$0	\$0	\$0	33,697	\$224,651	ADD PROJECT; ADD POLICY BUNDLE TDCs	
<b>TOTAL:</b>				<b>\$224,651</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>33,697</b>	<b>\$224,651</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0403

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 118,873 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - POLICY BUNDLE TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<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>	
12728.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$792,486	\$0	\$0	\$0	118,873	\$792,486	ADD PROJECT; ADD POLICY BUNDLE TDCs	
<b>TOTAL:</b>				<b>\$792,486</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>118,873</b>	<b>\$792,486</b>		

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0404

**Request:** REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 51,211 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

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<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>		
12698.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$6,123,132	\$0	\$0	\$1,530,783	0	\$7,653,915		
<b>TOTAL:</b>				<b>\$6,123,132</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,530,783</b>	<b>0</b>	<b>\$7,653,915</b>		

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<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>	
12698.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12736.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$341,404	\$0	\$0	\$0	51,211	\$341,404	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$341,404</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>51,211</b>	<b>\$341,404</b>		

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2017-0480

**Request:** DELETE PROJECT

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<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>	
12697.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$435,725	\$0	\$0	\$108,932	0	\$544,657	
<b>TOTAL:</b>				<b>\$435,725</b>	<b>\$0</b>	<b>\$0</b>	<b>\$108,932</b>	<b>0</b>	<b>\$544,657</b>	
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY PROJECT</b>
<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>	
12697.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2013 PROGRAM OF PROJECTS

**Modification #:** 2017-0481

**Request:** DELETE PROJECT

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** FUNDING REDISTRIBUTED TO TIP 12835.13

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<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>	
12542.13	SUPPORT URBANIZED AREA TRANSIT SERVICE	2013	CAPITAL	\$3,300,000	\$0	\$0	\$825,000	0	\$4,125,000	
<b>TOTAL:</b>				<b>\$3,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$825,000</b>	<b>0</b>	<b>\$4,125,000</b>	
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY PROJECT</b>
<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>	
12542.13	SUPPORT URBANIZED AREA TRANSIT SERVICE	2013	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2013 PROGRAM OF PROJECTS

**Modification #:** 2017-0482

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** \$4,125,000 INCREASE (\$3,300,000 FEDERAL AND \$825,000 LOCAL) OFFSET BY A DECREASE ON TIP 12542.13

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY PROJECT</b>
<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>	
12835.13	COTTON BELT #1; COTTON BELT REGIONAL RAIL PROJECT	2018	CAPITAL	\$3,300,000	\$0	\$0	\$825,000	0	\$4,125,000	ADD PROJECT
<b>TOTAL:</b>				<b>\$3,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$825,000</b>	<b>0</b>	<b>\$4,125,000</b>	

# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2016 PROGRAM OF PROJECTS

**Modification #:** 2017-0483

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12206.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$762,268	\$0	\$0	\$0	152,454	\$762,268	
12576.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$1,208,546	\$0	\$0	\$0	181,282	\$1,208,546	
12783.16	PURCHASE EXPANSION VEHICLES	2016	CAPITAL	\$441,209	\$0	\$0	\$0	66,182	\$441,209	
			<b>TOTAL:</b>	<b>\$2,412,023</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>399,918</b>	<b>\$2,412,023</b>	

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12206.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$762,268	\$0	\$0	\$0	152,454	\$762,268	NO CHANGE
12576.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$985,755	\$0	\$0	\$0	147,864	\$985,755	DECREASE FUNDING
12783.16	PURCHASE EXPANSION VEHICLES	2018	CAPITAL	\$664,000	\$0	\$0	\$0	99,600	\$664,000	INCREASE FUNDING
			<b>TOTAL:</b>	<b>\$2,412,023</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>399,918</b>	<b>\$2,412,023</b>	

**CMAQ/STBG Funding Program  
Transit Program**

<b>Agency</b>	<b>Project</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>Funding Source</b>	<b>Total Federal Funding<sup>2</sup></b>
Dallas Area Rapid Transit (DART)	Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano <sup>1</sup>		\$ 20,000,000	\$ 40,000,000	\$ 30,000,000	\$ 10,000,000	CMAQ & STBG	\$100,000,000
Dallas County	Regional Trail Connections to the Future Cypress Waters Cotton Belt Rail Station		\$ 3,000,000				CMAQ	\$3,000,000
Fort Worth Transit Authority (FWTA)	7th Street District Circulator Electric Buses and Charging Stations (in Fort Worth)	\$ 2,880,000					CMAQ	\$2,880,000 <sup>3</sup>
DART <sup>4</sup>	IH 30 High Intensity Bus Pilot Service from the western terminus of IH 30 managed lanes to Downtown Dallas	\$ 13,000,000					CMAQ	\$13,000,000 <sup>5</sup>
FWTA/Denton County Transit Authority (DCTA)	IH 35W High Intensity Bus Pilot Service from the Fort Worth Intermodal Transportation Center (ITC) to Texas Health Presbyterian Park-n-Ride in Denton		\$ 1,000,000				CMAQ	\$1,000,000 <sup>5</sup>
Plano	Legacy Transportation Management Association	\$ 300,000	\$ 400,000				CMAQ	\$700,000
DART	Carpenter Ranch Station on the Orange Line in Irving			\$ 8,800,000			CMAQ	\$8,800,000
<b>Total Funding by Fiscal Year (FY)</b>		<b>\$ 16,180,000</b>	<b>\$ 24,400,000</b>	<b>\$ 48,800,000</b>	<b>\$ 30,000,000</b>	<b>\$ 10,000,000</b>		<b>\$129,380,000</b>

<sup>1</sup> This project replaces the \$100 million placeholder in the Transportation Improvement Program (TIP) with the actual project to be implemented; NCTCOG staff is coordinating with Coppell and the Dallas Fort Worth International Airport regarding their participation in the corridor. This funding partnership is contingent upon utilization of an innovative financing/procurement process.

<sup>2</sup> Requires a 20% Local Match or for individual agencies to use their Transportation Development Credits (TDCs).

<sup>3</sup> An additional \$1,720,000 is funded with an existing Federal Transit Administration grant for a total of \$4,600,000.

<sup>4</sup> To be refined through future coordination efforts with transit agencies.

<sup>5</sup> Propose to move buses from one corridor to the other with phased pilot service.

# 2017-2018 CMAQ/STBG\* FUNDING: TRANSIT PROGRAM

Surface Transportation Technical Committee  
June 23, 2017

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

# CMAQ/STBG PROJECT FUNDING PROGRAMS

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

# CMAQ/STBG FUNDING PROGRAM: TRANSIT PROGRAM

Description/ Purpose	To assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region.
Current Requests	<ul style="list-style-type: none"><li>• High-Intensity Bus Transit in the IH 30 and IH 35W Corridor</li><li>• Cotton Belt Corridor</li><li>• Carpenter Ranch Station- Irving</li></ul>
Next Steps	Anticipated for action in Summer or Fall 2017.

# PROPOSED TRANSIT PROJECTS

Project Name	Agency	Proposed FY	Proposed Federal Funding <sup>2</sup>
Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano <sup>1</sup>	DART	2019	\$20,000,000
		2020	\$40,000,000
		2021	\$30,000,000
		2022	\$10,000,000
Regional Trail Connections to the Future Cypress Waters Cotton Belt Rail Station	Dallas County	2019	\$3,000,000
7 <sup>th</sup> Street District Circulator Electric Buses and charging stations (in Fort Worth)	FWTA	2018	\$2,880,000 <sup>3</sup>
IH 30 High Intensity Bus Pilot Service from the western terminus of IH 30 managed lanes to Downtown Dallas	DART <sup>4</sup>	2018	\$13,000,000 <sup>5</sup>
IH 35W High Intensity Bus Pilot Service from the Fort Worth Intermodal Transportation Center to Texas Health Presbyterian Park-n-Ride in Denton	FWTA/ DCTA	2019	\$1,000,000 <sup>5</sup>
Legacy Transportation Management Association (TMA)	Plano	2018	\$300,000
		2019	\$400,000
Carpenter Ranch Station on the Orange Line in Irving	DART	2020	\$8,800,000
<b>Total</b>			<b>129,380,000</b>

<sup>1</sup> This project replaces the \$100 million placeholder in the Transportation Improvement Program (TIP) with the actual project to be implemented; NCTCOG staff is coordinating with Coppell and the Dallas Fort Worth International Airport regarding their participation in the corridor. This funding partnership is contingent upon utilization of an innovative financing/procurement process.

<sup>2</sup> Requires a 20% Local Match or for individual agencies to use their Transportation Development Credits (TDCs).

<sup>3</sup> An additional \$1,720,000 is funded with an existing Federal Transit Administration grant for a total of \$4,600,000.

<sup>4</sup> To be refined through future coordination efforts with transit agencies.

<sup>5</sup> Propose to move buses from one corridor to the other with phased pilot service.



# TIMELINE

STTC Information	May 26, 2017
RTC Information	June 8, 2017
<b>STTC Action</b>	<b>June 23, 2017</b>
RTC Action	July 13, 2017
Add to the 2017-2020 TIP/STIP (through November 2017 cycle)	July 28, 2017

# ACTION REQUESTED

- Recommend RTC approval of the proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Transit Program.
- Administratively amend the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

# QUESTIONS?

**Adam Beckom, AICP**

Principal Transportation Planner

817-608-2344

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

**Christie J. Gotti**

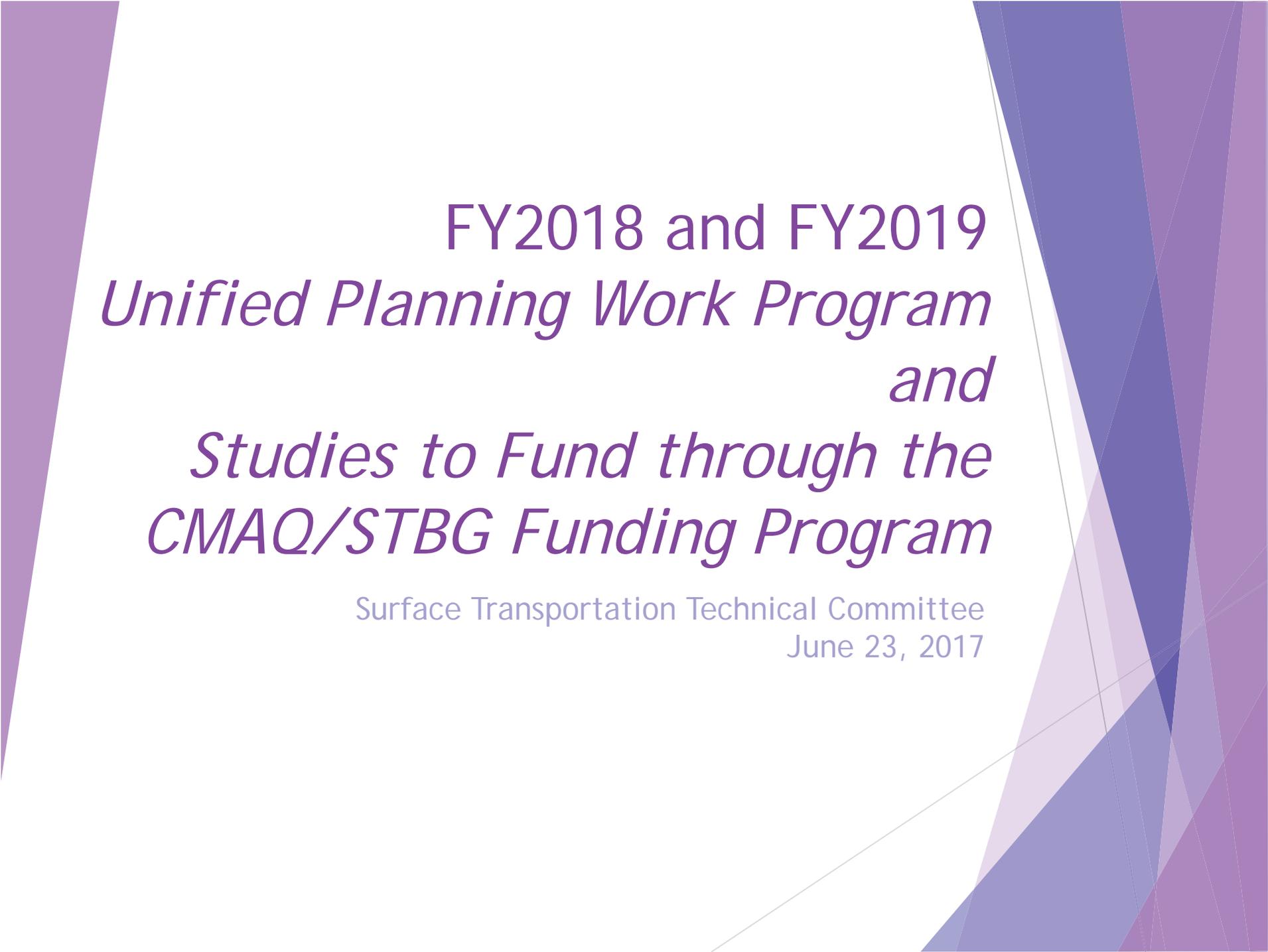
Senior Program Manager

817-608-2338

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

**EXHIBIT I-8****UNIFIED PLANNING WORK PROGRAM POLICIES**

- The emphasis of the Unified Planning Work Program is on planning activities. Projects that require preliminary engineering or design services are not eligible for UPWP Transportation Planning Funds. Such projects should be funded through the Transportation Improvement Program process.
- Twenty-five percent of Federal Transit Administration Section 5303 Planning Funds will be reserved for transit planning and management studies with the funds distributed to the Eastern and Western Sub-regions based on the formula used for the annual sub-allocation of Transit Formula (5307) Program funds.
- The Texas Department of Transportation (TxDOT) will assist NCTCOG in funding activities related to the preparation of travel forecasts to support TxDOT freeway and high occupancy vehicle lane studies.
- The North Texas Tollway Authority will assist NCTCOG in funding activities related to the preparation of travel forecasts to support NTTA feasibility studies.
- The transportation authorities will assist NCTCOG in funding activities related to the preparation of travel forecasts to support rail and high occupancy vehicle lane studies.
- Assistance in Transportation Subarea Studies, Comprehensive/Thoroughfare Planning, Local Technical Assistance, and TransCAD Support will represent approximately 20 percent of the Unified Planning Work Program. Priority will be given to these subtasks identified in the UPWP.
- NCTCOG assistance to local governments in Thoroughfare Planning will be limited to providing travel forecasts to determine facility sizing and lane warrants, in Comprehensive Planning to providing travel forecasts and technical support, in Bicycle/Pedestrian Planning to providing technical guidance on plan and facility development, and in Travel Model Support (TransCAD) to providing model input data and application support. Local governments will be responsible for consultant assistance funding.
- For projects not specified in the UPWP, the requesting entity may be asked to assist in project funding. Scheduling of the planning study is contingent on NCTCOG staff availability. Reprioritization of tasks for that entity using existing commitments in the UPWP is feasible. Work will not be done at the expense of other commitments in the UPWP.
- Entities with consultants requesting work from NCTCOG must follow the same policy as above. Consultants working for an entity need the approval of that entity prior to NCTCOG providing assistance. Consultants shall not commit NCTCOG services without NCTCOG's prior approval.
- Requests by nongovernmental entities will be conducted at full cost upon approval from the impacted local government and permitting staff availability.
- In the event that a requested planning study is similar to a previous study conducted by NCTCOG, the participating entity may be asked to provide financial support for the project.
- Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, Regional Toll Revenue, and RTC Local funds may be used by NCTCOG to augment Unified Planning Work Program funds.



FY2018 and FY2019  
*Unified Planning Work Program  
and  
Studies to Fund through the  
CMAQ/STBG Funding Program*

Surface Transportation Technical Committee  
June 23, 2017

# ***Unified Planning Work Program***

**Task 1 – Administration and Management**

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

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

**Task 4 – Metropolitan Transportation Plan**

**Task 5 – Special Studies and System Operations**

## **Implemented through:**

- 28 Subtasks
- 150-200 Programs and Projects

## **Funded through:**

- 20 Revenue Sources
- 141 Grants

# ***FY2018 and FY2019 Major Planning Initiatives***

- ▶ **Mobility 2045**
- ▶ **Air Quality Conformity**
- ▶ **2019-2022 Transportation Improvement Program**
- ▶ **Survey Data Analysis/Travel Model Enhancement**
- ▶ **Automated Vehicle Technology**
- ▶ **Freight Planning**
- ▶ **High Speed Rail**
- ▶ **Performance Measures Development**
- ▶ **Harry Hines Boulevard Corridor Study**
- ▶ **MATA M-line Extension**

# 2017-2018 CMAQ/STBG Funding Program: Proposed Planning and Other Studies

**DRAFT**

Project Name	Fiscal Year	Federal Funding Source	Match to Federal Funds	Total Federal Amount
Harry Hines Corridor Conceptual Study and Preliminary Design	2019	STBG	Local Funds	\$1,000,000
McKinney Avenue Transit Authority M-Line Extension to Knox Street Feasibility Study	2018	STBG	Local Funds/ Transportation Development Credits (TDCs) <sup>1</sup>	\$1,000,000
High Speed Rail Core Express <sup>2</sup>	2018	STBG	TDCs <sup>3</sup>	\$2,000,000
TOTAL				\$4,000,000

1: The City of Dallas may wish to use TDCs being allocated to the City through the MTP Policy Bundle effort.

2: In addition to the \$3,000,000 previously funded for a total of \$5,000,000

3: Regional TDCs

# ***Unified Planning Work Program FY2018 and FY2019 Funding Summary***

---

FY2018 and FY2019 US FTA (Sec. 5303)	\$ 5,596,327
--------------------------------------	--------------

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FY2018 and FY2019 US FHWA (Estimated PL)	\$14,910,150
---	--------------

FY2017 US FHWA (Estimated PL-Carryover)	<u>\$ 5,981,498</u>
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<b>Total Transportation Planning Funds</b>	<b>\$26,487,975</b>
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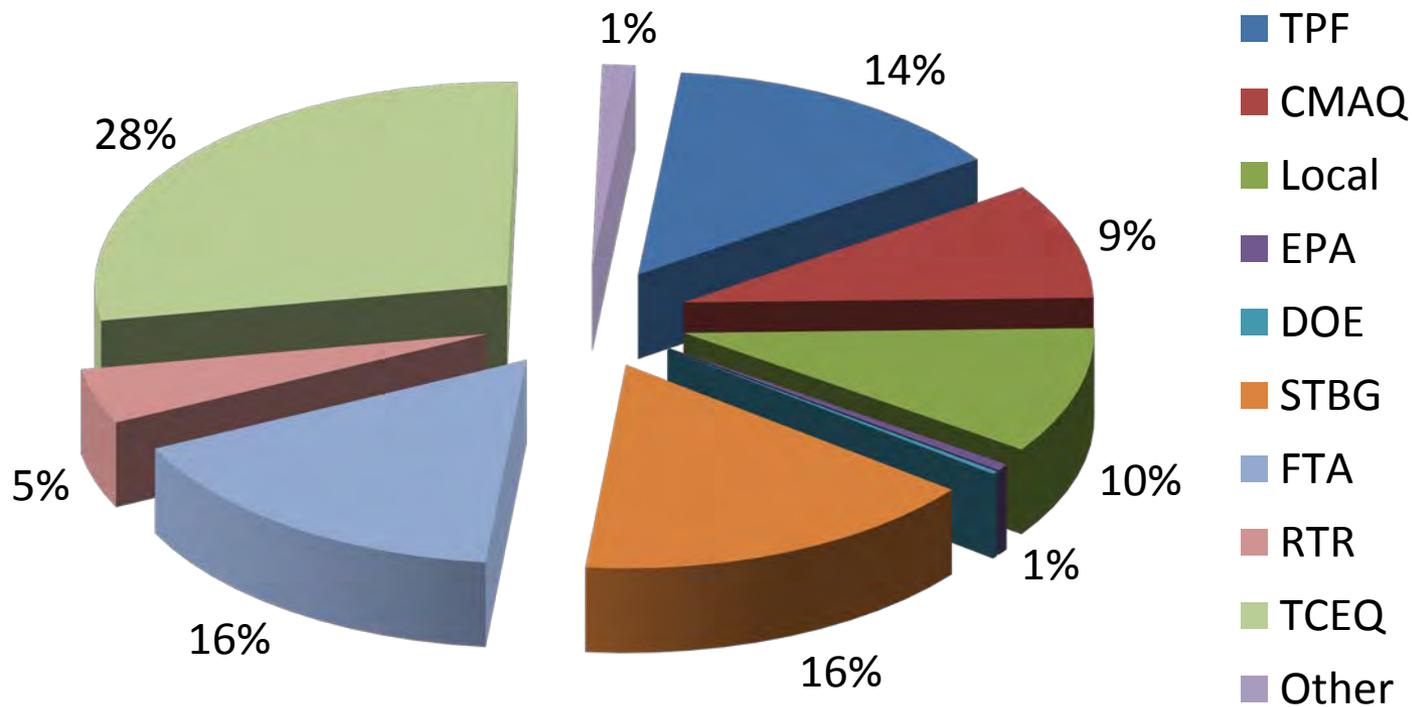
<b>Anticipated Expenditures</b>	<b>\$22,664,000</b>
---------------------------------	---------------------

<b>PL Balance to Carry Over to FY2020</b>	<b>\$ 3,823,975</b>
---	---------------------

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# Summary of Total Funding

Estimated Total Funding (all sources): \$170,727,340



# *Unified Planning Work Program Development Schedule*

DATE	UPWP DEVELOPMENT
February 10	Initiation of Requests for NCTCOG Assistance
February 17	STTC Notification of UPWP Development
March 9	RTC Notification of UPWP Development
March 13, 15 & 20	Public Meetings on UPWP Development
March 24	Project Submittals for NCTCOG Assistance Due
May 26	Draft Document Provided to STTC for Information
June 1	Draft Document Due to TxDOT
June 8	Draft Document Provided to RTC for Information
June 13, 14 & 20	Public Meetings on Draft Document
<b>June 23</b>	<b>STTC Action on Recommended UPWP</b>
July 13	RTC Action on Recommended UPWP
July 27	Executive Board Action on Recommended UPWP
August 1	Final Document Due to TxDOT

# ***Requested STTC Action***

Recommend RTC approval of:

- ▶ The FY2018 and FY2019 Unified Planning Work Program, including the three studies proposed for funding under the Planning and Other Studies Portion of the 2017-2018 CMAQ/STBG Funding Program; and
- ▶ The UPWP Policies contained in Exhibit I-8 of the Work Program.

And

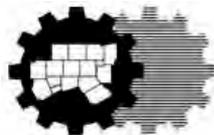
Recommend that the RTC direct staff to administratively amend the Transportation Improvement Program/ Statewide Transportation Improvement Program.

# ***Unified Planning Work Program Contact Information***

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**Assistant Director of Transportation**  
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**Vickie Alexander**  
**Administrative Program Supervisor**  
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**[valexander@nctcog.org](mailto:valexander@nctcog.org)**

**Jill Hall**  
**Transportation Program Assistant**  
**817-695-9207**  
**[jhall@nctcog.org](mailto:jhall@nctcog.org)**

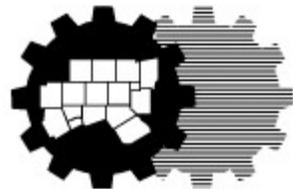


**North Central Texas  
Council of Governments**

**Transportation Department**

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

## Unified Planning Work Program (UPWP)



**North Central Texas  
Council of Governments**

The Unified Planning Work Program (UPWP) for Regional Transportation Planning is developed biennially and modified as needed by the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area. The UPWP serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks and a summary of the amount and source of State and federal funds to be used for planning activities.

### FY2018 and FY2019 Unified Planning Work Program Development

- [DRAFT FY2018 and FY2019 UPWP \(Updated!\)](#)
- For questions, please contact Vickie Alexander at [valexander@nctcog.org](mailto:valexander@nctcog.org), or (817) 695-9242; or Jill Hall at [jhall@nctcog.org](mailto:jhall@nctcog.org), or (817) 695-9207.

### FY2016 and FY2017 UPWP - [current work plan](#)

#### [FY2016 and FY2017 Unified Planning Work Program - Amendment 6 DRAFT](#)

### FY2015 UPWP Annual Performance and Expenditure Report and Related Documents:

- [FY2016 Annual Report on Performance and Expenditures](#) [PDF]
- [FY2016 Transportation Goals and Accomplishments](#) [PDF]
- [Transportation Department Goals for FY2017](#) [PDF]

6/15/2017 JH

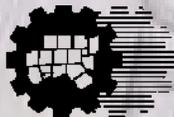
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# TOLL COSTS ASSOCIATED WITH IH 30 CLOSURE DETOUR ROUTE

Surface Transportation Technical Committee

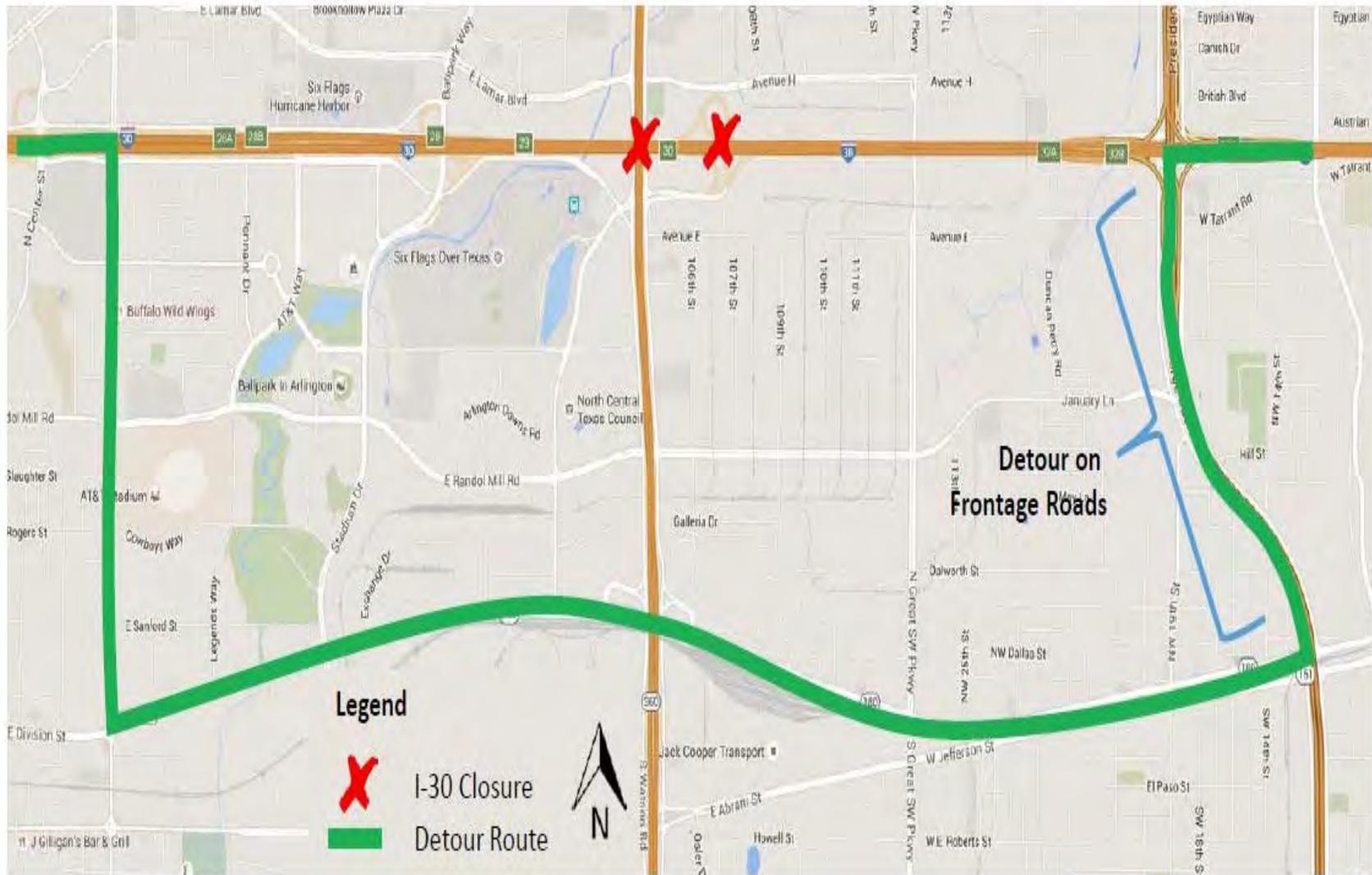
June 23, 2017

Natalie Bettger



North Central Texas Council of Governments  
Transportation Department

# DETOUR ROUTE



# SCOPE OF CLOSURE

## **Location**

IH 30 from Cooper/Collins Street to PGBT

## **Timeframe**

Friday night from 9 pm to approximately 6 am Monday

## **Strategies**

Traffic Signal Retiming

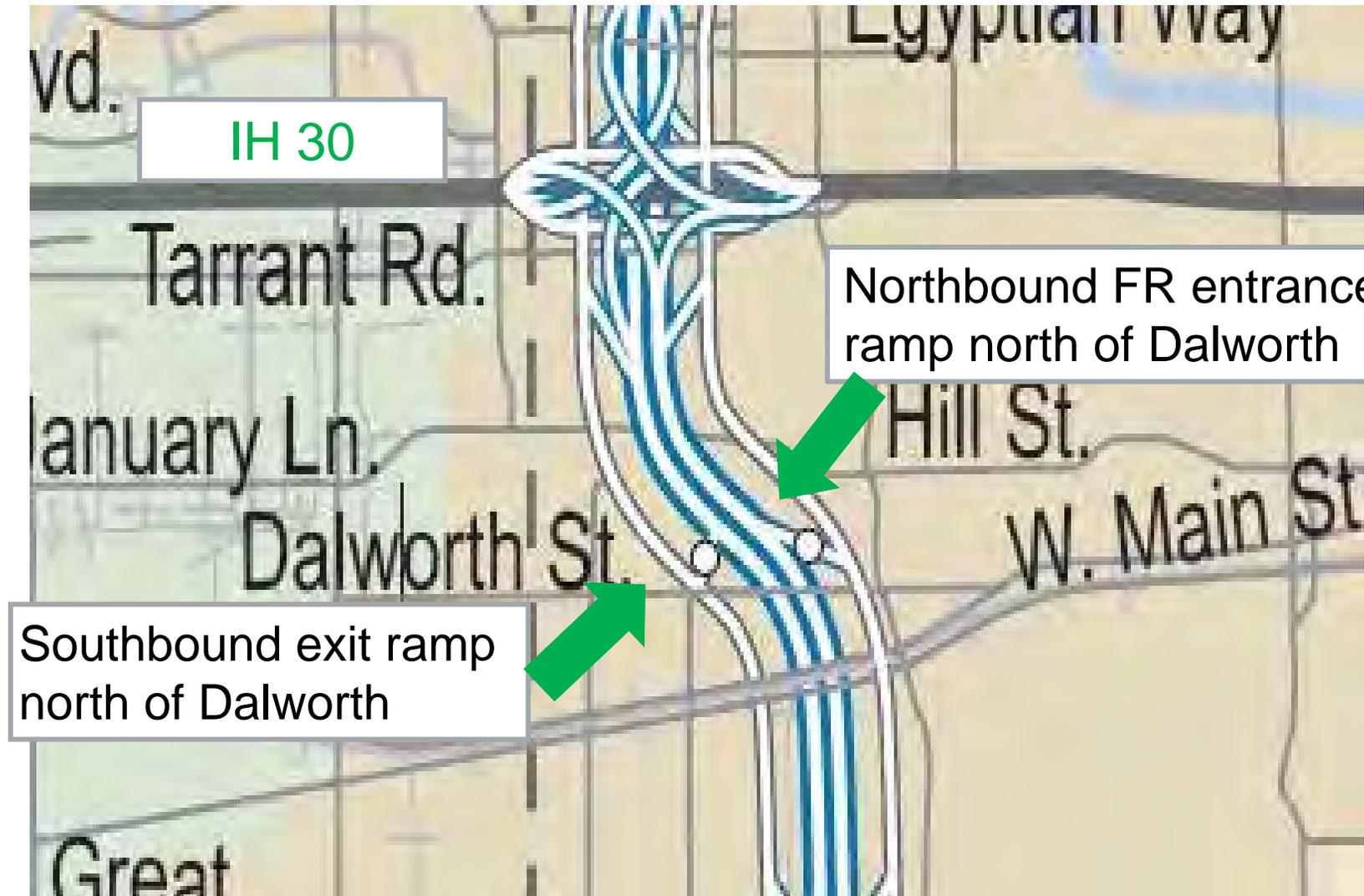
Tolls of \$0

Advance Messages on DMS to Avoid the Area

Media Coverage

Monitor Traffic and Improve with Each Closure

# TOLL GANTRIES



## ACTION REQUESTED

Endorse \$50,000 in Regional Transportation Council local funds to cover the cost of setting the tolls to \$0 on President George Bush Turnpike for the IH 30 detour route.

Direct staff to administratively amend the 2017-2020 TIP and other planning/administrative documents to incorporate this funding.

Direct staff to seek approval of the NCTCOG Executive Board to enter into an agreement with NTTA.

# Questions

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Senior Program Manager  
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Marian Thompson  
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817-608-2336

[CONTACT US](#)

SHARE



## News Releases

### News Releases from Headquarters

# EPA to Extend Deadline for 2015 Ozone NAAQS Area Designations

06/06/2017

Contact Information:

U.S. EPA Office of Media Relations ([press@epa.gov](mailto:press@epa.gov))

**WASHINGTON** – U.S. Environmental Protection Agency (EPA) Administrator Scott Pruitt sent a letter to governors today to inform them of EPA’s efforts related to the National Ambient Air Quality Standards (NAAQS) for ozone promulgated in October 2015. EPA is extending the deadline for promulgating initial area designations, by one year, for the 2015 ozone NAAQS.

“States have made tremendous progress and significant investment cleaning up the air. We will continue to work with states to ensure they are on a path to compliance,” **said Administrator Scott Pruitt.**

The National Ambient Air Quality Standard (NAAQS) for ground-level ozone is an outdoor air regulation under the Clean Air Act. As part of the process to determine what areas of the country are able to meet the current air quality standards, states are currently submitting their proposals for area

designations under the 70 parts per billion (ppb) standard, which was lowered from 75 ppb in 2015. Areas designated as being in “nonattainment” of the standard face consequences, including: increased regulatory burdens, restrictions on infrastructure investment, and increased costs to businesses.

EPA is giving states more time to develop air quality plans and EPA is looking at providing greater flexibility to states as they develop their plans. And, pursuant to the language in the recently-enacted FY2017 Omnibus funding bill, Administrator Pruitt is establishing an Ozone Cooperative Compliance Task Force to develop additional flexibilities for states to comply with the ozone standard.

Additionally, the Agency is taking time to better understand some lingering, complicated issues so that air attainment decisions can be based on the latest and greatest information. This additional time will also provide the agency time to review the 2015 ozone NAAQS, prior to taking this initial implementation step.

Although the new ozone standard was set on October 1, 2015, there remains a host of complex issues that could undermine associated compliance efforts by states and localities. The Agency is evaluating these issues, primarily focused on:

- Fully understanding the role of background ozone levels;
- Appropriately accounting for international transport,
- And, timely consideration of exceptional events demonstrations.

“We share the goal of clean air, a robust economy and stronger, healthier communities. We are committed to working with states and local officials to effectively implement the ozone standard in a manner that is supportive of air quality improvement efforts without interfering with local decisions or impeding economic growth,” **said Administrator Pruitt.**

Since 1980, total emissions of the six principal air pollutants have dropped by 63 percent and ozone levels have declined by 33 percent. Despite the continued improvement of air quality, costs associated with compliance of the ozone NAAQS have significantly increased.

Read the letter sent to governors: <https://www.epa.gov/ozone-designations/administrator-extends-deadline-area-designations-2015-ozone-standards>

Visit ozone designations page: <https://www.epa.gov/ozone-designations>

[Contact Us](#) to ask a question, provide feedback, or report a problem.

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LAST UPDATED ON JUNE 7, 2017



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

June 16, 2017

The Honorable Jeffrey H. Wood  
Acting Assistant Attorney General  
United States Department of Justice  
Environment & Natural Resources Division  
Law and Policy Section  
950 Pennsylvania Avenue, N.W.  
Washington, DC 20530-0001

Dear Acting Assistant Attorney General Wood:

The Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization for North Central Texas and is responsible for meeting federal transportation conformity requirements. The RTC is requesting a portion of any financial settlement which results from the Department of Justice's (DOJ) Civil Action filed on May 23, 2017, on behalf of the Environmental Protection Agency (EPA), (FCA US LLC, Fiat Chrysler Automobiles N.V., V.M. Motori S.p.A., and V.M. North America, Inc. (collectively referred to as FCA)) be distributed equitably to all affected nonattainment counties for environmental mitigation purposes. We are suggesting a similar approach as taken in the Volkswagen litigation to establish an environmental mitigation trust.

The actions by the DOJ were a result of findings that FAC installed illegal emissions test defeat devices on 103,828 Dodge Ram 1500 and Jeep Grand Cherokee, model years 2013-2016, with 3.0 Liter EcoDiesel engines. The DOJ claims at least eight software-based features affecting these vehicle emission controls systems were not disclosed to the EPA during certification testing, resulting in Nitrogen Oxides (NOx) tailpipe emissions above the legal level.

Any settlement funds should be earmarked to implement air quality projects and/or programs to offset the increased emissions from the diesel vehicles equipped with the emissions test defeat devices. This is important because the Dallas-Fort Worth region is NOx-limited, which means decreases or increases in NOx emissions, such as the increases resulting from the emissions test defeat devices, have a more profound effect on the overall ozone levels.

It is a federal requirement that regions designated nonattainment for ozone must demonstrate transportation conformity for the long-range Metropolitan Transportation Plan (MTP). As the region develops or amends the MTP, the North Central Texas Council of Governments (NCTCOG), as staff to the RTC, must ensure it complies with these federal requirements and the associated motor vehicle emissions budgets for NOx and volatile organic compounds set by the State Implementation Plan. To develop the on-road emissions inventories for the region, NCTCOG uses the Environmental Protection Agency (EPA) Motor Vehicle Emissions Simulator, which includes local inputs and built-in federal vehicle emission standards. The overall emissions for the region are based on many factors, including the assumption vehicle emission systems design and function are in compliance

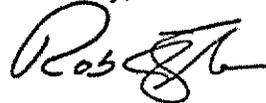
June 16, 2017

with State and federal emissions standards. As a result of the recent findings, certain Dodge and Jeep diesel vehicles are operating above the federally allowed NOx emissions limits, air quality planning has underestimated these emissions and additional emission reduction control strategies are necessary. Financial assistance through any level of settlement funds would allow nonattainment areas such as the Dallas-Fort Worth region to implement said emission reduction control strategies to offset unhealthy emission impacts.

NCTCOG will continue to partner with EPA and the Texas Commission on Environmental Quality (TCEQ) through developing emissions inventories and providing assistance with on-road vehicle emissions data for our region. Although restitution for the individual owners of vehicles equipped with emissions test defeat devices is prudent, providing a portion of any financial settlement resulting from violations of the Clear Air Act to the nonattainment regions will benefit all citizens through the continued improvement of air quality.

If you have any questions or concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



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

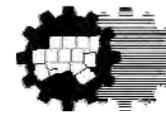
JPL:lp

cc: Honorable Ken Paxton, Attorney General of the State of Texas  
Leigh P. Rende, Trial Attorney, US Department of Justice  
Richard Hyde, P.E., Executive Director, TCEQ  
David Brymer, Director, Air Quality Division, TCEQ  
Michael Morris, P.E., Director of Transportation, NCTCOG  
Ken Kirkpatrick, Counsel for Transportation, NCTCOG  
Chris Klaus, Senior Program Manager, NCTCOG

# AIR QUALITY UPDATES

**Surface Transportation Technical Committee**  
**June 23, 2017**

**Jenny Narvaez**



North Central Texas  
Council of Governments

# 2015 EIGHT-HOUR OZONE STANDARD ( $\leq 70$ PPB)

## Anticipated Extension Implementation Timeline

2015 Standard Final:	October 26, 2015 <sup>1</sup>
Effective Date:	December 28, 2015
State Nonattainment Designation Recommendations to EPA:	October 2016
<b>EPA Designations Final (Updated)</b>	<b>October 2018</b>
<b>EPA Designations Effective:</b>	<b>January 2019</b>
<b>Attainment Plans Due (moderate and above):</b>	<b>January 2022*</b>
<b>Attainment Dates (no later than)</b>	
<b>Marginal:</b>	<b>January 2022*</b>
<b>Moderate:</b>	<b>January 2025*</b>
<b>Serious:</b>	<b>January 2028*</b>
<b>Severe:</b>	<b>January 2034*</b>

<sup>1</sup><https://federalregister.gov/a/2015-26594>

\*Dates are anticipated based on EPA's final designation effective date  
Source: Environmental Protection Agency (EPA)

# 2015 EIGHT-HOUR OZONE STANDARD ( $\leq 70$ PPB)

## Potential Impacts

### Delay in Revoking 2008 NAAQS for Ozone

#### Reclassification to Severe Nonattainment

If 2017 Eight-hour Ozone Average Remains Below 75 ppb,  
Texas can Request to EPA a One-year Attainment Extension

### Data for Designations: 2015-2017 Ozone Monitor Readings

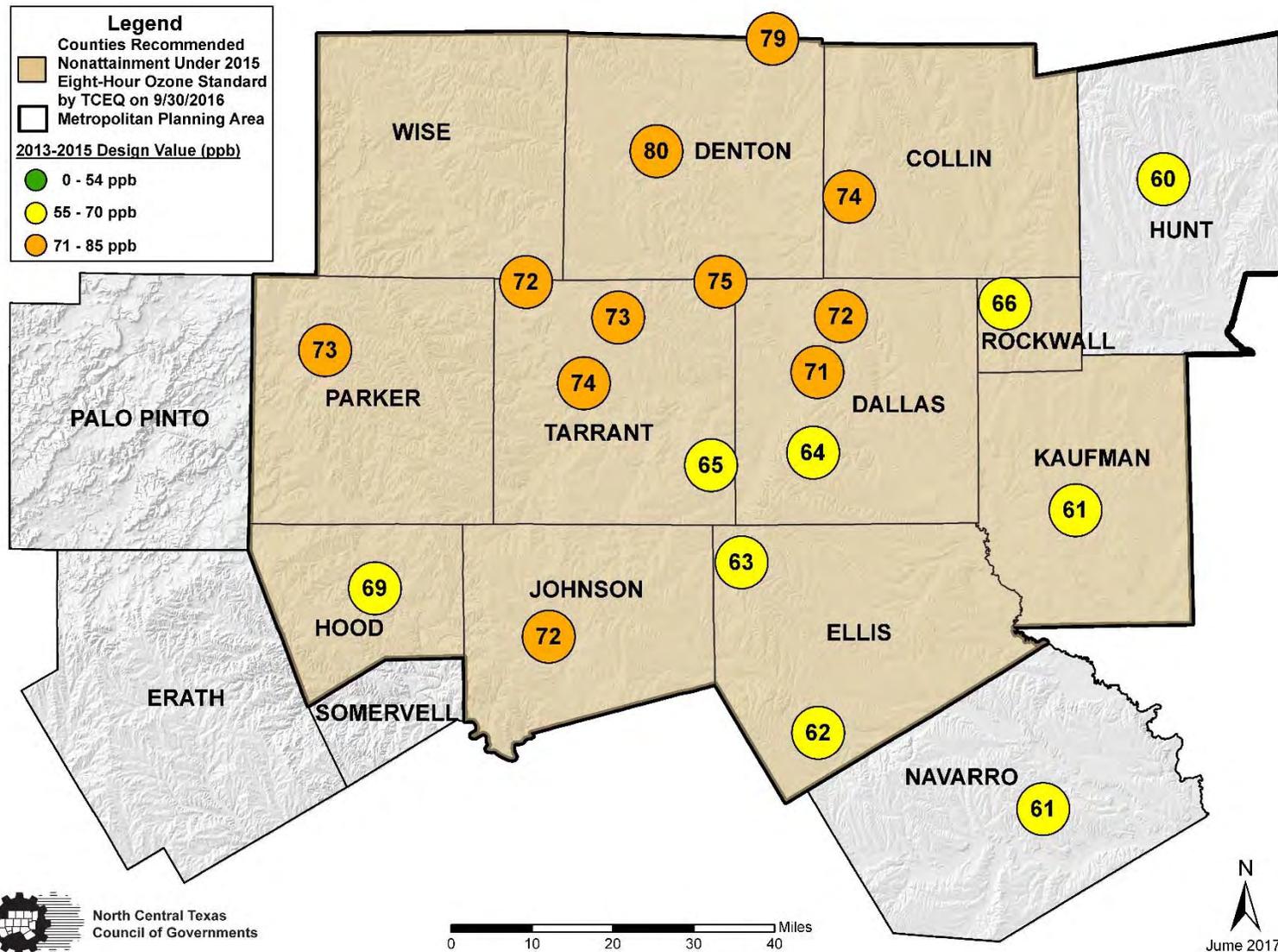
#### Fewer Counties Designated as Nonattainment

#### Lower Classification Under 2015 NAAQS for Ozone

NAAQS = National Ambient Air Quality Standards  
ppb = parts per billion

# 2015 EIGHT-HOUR OZONE STANDARD

## State Designation Recommendations Based on 2013-2015 Ozone Data



# RECENT CORRESPONDENCE

## Fiat-Chrysler

- 2013-2016**      **Fiat-Chrysler Sold Approximately 103,828 Diesel-fueled New Dodge Ram 1500 and Jeep Grand Cherokees with Emissions Cheat Devices**
- 5/23/2017**      **Department of Justice on Behalf of EPA Files Civil Lawsuit Against Fiat-Chrysler for Alleged Clean Air Act Violations**
- 6/16/2017**      **Regional Transportation Council Sends Letter to Department of Justice Requesting States Receive a Portion of any Financial Settlement to Implement Air Quality Projects and Programs**

<sup>1</sup><https://www.justice.gov/opa/pr/united-states-files-complaint-against-fiat-chrysler-automobiles-alleged-clean-air-act>

# RECENT CORRESPONDENCE

## Federal Budget Considerations

**Maintain Funding for:**

**Department of Energy Clean Cities Program**

**Federal Program Funded Since 1993**

**Dallas-Fort Worth Coalition Designated since 1995**

**Environmental Protection Agency Diesel Emissions Reduction Act**

**10 Awards to NCTCOG from 2007-2015**

**\$7,900,886 in Funding**

**790 Individual Grant Activities**

**950 Tons NO<sub>x</sub> Reductions Over Project Lifetime**

**Funding for Both Programs Eliminated by White House**

# FOR MORE INFORMATION

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**Jody Loza**

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**[jloza@nctcog.org](mailto:jloza@nctcog.org)**

**<http://www.airnorthtexas.org/>**

**<http://www.nctcog.org/trans/air/ozone/index.asp>**

# NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

## 2016 Safety Program Performance Measures



North Central Texas Council of Governments - Traffic Safety Crash and Fatality Statistics

### NCTCOG 16-County Crash and Fatality Data 2012-2016

NCTCOG receives regional crash data from TxDOT's Crash Records Information System (CRIS) annually. The collected data helps to identify crash hotspots and assist in the development of improvement strategies for the locations. The performance measures below highlight reportable crashes and fatalities that occurred in the North Texas region from 2012 to 2016. The data below indicates that in 2016 the NCTCOG region experienced one crash every four minutes and one fatality every 12 hours.

2012-2016 Crashes							2012-2016 Fatalities					
County	2012	2013	2014	2015	2016	% Change 2015-2016	2012	2013	2014	2015	2016	% Change 2015-2016
Collin	9,406	10,419	11,845	12,893	13,865	7.54%	47	41	41	36	50	38.89%
Dallas	36,082	40,330	42,895	48,811	55,642	13.99%	173	218	235	256	317	23.83%
Denton	7,634	8,975	9,886	11,655	12,182	4.52%	34	40	36	34	49	44.12%
Ellis	1,801	1,858	2,173	2,401	2,595	8.08%	12	19	23	25	28	12.00%
Erath	558	500	624	674	714	5.93%	7	10	16	18	13	-27.78%
Hood	633	638	752	749	795	6.14%	8	5	8	3	15	400.00%
Hunt	1,037	949	1,110	1,317	1,396	6.00%	22	15	18	18	29	61.11%
Johnson	1,947	2,010	1,998	1,983	2,269	14.42%	20	18	23	23	23	0.00%
Kaufman	1,335	1,388	1,480	1,752	2,011	14.78%	27	12	24	17	28	64.71%
Navarro	930	968	1,073	1,253	1,356	8.22%	8	13	10	11	6	-45.45%
Palo Pinto	495	535	534	548	557	1.64%	7	11	8	10	8	-20.00%
Parker	1,613	1,804	1,999	1,981	2,175	9.79%	20	18	15	19	21	10.53%
Rockwall	982	1,026	1,019	1,285	1,362	5.99%	12	8	3	4	11	175.00%
Somervell	135	141	135	135	169	25.19%	5	6	3	2	2	0.00%
Tarrant	25,419	27,595	28,222	30,714	34,596	12.64%	107	139	142	155	159	2.58%
Wise	837	903	910	791	915	15.68%	19	10	14	20	19	-5.00%
<b>Total</b>	<b>90,844</b>	<b>100,039</b>	<b>106,655</b>	<b>118,942</b>	<b>132,599</b>	<b>11.48%</b>	<b>528</b>	<b>583</b>	<b>619</b>	<b>651</b>	<b>778</b>	<b>19.51%</b>

Data Source: TxDOT Crash Records Information System (CRIS) current as of 2/8/2017 - All TxDOT disclaimers apply to this information.  
 Note: A reportable motor vehicle crash is defined by TxDOT as: "Any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to property of any one person to the apparent extent of \$1,000."

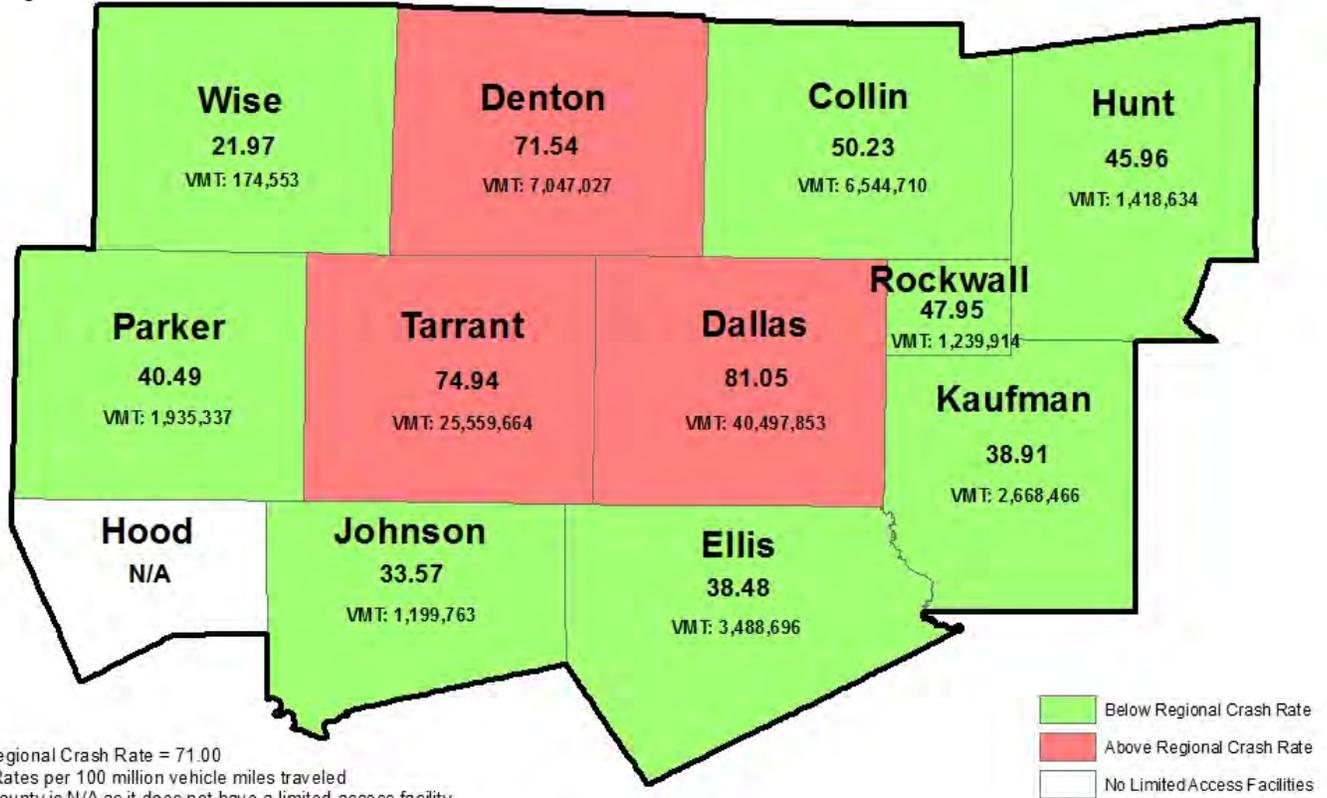
### 2016 Contributing Factors for Serious Injury and Fatality Crashes

	Top Ten Contributing Factors	Percentage
1	Speeding (Failed to Control Speed / Overlimit / Unsafe Speed)	34.63%
2	Changed Lane When Unsafe	13.02%
3	Driver Related (Distraction in Vehicle / Driver Inattention / Drove Without Headlights / Road Rage / Cell/Mobile Device Use - (Talking / Texting / Other / Unknown [0.68%])	12.23%
4	Followed Too Closely	10.83%
5	Faulty Evasive Action	7.09%
6	Failed to Drive in Single Lane	6.95%
7	Under Influence - (Had Been Drinking / Alcohol / Drug)	3.19%
8	Failed to Yield ROW (To Pedestrian / Turning Left / Yield Sign)	2.79%
9	Fatigued or Asleep	1.50%
10	Turned Improperly (Cut Corner on Left / Wide Right / Wrong Lane)	1.13%

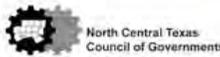
Note: The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA only. Speeding has been the #1 contributing factor for all analysis done from 2014-2016. For more information on contributing factor trends for previous years, please visit the NCTCOG Safety Program webpage.

## 2016 Crash Rates by County

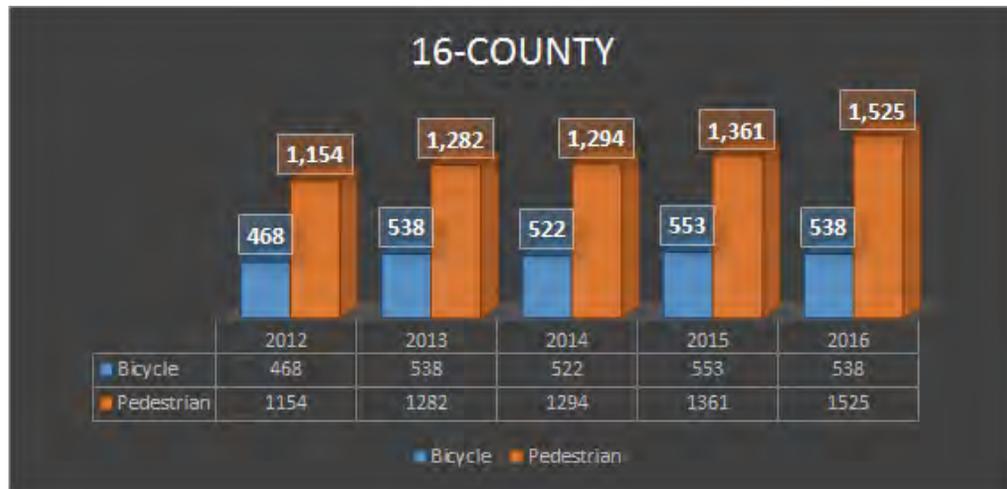
Annually, NCTCOG calculates crash rates on limited access facilities for the NCTCOG 12-County MPA. The map below displays crash rates by county in comparison to the 2016 regional crash rate of 71.00 crashes per 100 million vehicle miles traveled. Counties that have a higher crash rate than the regional rate are shown in red, while counties with a rate below the regional crash rate are shown in green.



Source:  
 Crash Data - TxDOT Crash Records Information System (CRIS)  
 VMT Data - Interpolated NCTCOG Trans Model Performance Reports



## Regional Bicycle & Pedestrian Crash Data (2012-2016)

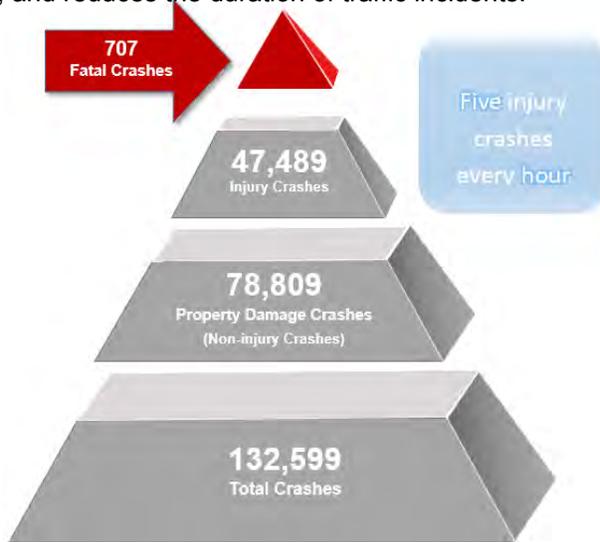


The Look Out Texans Campaign, which encourages North Texans to watch out for one another and offers specific tips to bike, walk and drive safely together, continued in 2016. Understanding how people bicycling, walking and driving should interact together is important to improving safety on area roads and protecting our residents. Sample tips included in the campaign are (1) 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. (2) People walking must be alert and visible. Always wear bright or reflective clothing when walking at night or in the early morning when visibility is reduced. (3) Pedestrians should only cross streets at crosswalks and intersections where they can gauge traffic and be visible. Before crossing, make eye contact with drivers to ensure you are seen. (4) Finally, people driving should allow at least three feet when passing someone on a bicycle. Drivers must also look out for people walking, always yielding to crossing pedestrians. To view safety education videos and see all 21 safety tips of the Look Out Texans campaign, visit [LookOutTexans.org](http://LookOutTexans.org).

# NCTCOG Traffic Incident Management (TIM) Program

## 2016 Regional Crash Pyramid

The crash pyramid represents the high volume of crashes in the region, equating to five injury crashes every hour. There is an obvious need for highly effective training for those agencies responsible for managing and clearing traffic incidents. Traffic incident management training promotes consistency among agency responders, significantly improves responder and motorist safety, and reduces the duration of traffic incidents.



On average, each injury crash requires

- 2 Law Enforcement
- 4 Fire/Rescue
- 2 Emergency Medical Services
- 1 Towing and Recovery
- 9 Responders

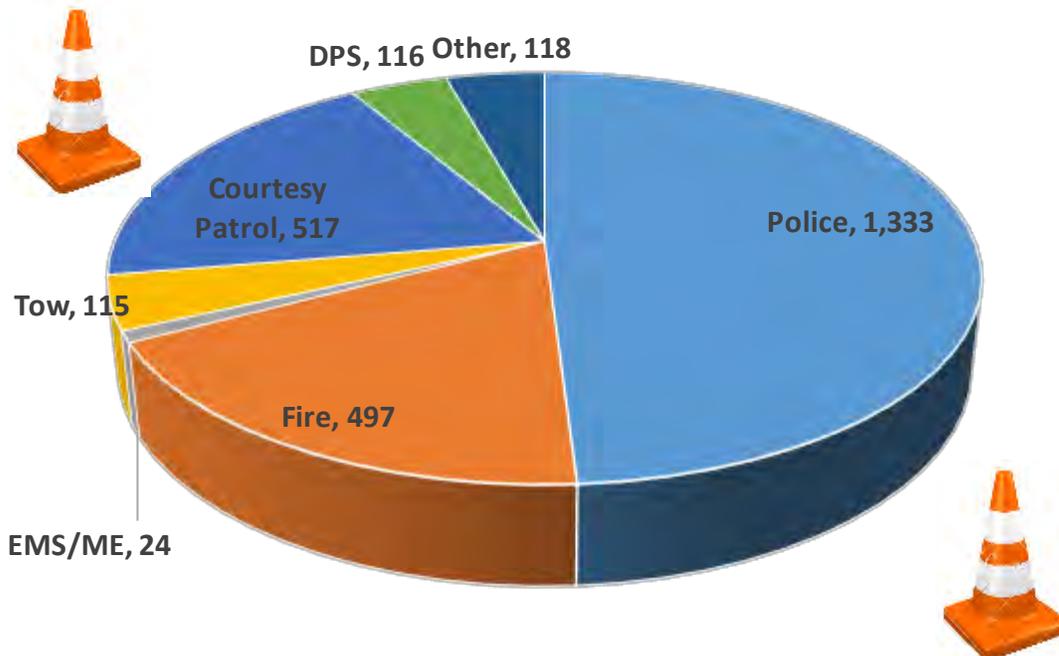
*Potentially 45 responders "working in or near moving traffic" every hour 24/7/365.*

## TIM First Responder and Manager's Course

The Traffic Incident Management (TIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the TIM training course is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve the air quality in the Dallas-Fort Worth region. The **First Responder and Manager's Course** is specifically designed for those with daily involvement in responding to traffic incidents on the region's freeways. This course is offered at least six times per year. The training is eligible for TCOLE Credits, Fire Commission Credits, and Emergency Medical Services (EMS) Continuing Education Units (CEUs).

First Responder and Manager's Course Attendance			
2003 - 2015	2016	March 2017	Total
2,609	87	24	2,720

## First Responder and Manager's Course Attendance - Breakdown By Area



# NCTCOG Traffic Incident Management (TIM) Program

## First Responder and Manager's Course Attendance - Breakdown By Agency

### Cities and Counties Represented (119) - As of March 2017

Able Springs	Commerce	Forney	Keene	Murphy	Seagoville
Addison	Coppell	Fort Worth	<b>Keller</b>	<b>N. Richland Hills</b>	Southlake
Aledo	Corinth	<b>Frisco</b>	<b>Kennedale</b>	Northlake	Sunnyvale
<b>Allen</b>	Corsicana	<b>Garland</b>	Kilgore	Oak Point	Terrell
Alvarado	Crandall	<b>Glenn Heights</b>	Krugerville	Ovilla	The Colony
Anna	<b>Cresson</b>	Grand Prairie	<b>Krum</b>	Pantego	Trophy Club
Argyle	Crowley	Grapevine	<b>Lake Cities</b>	<b>Plano</b>	University Park
<b>Arlington</b>	<b>Dallas</b>	<b>Greenville</b>	<b>Lake Worth</b>	<b>Ponder</b>	<b>Venus</b>
<b>Aubrey</b>	<b>Decatur</b>	Greenwood	Lakeside	<b>Prosper</b>	Watauga
<b>Azle</b>	Denton	Haltom City	Lancaster	Red Oak	<b>Waxahachie</b>
<b>Balch Springs</b>	DeSoto	Highland Park	<b>Lewisville</b>	<b>Richardson</b>	Weatherford
Bedford	Duncanville	Highland Village	Little Elm	<b>Richland Hills</b>	Westlake
<b>Benbrook</b>	Edgecliff Village	Hudson Oaks	Longview	<b>Roanoke</b>	White Settlement
Brock Dennis	Euless	<b>Hurst</b>	Mansfield	Marshall Creek	<b>Willow Park</b>
Burleson	Fairview	Hutchins	<b>McKinney</b>	<b>Rockwall</b>	<b>Wilmer</b>
Carrollton	<b>Farmers Branch</b>	<b>Irving</b>	<b>Melissa</b>	Rowlett	Wylie
Cedar Hill	Ferris	Italy	<b>Mesquite</b>	Royse City	
<b>Cleburne</b>	<b>Flower Mound</b>	<b>Joshua</b>	Midlothian	<b>Sachse</b>	
<b>Colleyville</b>	Forest Hill	Kaufman	Milford	Saginaw	

Counties: Collin, **Dallas**, Denton, Johnson, Kaufman, Parker, Rockwall, and **Tarrant**

**\*\*Agencies in blue are agencies that have attended recently (since August 2013)**

### TIM Executive Level Course Attendance

The **Executive Level Course** was introduced in 2005 and is geared towards agency decision and policy makers and provides a high-level overview of the topics discussed in the First Responder and Manager's Course. The Executive Level Course is offered twice a year.

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - May 2017)
312	139	26	15	29	15	176	712

### Photogrammetry Training Attendance: 2007— March 2017

Photogrammetry Training is offered as a complement to the region's TIM Training series. The Photogrammetry System, used for crash reconstruction and forensic measurements, is an image-based 3D system that calculates measurements from photographs and digital images. The System helps reduce the time needed to investigate a crash scene. The following training is offered twice a year:

- Basic Training - five-days (includes a three-day iWitness™ workshop and a two-day Crash Zone workshop)
- Advanced Training - two-days (offered to students who completed Basic Training)

Course	<i>Total</i>
Basic Training	190
Advanced Training	120

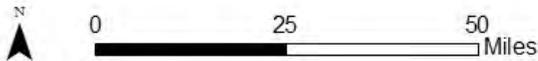
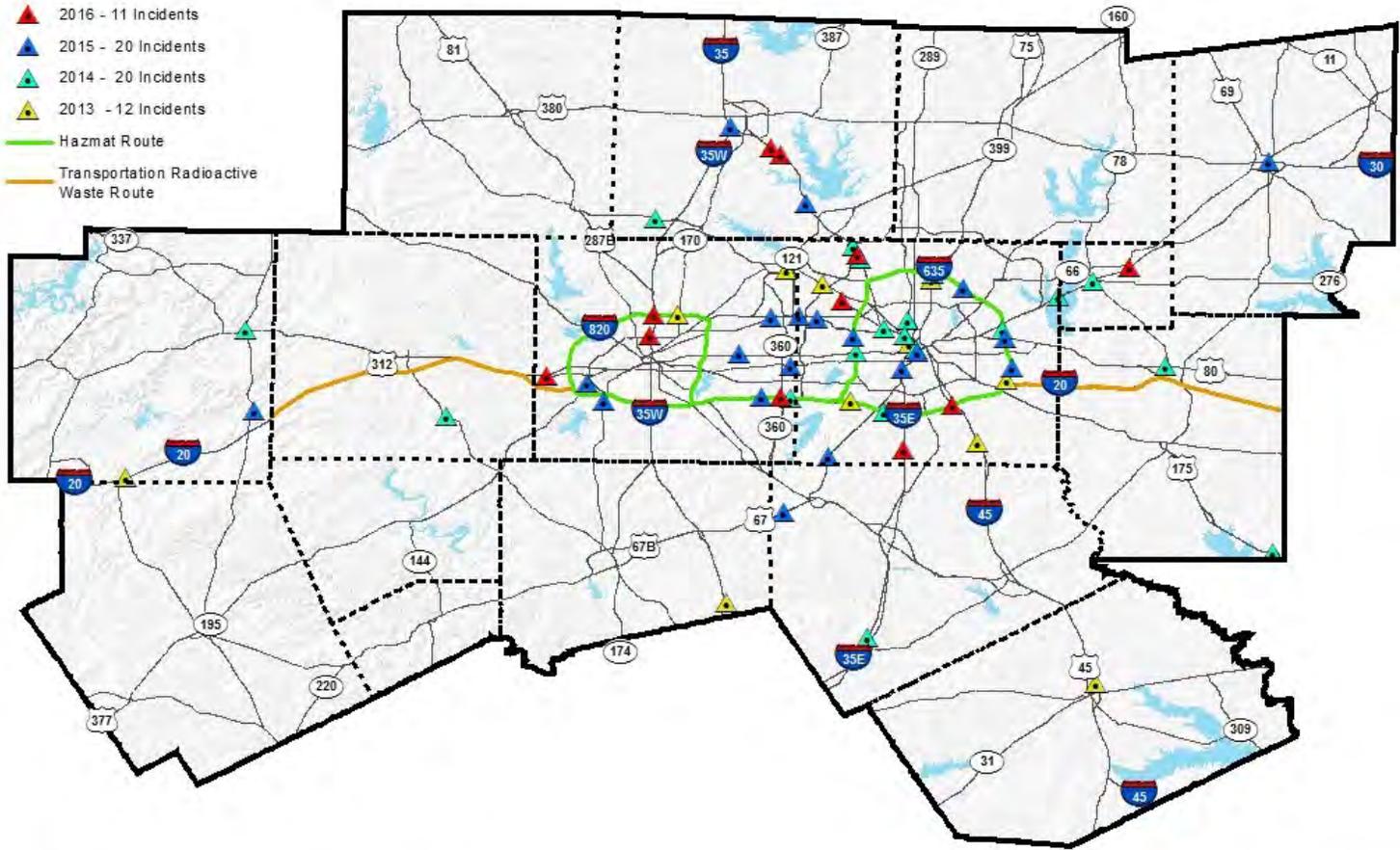
### Cities and Counties Represented (64) - As of March 2017

Addison	Cleburne	Farmers Branch	Hurst	Red Oak	Weatherford
Allen	Coppell	Flower Mound	Irving	Richardson	Wilmer
Alvarado	Colleyville	Forest Hill	Lake Dallas	Rockwall	Collin County
Anna	Dallas	Forney	Lancaster	Royse City	Dallas County
Arlington	Decatur	Fort Worth	Lewisville	Sachse	Denton County
Azle	Denton	Frisco	Mansfield	Saginaw	Tarrant County
Balch Springs	DeSoto	Glenn Heights	McKinney	Seagoville	DART
Bedford	Duncanville	Grand Prairie	Melissa	Terrell	DFW Airport
Benbrook	Ennis	Grapevine	Mesquite	Venus	FWTA
Carrollton	Euless	Greenville	Midlothian	Waxahachie	TxDPS
Cedar Hill	Fairview	Highland Park	North Richland Hills		

# NCTCOG 16-County HazMat Incidents

NCTCOG continues to evaluate and map hazardous material spills on regional limited access facilities utilizing data from the National Response Center. This analysis helps identify roadway segments that may be impacted by hazardous materials carriers. Currently, IH 20, IH 820, and IH 635 are designated as HazMat routes. Currently, IH 20, IH 820, and IH 635 are designated as HazMat routes.

## HazMat Incident Locations 2013 - 2016



Source: National Response Center  
Data current as of April 26, 2017

County	2013	2014	2015	2016	Total
Collin	0	1	0	0	1
Dallas	6	10	9	4	29
Denton	0	1	2	2	5
Ellis	0	1	1	0	2
Erath	0	0	0	0	0
Hood	0	0	0	0	0
Hunt	0	0	1	0	1
Johnson	1	0	0	0	1
Kaufman	0	2	0	0	2
Navarro	1	0	0	0	1
Parker	0	1	0	0	1
Palo Pinto	1	1	1	0	3
Rockwall	0	2	0	1	3
Somervell	0	0	0	0	0
Tarrant	3	1	6	4	14
Wise	0	0	0	0	0
<b>Total</b>	<b>12</b>	<b>20</b>	<b>20</b>	<b>11</b>	<b>63</b>

# Mobility Assistance Patrol Program (MAPP)

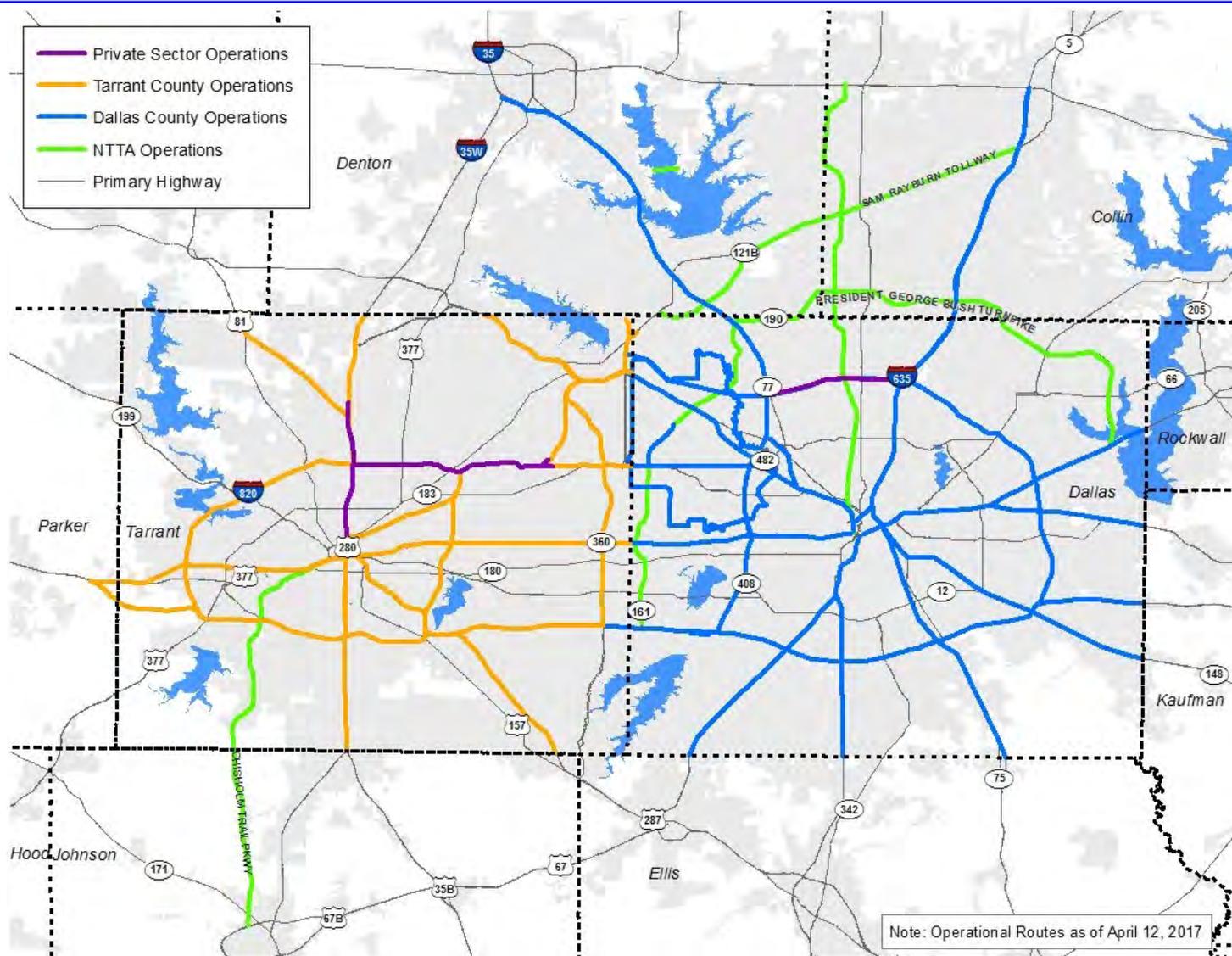
The Mobility Assistance Patrol Program (MAPP) is integral to the region's Traffic Incident Management operations. The MAPP coverage area is focused on congested roadway systems in Dallas and Tarrant Counties and extends into portions of Collin and Denton Counties. The Regional MAPP assists in the alleviation of congestion on area highways/freeways and toll roads. The MAPP provides free assistance to stalled and stranded motorists by helping them to move disabled vehicles from the main lanes of traffic by assisting with flat tires, stalled vehicles, and minor accidents and ultimately getting the vehicles operating or off the facility completely. Assistance is also provided to law enforcement with traffic control when deemed necessary or when requested by law enforcement.

MAPP is currently being operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office, and the North Texas Tollway Authority (NTTA). Portions of Dallas and Tarrant County Operations are currently being patrolled by private sector partner agencies on the LBJ TEXpress and NTE TEXpress corridors.

## Mobility Assistance Patrol Program Performance Measures

Agency	2015 Assist	2016 Assist
Dallas County Operations	66,501	63,686
Tarrant County Operations	26,460	28,493
NTE	3,479	4,394
LBJ	3,928	6,681
NTTA	24,535	22,942

## Patrol Routes



# In 2016, Dallas and Tarrant County Mobility Assistance Patrols

provided:



••• 38,310

Driver Assistance /  
Stalled Vehicle



••• 27,735

Courtesy Check /  
Directions



••• 3,620

Crash Assistance



••• 5,987

Debris Removal



••• 6,930

Protection to First  
Responders



••• 6,646

Abandoned Vehicle  
Check

**Total Combined Assists: 92,179**  
**Combined Highway Miles Patrolled: 464**

*2,951 assists were either not found or cancelled before a patrol vehicle could arrive*

## Hours of Operation

### Dallas County

Mon - Fri  
Sat - Sun



5 AM - 9:30 PM  
11 AM - 7:30 PM

### Tarrant County

Mon - Sun



6 AM - 10 PM

### NTTA

Mon - Sun



24 Hours a Day

### NTE and LBJ TEXpress

Mon - Sun

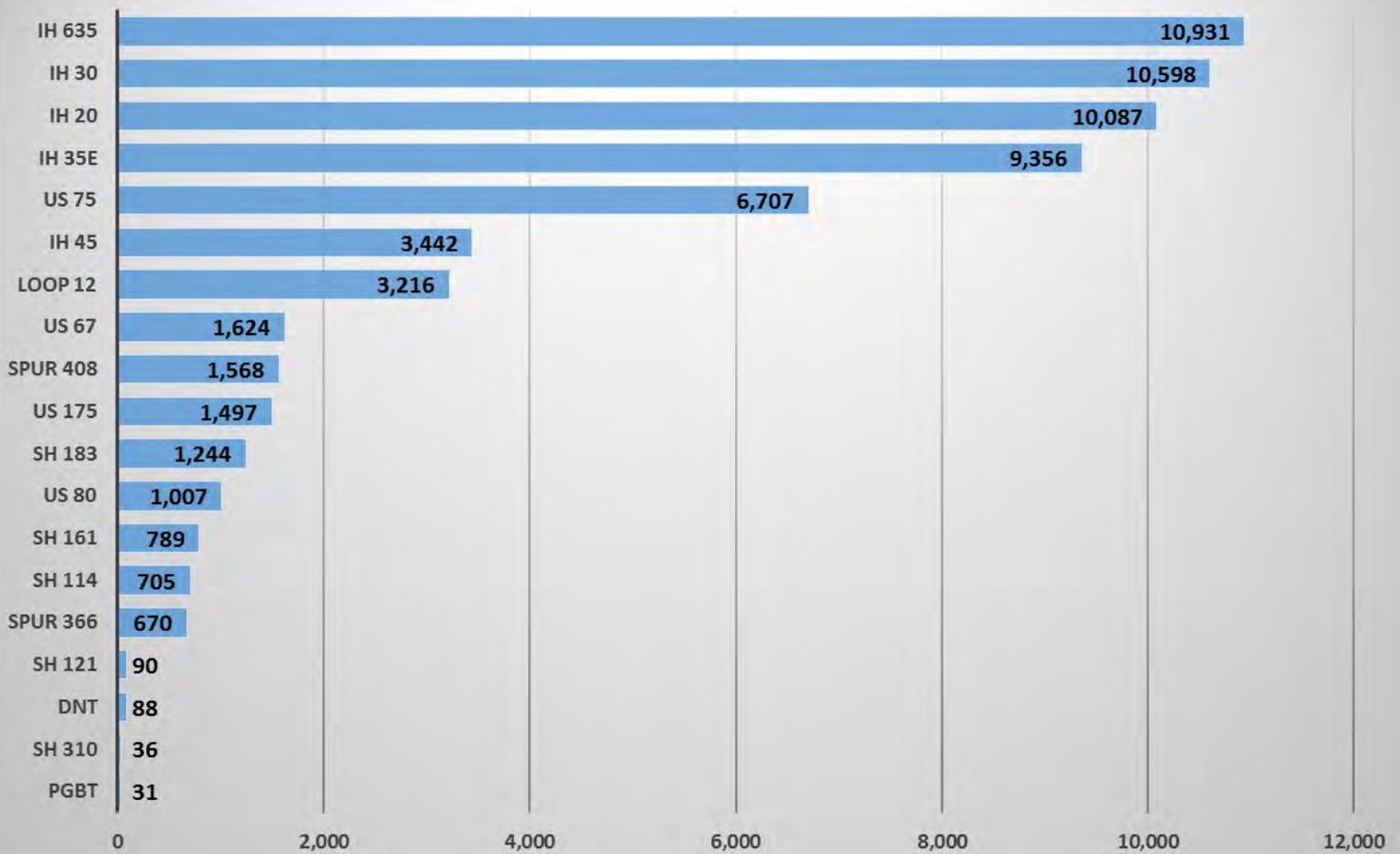


24 Hours a Day

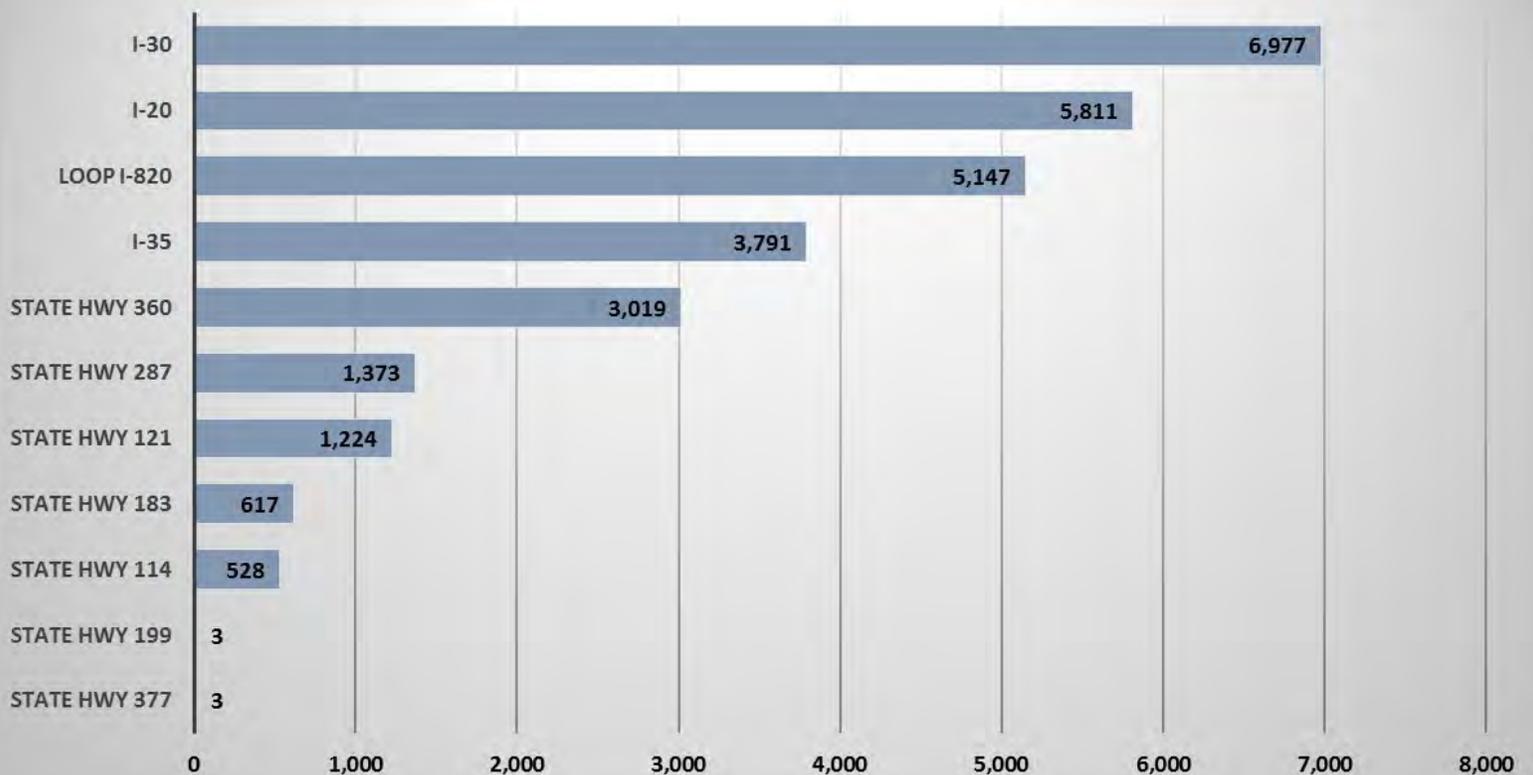


# Mobility Assistance Patrol Program (MAPP)

## 2016 Dallas County Operations — Assist Totals by Roadway



## 2016 Tarrant County Operations — Assist Totals by Roadway



# Wrong Way Driving (WWD) Pilot Projects - Dallas and Tarrant Counties

NCTCOG and our regional partners continue efforts to prevent wrong-way driving incidents and crashes. Through the Wrong-Way Driving Mitigation Pilot Program, NCTCOG continues to work with TxDOT and local cities in Dallas and Tarrant Counties to implement intersection, roadway, and technology improvements that will reduce the likelihood of these crashes.

## Phase I — Dallas County

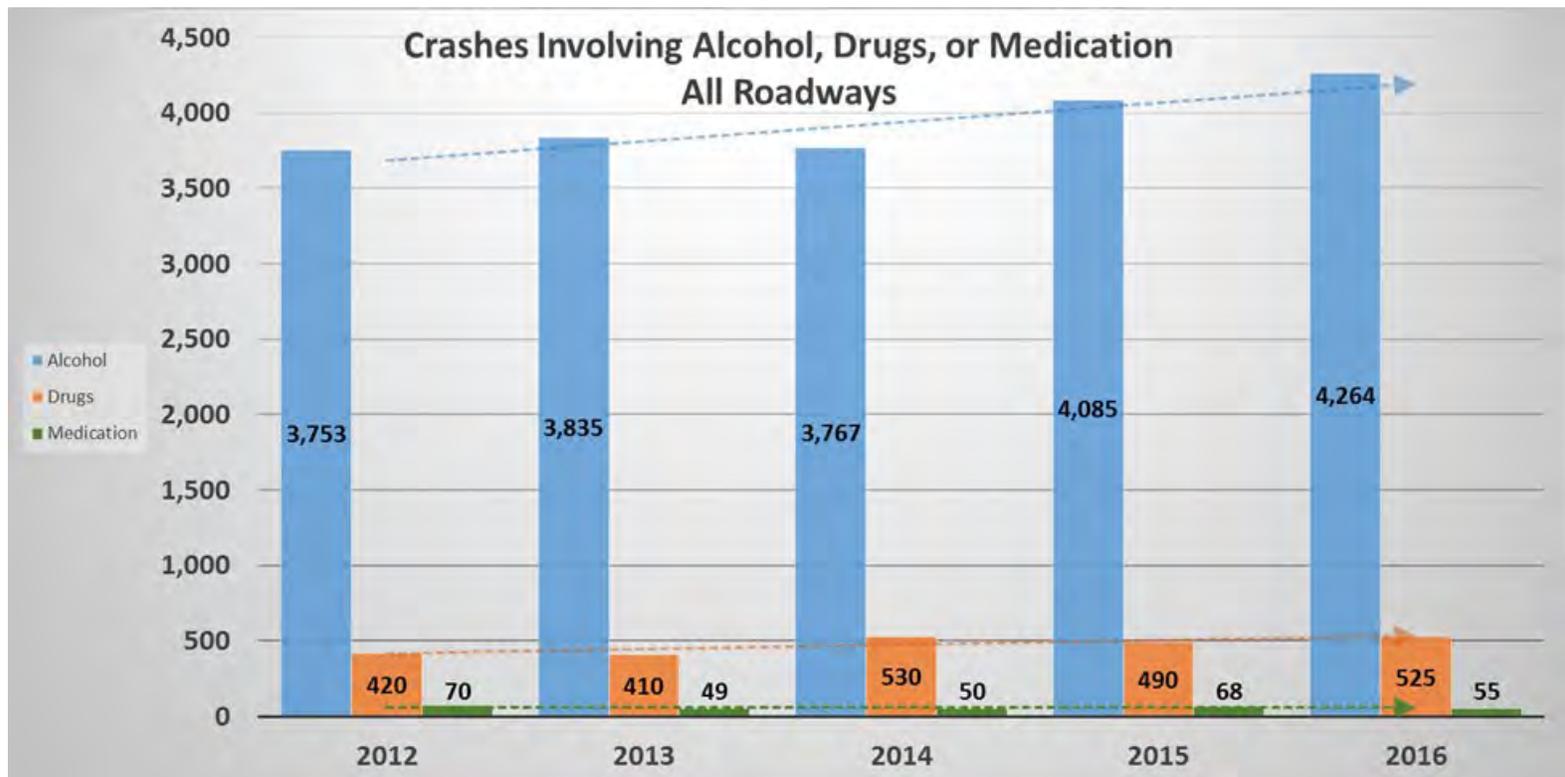
In 2014, NCTCOG, TxDOT, and nine Dallas County cities initiated Phase I of the Wrong-Way Driving Pilot Project. Phase I focused on 350 diamond interchanges throughout Dallas County. Phase I improvement strategies include the replacement of conflicting lane and arrow markings, signal enhancements, and other intersection related improvements. Since the initiation of Phase I, eight cities (Carrollton, Farmers Branch, Garland, Grand Prairie, Irving, Mesquite, Richardson and Rowlett) have completed construction of these countermeasures. The project has also been expanded into Collin and Denton Counties where improvements have entered either the design or construction phase in Allen, McKinney, Plano, Carrollton (Denton County), and Lewisville. As of late February, the city of Dallas has 19 intersections in construction and an additional 42 in the design phase.

## Phase II — Tarrant County

Phase II of the project was initiated in 2015 and focused on 54.2 miles of seven freeway corridors in Tarrant County. The Phase II pilot project is nearing completion and includes the installation of wrong-way pavement markings in travel lanes, enhanced signage with active-detection units, optimized sign placement, and use of technology for wrong-way driving incident notifications.

# Crashes Involving Impaired Drivers: 2012—2016

Although crashes that involve wrong-way drivers (WWD) occur less frequently, the severity of these crashes can be devastating and often includes multiple fatalities. Multiple research studies by the Federal Highway Administration, the National Transportation Safety Board, the Texas A&M Transportation Institute, and various state agencies have found that impaired driving is a primary contributing factor in WWD crashes on limited access facilities. Also important to note is that crashes that involve impaired drivers can and do occur on all roadway types. The table below highlights crashes that involved alcohol, drugs, and medication as a contributing factor between 2012 and 2016 in the North Central Texas region.



Note: The Impaired Driving Analysis includes TxDOT crash records where the use of alcohol, illegal drugs, or medication were found to have contributed to a motor vehicle crash within the NCTCOG 16-County area.

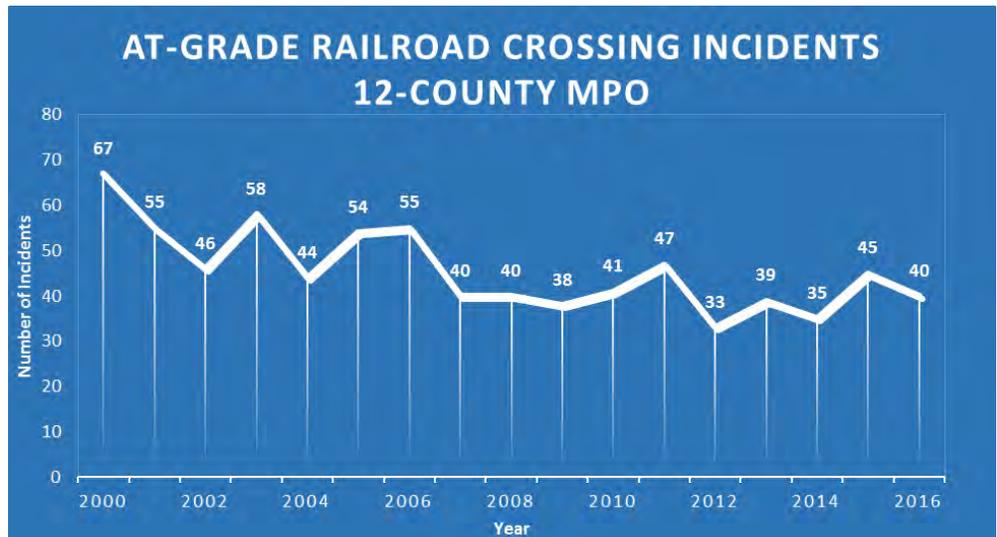
# Takata Airbag Recall

Did you know that nearly 70 million Takata airbag inflators are or will be under recall by 2019? More than a half-million of these defective airbags are estimated to be in North Texas alone. For North Texas residents, the situation is particularly urgent. Prolonged exposure to high heat and humidity degrades the chemical propellant in a defective airbag inflator over time, which makes it more explosive and increases risk of serious injury or death. Even a minor fender-bender can cause the defective airbag inflators to rupture, spraying metal shrapnel into drivers and passengers. To date there have been 11 deaths due to this recall, two of which occurred in Texas. NCTCOG has joined with the National Highway Traffic Safety Administration (NHTSA) and several local partners to urge North Texas drivers to check their Vehicle Identification Number (VIN) to make sure their car's airbags are not under recall. We encourage our member agencies and partners to help spread the word about the Takata Airbag recall by urging colleagues and residents to check to see if their vehicles are affected by visiting either [Safercar.gov](http://Safercar.gov) or [AirbagRecall.com](http://AirbagRecall.com), and enter the VIN located at the lower driver's side of the front windshield. If your airbag is under recall, you can set up an appointment with a dealership to have the airbag replaced free of charge. It is important to note, that even if your vehicle is not currently under a recall, it could be affected in the future. To be notified of future recalls, you can sign up for e-mail alerts at [nhtsa.gov](http://nhtsa.gov).



## Freight Safety - At Grade Crossings

Railroad crossings are located across the region, moving large amounts of freight to and from North Texas. When railroad tracks intersect a roadway, it is called an at-grade crossing. There are over 2,900 at-grade railroad crossings in the region, and it is important for residents to follow safety precautions around them. Sometimes there are both unavoidable and avoidable incidents involving cars and trains at these crossings. Since 2000, when there were 67 incidents in North Texas, the number of incidents has been trending down. Last year in 2016, there were only 40. To continue this improvement, drivers and pedestrians should heed safety signals and warnings.



## Highway Safety Improvement Program (HSIP)

NCTCOG hosted a workshop in April 2017 on the Highway Safety Improvement Program (HSIP) Call For Projects (CFP). During the workshop, TxDOT staff from the Fort Worth District provided information to local agencies on the process for submitting project applications as well as types of projects that would be accepted. The Dallas District also hosted a separate workshop in April 2017. The deadline to submit projects to both the Dallas and Fort Worth District Offices is May 8, 2017. More information on the HSIP CFP can be found at: <http://www.nctcog.org/trans/safety/HSIPCFP.asp>

The 2016 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 40 projects for a total of \$20,969,685.
- The Fort Worth District received approval on 18 projects for a total of \$14,954,210.

## Safety Related Information Resources

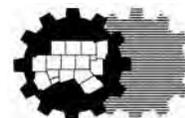
Safety information resources are available at [www.nctcog.org/trans/safety/RegSftyResources.asp](http://www.nctcog.org/trans/safety/RegSftyResources.asp). General information topics include Highway Safety Improvement Program Information, Safety Countermeasures and Techniques, Safety References, Traffic Safety Statistics, and Safety-related Newsletters.

### Contact Information

Camille Fountain  
(817) 704-2521  
[cfountain@nctcog.org](mailto:cfountain@nctcog.org)

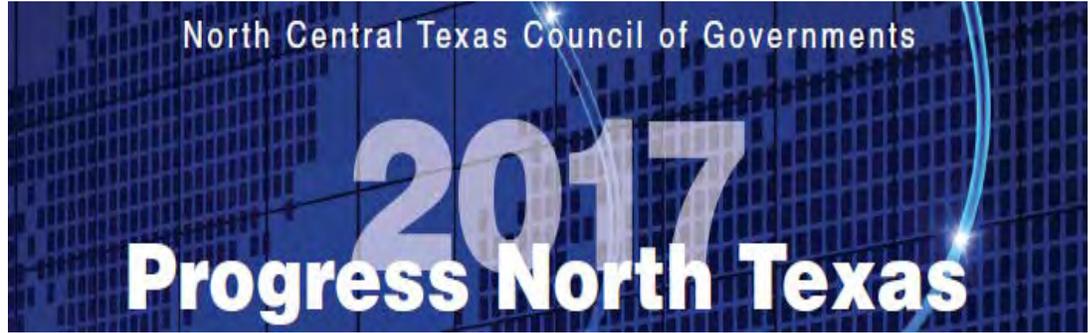
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Sonya Jackson Landrum  
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Council of Governments  
Transportation Department

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Select Language ? ?

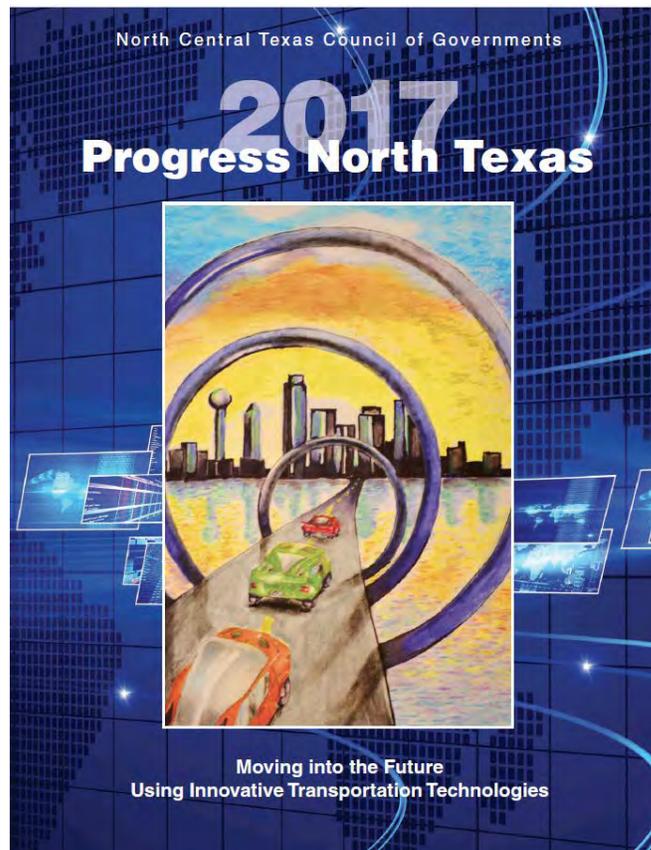
There are few things in transportation more exciting than automated vehicles, smart traffic signals and guaranteed travel speeds. This past year, the North Central Texas Council of Governments established a new program area to study automated vehicles and related topics. While there is tremendous momentum behind vehicle automation, there are many more examples of how we are using technology to reshape the future.

[Progress North Texas 2017: Moving into the Future Using Innovative Transportation Technologies](#) examines how technology is at work in transportation planning.

Stay Informed

Submit a Comment  
or Question

Order Copies



### Progress North Texas Art

We asked Grand Prairie ISD students to help us illustrate the meaning of "Moving into the Future Using Innovative Transportation Technologies." We received some exceptional entries. We would like to congratulate the winners and thank Grand Prairie ISD for helping us make this one of the most successful art contests yet. The winner's artwork will appear on the cover on the cover of Progress North Texas 2017.

**1ST PLACE**

**2ND / 3RD PLACE**

**HONORABLE MENTION**

First Place, Bryce Charles, 7th Grade, Grand Prairie Fine Arts Academy



6/7/2017 05/11/2017 RH

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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

**MINUTES****Regional Transportation Council  
PUBLIC MEETINGS*****Transportation Alternatives Set-Aside Program Recommended Projects******New Federal Transportation Funding******Mobility 2045: The Metropolitan Transportation Plan for North Central Texas Kick-off******Joining Forces: Aligning Community & Military Missions*****Meeting Dates and Locations**

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

1. Tuesday, May 9, 2017 – 6:00 pm – Ricardson Civic Center (Richardson); attendance: 32; moderated by Natalie Bettger, Senior Program Manager
2. Wednesday, May 10, 2017 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 18; moderated by Dan Lamers, Senior Program Manager
3. Monday, May 15, 2017 – 6:00 pm – North Richland Hills Library (North Richland Hills); attendance: 11; moderated by Dan Kessler, Assistant Director of Transportation

**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. Transportation Alternatives Set-Aside Program Recommended Projects – presented by Natalie Bettger (Richardson); Karla Weaver (Arlington and North Richland Hills)
2. New Federal Transportation Funding – presented by Heather Haney
3. Mobility 2045: The Metropolitan Transportation Plan for North Central Texas Kick-off – presented by Dan Lamers (Richardson); Kevin Feldt (Arlington and North Richland Hills)
4. Joining Forces: Aligning Community & Military Missions – presented by Amanda Wilson (Richardson and Arlington); Dan Kessler (North Richland Hills)

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](http://www.nctcog.org/input), and a video recording of the public meeting held in Arlington May 10, 2017, was posted at [www.nctcog.org/video](http://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. Transportation Alternatives Set-Aside Program Recommended Projects**

- What is the Transportation Alternatives Set-Aside Program?

## What is the Transportation Alternatives Set-Aside Program?

- 1) Funded under the FAST Act (Fixing America's Surface Transportation), the current transportation funding and authorization bill
- 2) Provides funds for smaller scale transportation projects such as pedestrian and bicycle facilities and safe routes to school projects
- 3) Funds are suballocated to regions based on population (urbanized areas over 200,000 people)
- 4) Projects are selected through a competitive process


North Central Texas Council of Governments

- Eligible Project Area

## Eligible Project Area



**Legend**

- Portion of State TIGER Dataset with NCTCOG ARA
- Portion of State TIGER Dataset with NCTCOG ARA
- Portion of State TIGER Dataset with NCTCOG ARA
- Subregion Boundary


North Central Texas Council of Governments

- Eligible Project Activities



- Federal Funding Allocation for Fiscal Years 2016-2019

### Federal Funding Allocation for Fiscal Years 16, 17, 18, and 19

Funding Categories	Western Region (Fort Worth District) (34%)	Eastern Region (Dallas District) (66%)	Total
2016 TAP Funds Carryover (FY 16)	\$ 1,444,697	\$ 2,804,412	\$ 4,249,109
2017 TA Set-Aside Funds Available (FY 17, 18, 19)	\$ 7,890,720	\$ 15,317,280	\$ 23,208,000
<b>Total TA Funds Available</b>	<b>\$ 9,335,417</b>	<b>\$ 18,121,692 </b>	<b>\$ 27,457,109</b>

= additional funds were identified after the program launch in Dec. 2016

- Federal Funding Award Per Project

### Federal Funding Award Per Project

<i>Maximum Federal Funding Award per Project</i>	<i>Minimum Federal Funding Award per Project</i>
<b>\$ 5,000,000</b>	<b>\$ 150,000</b>

- Minimum Requirements

### Minimum Requirements

Category	Description
<b>Right-of-Way / Easement</b>	Project must have all necessary ROW or Easements.
<b>Official Funding Resolution</b>	Application must include documentation approved by the Governing Body to confirm the availability of the local match contribution if the project is awarded funding.
<b>Environmental Checklist</b>	Application must include a completed environmental review checklist identifying the project readiness.
<b>Partnerships</b>	For all Safe Routes to School (SRTS) applications, a Memorandum of Understanding (MOU) or resolution of support between the ISD and local government was required.

- Program Rules

### Program Rules

Category	Description
<b>Project Agreement</b>	Applicant must commit to executing an Advanced Funding Agreement (AFA) with TxDOT within <b>one year</b> of project selection.
<b>Funding Obligation</b>	Applicant must commit to advance to construction within <b>three years</b> from selection or risk the loss of funding.
<b>Cost Overruns</b>	Solely the responsibility of the nominating entity.

- Evaluation and Scoring Criteria for Active Transportation Projects

### Evaluation and Scoring Criteria for Active Transportation Projects

Category	Scoring (pts)	Description
<b>Regional Network Connectivity</b>	25	Improves connectivity of Mobility 2040 regional paths and bikeways between cities and counties.
<b>Mobility</b>	20	Improves connections and access to transit.
<b>Safety</b>	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.
<b>Reducing Barriers</b>	10	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.
<b>Congestion Reduction</b>	10	Provide alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling
<b>Destination Density</b>	5	Provides access to areas with a high density of major employers and destinations.
<b>Air Quality Benefits</b>	5	Improves air quality by supporting non-motorized facility usage.
<b>Equity</b>	5	Improves access to disadvantaged populations and underserved communities.
<b>Local Network Connectivity</b>	5	Implements locally planned priorities.

- Evaluation and Scoring Criteria for Safe routes to School Projects

### Evaluation and Scoring Criteria for Safe Routes to School Projects

Category	Scoring (pts)	Description
Implements a Local Plan	20	Implements a project identified as a priority in a local Safe Routes to School plan.
Safety	20	Improves the safety of students walking and bicycling to school.
Congestion Reduction	20	Strong potential for the project to increase walking and bicycling by students in lieu of motor vehicle trips to and from school.
Equity	20	Improves school access for disadvantaged populations and underserved communities.
Community Support and Stakeholder Involvement	15	Builds upon demonstrated community support for walking and bicycling to school.
Air Quality Benefits	5	Improves air quality by supporting non-motorized facility usage.

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- Additional Considerations

### Additional Considerations

#### Active Transportation Applications and Safe Routes to School Applications

Category	Scoring (pts)	Description
Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community.
Project Innovation	5	Project implements innovative or new treatments and technology that can serve as a model for the region.

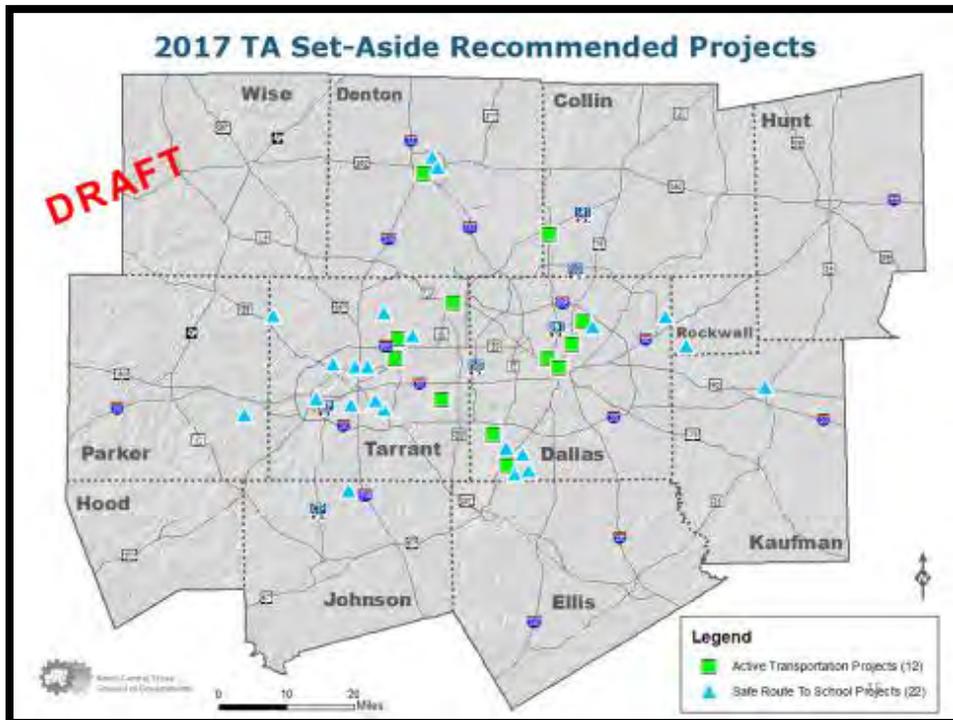
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- 2017 TA Set-Aside Applications Received and Requested Federal Funding

### 2017 TA Set-Aside Applications Received and Requested Federal Funding

Funding Categories	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total
Active Transportation	\$ 10,956,589	\$ 23,581,601	\$ 34,538,190
Safe Routes to School	\$ 12,264,968	\$ 9,520,911	\$ 21,787,879
<b>Total Requested Federal Funding</b>	<b>\$ 23,221,557</b>	<b>\$ 33,102,512</b>	<b>\$ 56,324,069</b>
Total Number of Applications	31	30	61

- 2017 TA Set-Aside Recommended Projects



- Recommended Project Scoring Tables

## Recommended Project Scoring Tables

- 1) Tables are provided with detailed scoring information.
- 2) Some projects are recommended to have reduced funding based on ineligible expenses or various cost factors.
  - = reduced funding recommended
- 3) Reduced amounts were confirmed with the recommended agency.

Multi-Central Texas  
Council of Governments

- Funding Recommendations for Fort Worth District: Active Transportation

### 2017 TA Set-Aside Funding Recommendations *Fort Worth District: Active Transportation*

	Nominating Entity	Project Name	Requested Federal Funds	Recommended Federal Funds
1	City of Grapevine	Dallas Road TOD Corridor / Cotton Belt Trail Extension	\$ 5,000,000	\$ 5,000,000
2	City of North Richland Hills	NRH Active Transportation Project for Trail / On-Road	\$ 617,294	\$ 617,294
3	City of Richland Hills	Richland Hills TRE Connection	\$ 1,677,121	\$ 1,677,121
4	City of Arlington	Julia Burgen Linear Park Trail System	\$ 647,518	\$ 542,568
<b>Total</b>			<b>\$ 7,941,933</b>	<b>\$ 7,836,983</b>

- Funding Recommendations for Fort Worth District: Safe Routes to School

**2017 TA Set-Aside Funding Recommendations**  
*Dallas District: Safe Routes to School*

	Nominating Entity	Project Name	Requested Federal Funds	Recommended Federal Funds
1	City of Denton	Ginnings Elementary School Sidewalk Project	\$ 554,242	\$ 525,142
2	City of Denton	Lee Elementary School Sidewalk Project	\$ 261,097	\$ 237,169
3	City of Terrell	Dr. Bruce Wood ES Connection Extensions	\$ 699,720	\$ 534,380
4	City of Heath	SRTS Trail Project - Smirl & Hubbard	\$ 631,838	\$ 380,228
5	City of Cedar Hill	Group 4 - Sidewalk and Crosswalk Improvements	\$ 143,774	\$ 129,981
6	City of Cedar Hill	Group 1 - Sidewalk and Crosswalk Improvements	\$ 784,595	\$ 757,518
7	City of Cedar Hill	Group 2 - Sidewalk and Crosswalk Improvements	\$ 621,662	\$ 594,745
8	City of Dallas	Lake Highlands Trail Northern Extension	\$ 1,597,200	\$ 1,597,200
9	City of Rowlett	Miller Rd. and Chiesa Rd. Sidewalk	\$ 349,348	\$ 349,348
10	City of Cedar Hill	Group 3 - Sidewalk and Crosswalk Improvements	\$ 89,980	\$ 77,616
<b>Total</b>			<b>\$ 5,723,456</b>	<b>\$ 5,183,327</b>

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- Recommended Federal Funding

**DRAFT**  
**Recommended Federal Funding**

Funding Categories	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total
Active Transportation (12 Projects)	\$ 7,836,983	\$ 14,177,118	\$ 22,014,101
Safe Routes to School (22 Projects)	\$ 7,045,996	\$ 5,183,327	\$ 12,229,323
<b>Total Recommended Federal Funding (34 Projects)</b>	<b>\$ 14,882,979</b>	<b>\$ 19,360,445</b>	<b>\$ 34,243,424</b>

25

- Recommended Federal Funding (Continued)

**DRAFT**

### Recommended Federal Funding, cont.

Funding Categories	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total
2016 TAP Carryover (FY 16)	\$ 1,444,697	\$ 2,804,412	\$ 4,249,109
2017 TA Set-Aside Funds Available (FY 17, 18, 19)	\$ 7,890,720	\$ 15,317,280	\$ 23,208,000
Total TA Set-Aside Funds Recommended	(34%) \$ 9,335,417	(66%) \$ 18,121,692	\$ 27,457,109
CMAQ Funds Recommended	\$ 5,547,562	\$ 1,238,753	\$ 6,786,315
<b>Total Recommended TA Set-Aside and CMAQ Funding</b>	<b>\$ 14,882,979</b>	<b>\$ 19,360,445</b>	<b>\$ 34,243,424</b>

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- Schedule

### Schedule

	Date
<input checked="" type="checkbox"/> BBAC / Transportation Alternatives Call for Projects Public Meeting	11/16/16
<input checked="" type="checkbox"/> STTC Action (CFP Guidelines)	12/2/16
<input checked="" type="checkbox"/> RTC Action (CFP Guidelines)	12/8/16
<input checked="" type="checkbox"/> Call for Projects <i>Opens</i>	12/12/16
<input checked="" type="checkbox"/> Application Workshop	12/14/16
<input checked="" type="checkbox"/> Deadline for Meetings to Review Applications for Completeness	2/10/17
<input checked="" type="checkbox"/> Call for Projects <i>Closes</i>	2/24/17; <i>5/10/17</i>
<input checked="" type="checkbox"/> Review of Projects / Scoring by NCTCOG	March - April
<input checked="" type="checkbox"/> <b>Public Meetings</b>	<b>Early May</b>
STTC Action (Selected Projects)	5/26/17
RTC Action (Selected Projects)	6/8/17
Meetings with Awarded Agencies (Dallas District)	6/21/17
Meetings with Awarded Agencies (Fort Worth District)	6/22/17
Submittal Deadline for Transportation Improvement Program (TIP) modifications (November 2017 Cycle)	7/28/17
Approval of Statewide Transportation Improvement Program (STIP)	Nov/Dec 2017

## B. New Federal Transportation Funding

- Background

### BACKGROUND

- The Regional Transportation Council (RTC) selected large freeway projects through the 10 year plan process (finalized in December 2016).
- The focus now is on funding "smaller" projects and programs in the Metropolitan Transportation Plan.
- The RTC plans to select projects with federal mobility and air quality funds.

1

- Federal Funds

### FEDERAL FUNDS

#### **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

- Designed for air quality or transit projects that address attainment of national ambient air quality standards in nonattainment areas.

#### **Surface Transportation Block Grant Program (STBG)**

- This program is designed for mobility (roadway or transit) and air quality projects that address transportation needs within the Metropolitan Area Boundaries with populations of 200,000 or greater.
- Previously named Surface Transportation Program – Metropolitan Mobility (STP-MM).



- Anticipated Available Funds

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## ANTICIPATED AVAILABLE FUNDS

\$ In Millions

	FY 2017 <sup>1</sup>	FY 2018 <sup>1</sup>	FY 2019	FY 2020	Total
CMAQ	\$20	\$45	\$75	\$65	<b>\$205</b>
STBG	\$0	\$25	\$70	\$40	<b>\$135</b>
<b>Total</b>	<b>\$20</b>	<b>\$70</b>	<b>\$145</b>	<b>\$105</b>	<b>\$340</b>

<sup>1</sup> Funds for existing partnerships such as the DART/RTC TRIP Partnership & Hemphill/Lamar Partnership are included in these numbers.

- Proposed Project Selection Process

- DRAFT
- ## PROPOSED PROJECT SELECTION PROCESS
- Proposing a process to select projects via several funding programs.
  - The projects will be categorized into approximately 11 programs based on similar goals.
  - After coordination with partnering agencies, each program will go before the Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) for action.
  - Project selection is proposed to occur in stages throughout 2017 and possibly into early 2018.

- Project Funding Programs

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## PROJECT FUNDING PROGRAMS

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

- Federal/Local Funding Exchanges

DRAFT

## FEDERAL/LOCAL FUNDING EXCHANGES

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

- Automated Vehicle Program

DRAFT

## AUTOMATED VEHICLE PROGRAM

<b>Description/ Purpose</b>	To advance automated vehicle testing, infrastructure, and deployment in the region.
<b>Current Requests</b>	<ul style="list-style-type: none"> <li>Texas Automated Vehicle Proving Ground (Arlington, IH 30 Corridor)</li> <li>Automated Vehicle Data Infrastructure               <ul style="list-style-type: none"> <li>511 DFW Enhancement (Data Portal)</li> <li>Traffic Signal Data Sharing</li> </ul> </li> <li>Multi-purpose "Mover" Prototyping</li> </ul>
<b>Next Steps</b>	STTC Action - March 2017 RTC Action - April 2017 Add to TIP/STIP - May 2017

- Strategic Partnerships

DRAFT

## STRATEGIC PARTNERSHIPS

<b>Description/ Purpose</b>	Coordinate and develop partnerships with local agencies to help fund high-priority projects, leverage non-RTC funds, and advance project development.
<b>Current Requests</b>	<ul style="list-style-type: none"> <li>Collin County LIP/LIRAP Partnership (\$3.6M)</li> <li>Southern Dallas County Partnership</li> <li>Hemphill/Lamar Funding Partnership</li> </ul>
<b>Next Steps</b>	Anticipated action in Spring 2017. Action on Collin County LIP/LIRAP occurred October 2016.

- Planning and Other Studies

DRAFT

## PLANNING AND OTHER STUDIES

<b>Description/ Purpose</b>	Provide funding for planning and feasibility studies to examine future project scenarios.
<b>Current Requests</b>	<ul style="list-style-type: none"> <li>• Medical District/Harry Hines Study (Dallas)</li> <li>• Conflans Road Study (Irving)</li> <li>• M-Line Extension to Knox Street Study (Dallas)</li> </ul>
<b>Next Steps</b>	Coordinate approval with the UPWP action in July 2017.

- Ten Year Plan/Proposition 1 Adjustments

DRAFT

## 10 YEAR PLAN/PROPOSITION 1 ADJUSTMENTS

<b>Description/ Purpose</b>	Will be used to fund any overruns on Proposition 1 projects not already handled through the 10 Year Plan effort.
<b>Current Requests</b>	<ul style="list-style-type: none"> <li>• To be determined.</li> </ul>
<b>Next Steps</b>	Finalize details with the TxDOT Districts.

- Sustainable Development Phase 4: Turnback Program, Context Sensitive, TOD Projects

<b>SUSTAINABLE DEVELOPMENT</b> <span style="float: right; color: red;">DRAFT</span>	
<b>PHASE 4: TURNBACK PROGRAM, CONTEXT SENSITIVE, TOD PROJECTS</b>	
<b>Description/ Purpose</b>	To support sustainable development initiatives by providing funds for Turnback Partnerships, Context Sensitive Design, and TOD projects.
<b>Current Requests</b>	<ul style="list-style-type: none"> <li>• Downtown Weatherford Turnback</li> <li>• Harwood Road in Bedford</li> <li>• Lewisville Turnback (Mill St/EM 1171)</li> <li>• Main Street in Crowley</li> <li>• SH 356 Couplet Turnback in Irving</li> <li>• Park Lane/Vickery Meadow in Dallas</li> </ul>
<b>Next Steps</b>	Coordinate with partnering agencies and TxDOT, Anticipate action in Summer or Fall 2017.

- Transit Program

<b>TRANSIT PROGRAM</b> <span style="float: right; color: red;">DRAFT</span>	
<b>Description/ Purpose</b>	To assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region.
<b>Current Requests</b>	<ul style="list-style-type: none"> <li>• High-Intensity Bus Transit in the IH 30 Corridor</li> <li>• Cotton Belt Corridor</li> <li>• Carpenter Ranch Station- Irving</li> </ul>
<b>Next Steps</b>	Anticipated for action in Summer or Fall 2017.

- Assessment Policy Program(s)/Project(s)

DRAFT

## ASSESSMENT POLICY PROGRAM(S)/PROJECT(S)

<b>Description/ Purpose</b>	Implementation of a policy to assess the increased value of transportation improvements to adjacent property, so as development occurs along the project area the RTC is repaid for improvements funded along the corridor.
<b>Current Requests</b>	<ul style="list-style-type: none"> <li>• City of Haslet Assessment Policy (Avondale-Haslet)</li> <li>• City of Anno (Ferguson Parkway)</li> </ul>
<b>Next Steps</b>	Discuss/finalize details with Cities. Bring programs for STTC/RTC Action- (Anticipated Fall 2017)

- Local Bond Program Partnerships

DRAFT

## LOCAL BOND PROGRAM PARTNERSHIPS

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

- Safety, Innovative Constructions and Emergency Projects

DRAFT

## SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

<b>Description/ Purpose</b>	To support operations, safety, innovative construction, and emergency improvements.
<b>Current Requests</b>	<ul style="list-style-type: none"> <li>• Wyalffe Avenue Flooding Project</li> <li>• Shady Shores Bridges</li> </ul>
<b>Next Steps</b>	To be determined. Staff will continue coordination efforts with partnering agencies.

- M&O, NCTCOG-Implemented and Regional Air Quality Programs

DRAFT

## M&O, NCTCOG-Implemented, and Regional/Air Quality Programs

<b>Description/ Purpose</b>	To consider extending existing and funding new regional air quality and management/operations programs.
<b>Current Requests</b>	<ul style="list-style-type: none"> <li>• Congestion Management Operations</li> <li>• SH 161 tow truck staging (May 2017 TIP Action pending)</li> <li>• Regional Emissions Reduction Program</li> </ul>
<b>Next Steps</b>	To be determined. Staff will continue coordination efforts with partnering agencies.

- Feedback on Funding Programs

## FEEDBACK ON FUNDING PROGRAMS

- Through this effort, projects will be selected from the Metropolitan Transportation Plan and program-related emphasis areas.
- Selection will occur in stages via the individual programs.
- Staff is requesting public comments on:
  - The funding programs and process
  - Projects of interest (for inclusion in individual funding programs)

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**C. Mobility 2045: The Metropolitan Transportation Plan for North Central Texas Kick-off**

- What is the Metropolitan Transportation Plan?

## What Is The Metropolitan Transportation Plan?

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### Required by Federal Law

-  Represents a Blueprint for the Region's Multimodal Transportation System
-  Covers at Least a 20-year Timeframe
-  Responds to Goals
-  Identifies Policies, Programs, and Projects for Continued Development
-  Guides the Expenditure of Federal and State Funds

 MOBILITY 2045

- Mobility Plan Adoption Context

## Mobility Plan Adoption Context

Action	Mobility 2040	Mobility 2045	Mobility 2045 Amendment
Regional Transportation Council Adoption	March 9, 2016	June 14, 2018	~ June 2020
Air Quality Conformity Determination	Nov. 23, 2016	*Nov. 23, 2018	~ Nov. 2020
Comments	<ul style="list-style-type: none"> <li>• Additional funding</li> <li>• Policy bundle emphasis</li> </ul>	<ul style="list-style-type: none"> <li>• Take advantage of required conformity</li> <li>• New performance measures</li> <li>• Emerging technologies and trends</li> </ul>	TBD

\* Expected date based on previous determination

 MOBILITY 2045

- New Mobility Plan

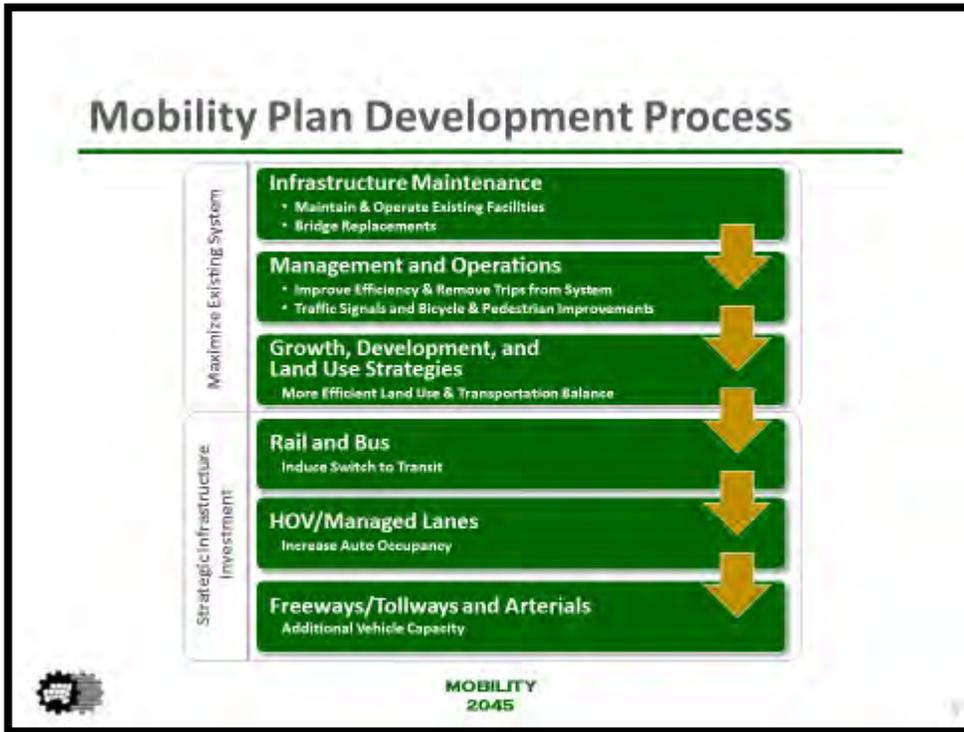
## New Mobility Plan

- New Base Year – 2018
- New Horizon Year – 2045
- New Air Quality (AQ) Conformity Determination Needed By November 23, 2018
- Environmental Documentation Consistency
- Consistency with 10-Year Plan
- Fixing America’s Surface Transportation (FAST) Act Requirements
- 85<sup>th</sup> Texas Legislative Session Outcomes
- Incorporation of Emerging Technologies

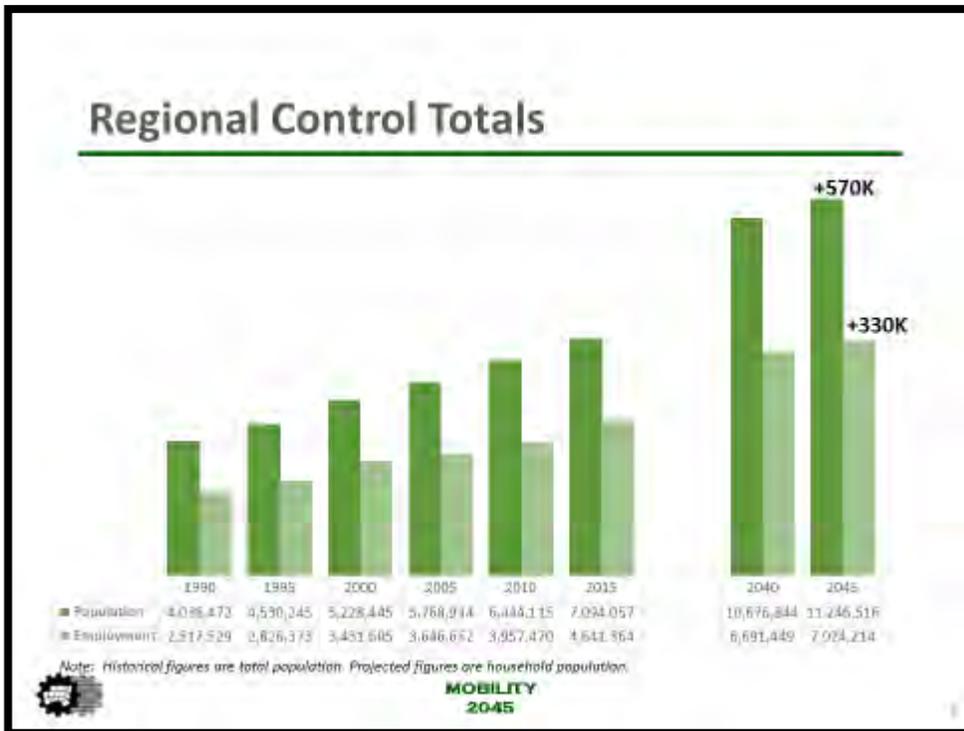


 MOBILITY 2045

- Mobility Plan Development Process



- Regional Control Totals



- County Population Forecast

### 2045 County Population Forecast

County	2005	2040	2045	2040 - 2045 Change	2040 - 2045 % Change
Collin	647,831	1,560,421	1,689,170	128,749	8.3%
Dallas	2,224,183	3,357,469	3,445,189	87,720	2.6%
Denton	541,622	1,241,681	1,346,314	104,633	8.4%
Ellis	128,123	283,898	300,955	17,057	6.0%
Hood	45,934	81,578	85,739	4,161	5.1%
Hunt	80,978	131,022	134,291	3,269	2.5%
Johnson	138,231	252,521	262,868	10,347	4.1%
Kaufman	86,119	210,097	224,205	14,108	6.7%
Parker	98,950	195,286	206,811	11,525	5.9%
Rockwall	59,578	166,357	181,561	15,204	9.1%
Tarrant	1,587,173	3,094,649	3,263,616	168,967	5.5%
Wise	54,568	101,865	105,796	3,931	3.9%
<b>Total</b>	<b>5,695,295</b>	<b>10,676,844</b>	<b>11,246,516</b>	<b>569,672</b>	<b>5.3%</b>

 MOBILITY  
2045

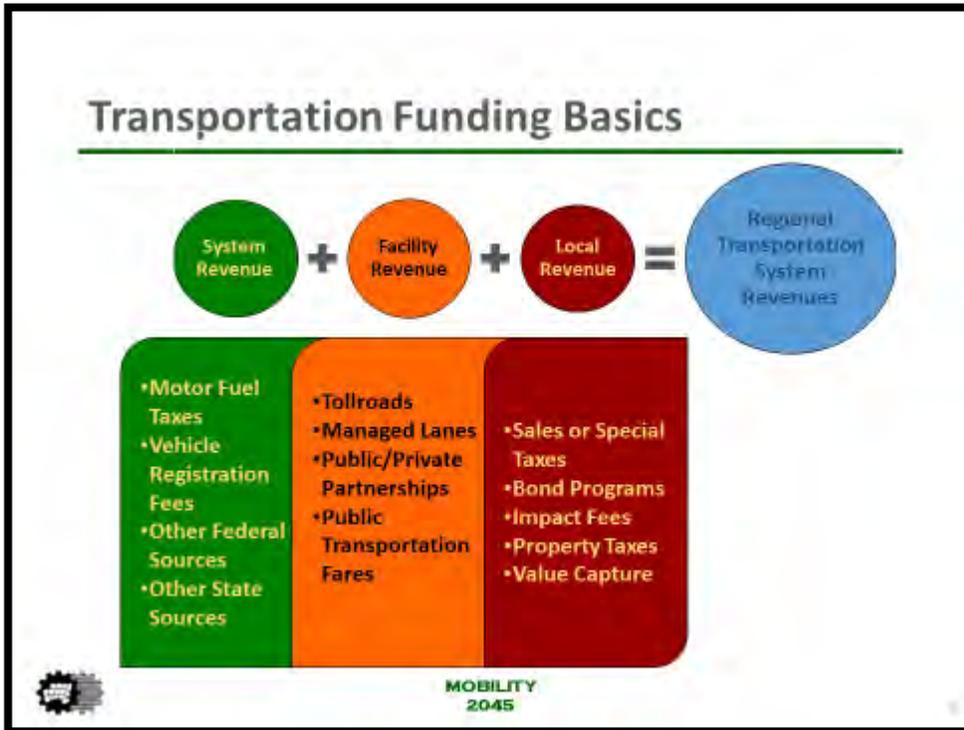
- County Employment Forecast

### 2045 County Employment Forecast

County	2005	2040	2045	2040 - 2045 Change	2040 - 2045 % Change
Collin	359,914	762,920	835,342	72,422	9.5%
Dallas	1,809,315	3,197,475	3,298,213	100,738	3.2%
Denton	205,991	445,070	479,620	34,550	7.8%
Ellis	53,591	96,872	102,696	5,824	6.0%
Hood	15,011	29,448	31,727	2,279	7.7%
Hunt	39,064	70,099	72,659	2,560	3.7%
Johnson	59,327	105,198	111,281	6,083	5.8%
Kaufman	35,352	64,040	68,290	4,250	6.6%
Parker	44,544	80,404	86,883	6,479	8.1%
Rockwall	24,025	53,372	58,611	5,239	9.8%
Tarrant	947,961	1,739,327	1,827,385	88,058	5.1%
Wise	23,710	47,224	51,510	4,286	9.1%
<b>MPA</b>	<b>3,617,805</b>	<b>6,691,449</b>	<b>7,024,214</b>	<b>332,765</b>	<b>5.0%</b>

 MOBILITY  
2045

- Transportation Funding Basics



- Emerging Technologies

## Emerging Technologies

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- Automated Vehicle Implementation
- “For Hire” Private Transportation Role
- Modern “People Movers”
- Shared Vehicles
- Data Sharing

MOBILITY 2045

- Freight

## Freight

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- New Federal Funding Sources (FAST Act)
- Critical Freight Corridors
- Consistency with TxDOT Freight Plan
  - Highway Projects
  - Multimodal Projects
- Regional HAZMAT Routes



MOBILITY  
2045

- Partner Coordination

## Partner Coordination

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- TxDOT
  - Dallas, Tarrant, Paris Districts
  - Central Office
- Transportation Authorities
  - NTTA
  - FWTA, DCTA, DART
  - Small Transit Providers
- Local Governments
- Public



MOBILITY  
2045

- Schedule

## Schedule

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Milestone	Date
Partner Project Revision Deadline	August 31, 2017
Mobility 45 Draft	April 1, 2018
Public Involvement	April 9, 2018
Mobility 2045 and Air Quality Conformity (STTC Action)	May 25, 2018
Mobility 2045 and Air Quality Conformity (RTC Action)	June 14, 2018
Air Quality Conformity DOT Determination Deadline	Nov. 23, 2018



**MOBILITY**  
2045



#### D. Joining Forces: Aligning Community & Military Missions

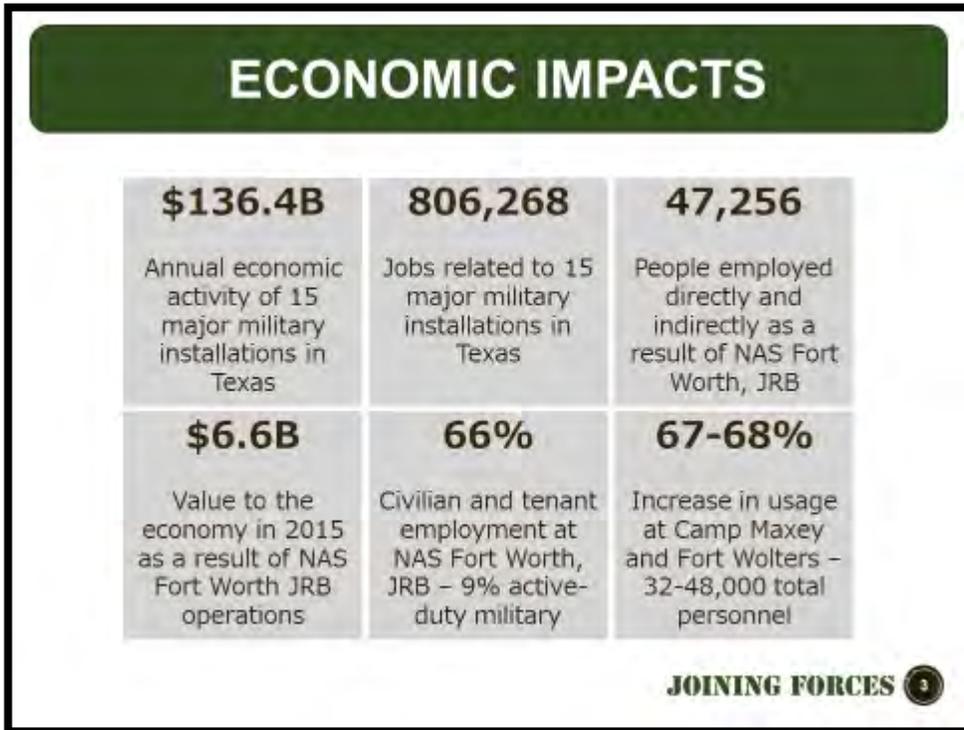
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## BACKGROUND

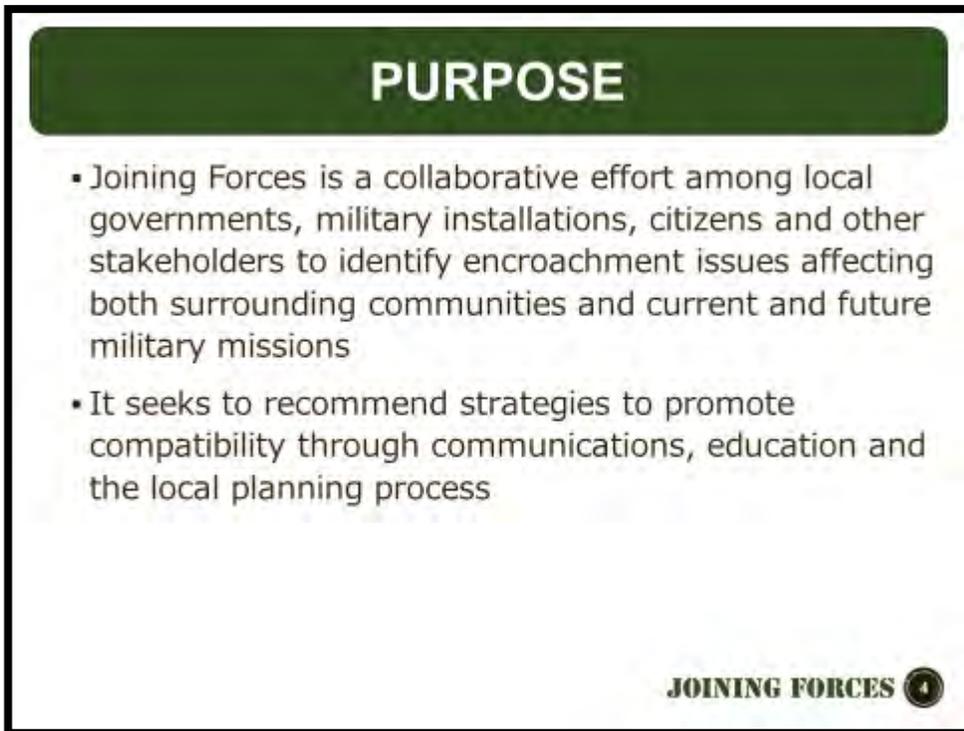
- From 2006-2008, Department of Defense Office of Economic Adjustment funded a Joint Land Use Study (JLUS) for NAS Fort Worth, JRB and surrounding communities
- Recommendations to promote compatible development and improve safety, quality of life:
  - Establish a committee of local jurisdictions to facilitate coordination
  - Publication of informational maps
  - Information to Realtors
  - Sound attenuation requirements for new construction
  - Base Community Planning Liaison
  - Transportation Improvements

**JOINING FORCES** 

- Economic Impacts



- Purpose



- Purpose Continued

## PURPOSE

- Joining Forces is an advisory document and a framework to support local actions and regional partnerships
- It is not a “no growth” plan but an opportunity to encourage compatible development patterns

JOINING FORCES 

- Project Elements

## PROJECT ELEMENTS

- Continue to carry out actions from 2008 study for NAS Fort Worth, JRB
- Minimize encroachment issues to preserve capabilities of regional military operations
- Conduct public outreach to preserve capabilities of regional military operations

JOINING FORCES 

- Study Area

STUDY AREA

- Major Installations
  - Naval Air Station Fort Worth, Joint Reserve Base
  - Camp Maxey Training Center
  - Redmond Taylor Army Heliport
  - Fort Wolters Training Center
- Ancillary Sites
  - Eagle Mountain Lake Facility
  - Military Operating Areas
  - Colonel Stone Army Reserve Center

**JOINING FORCES** 7

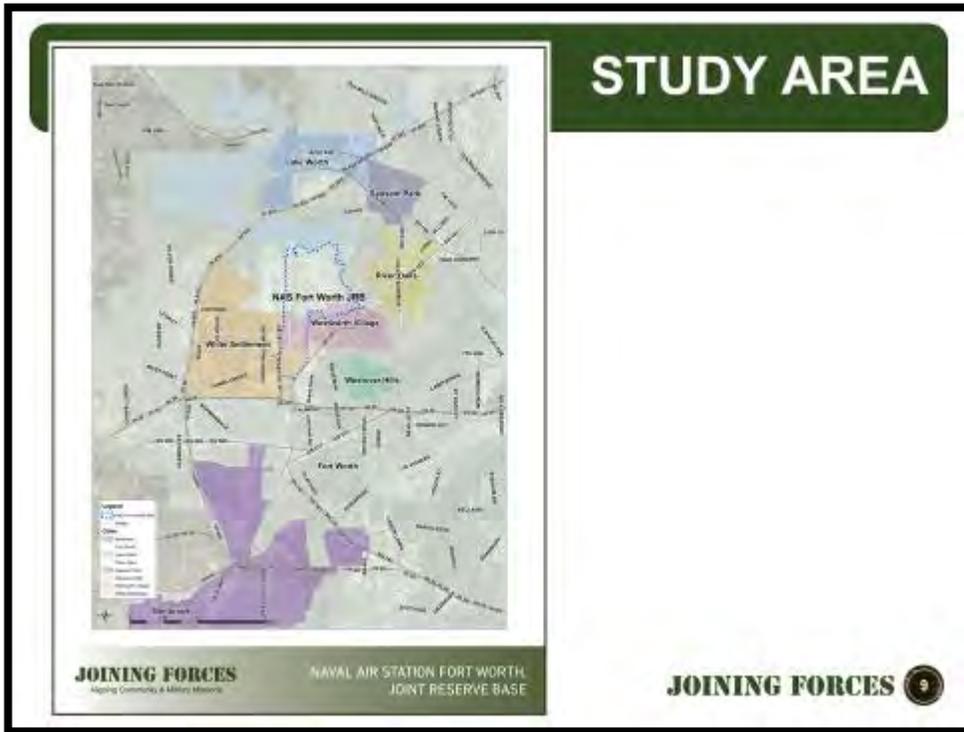
- Study Area: Regional Map

STUDY AREA

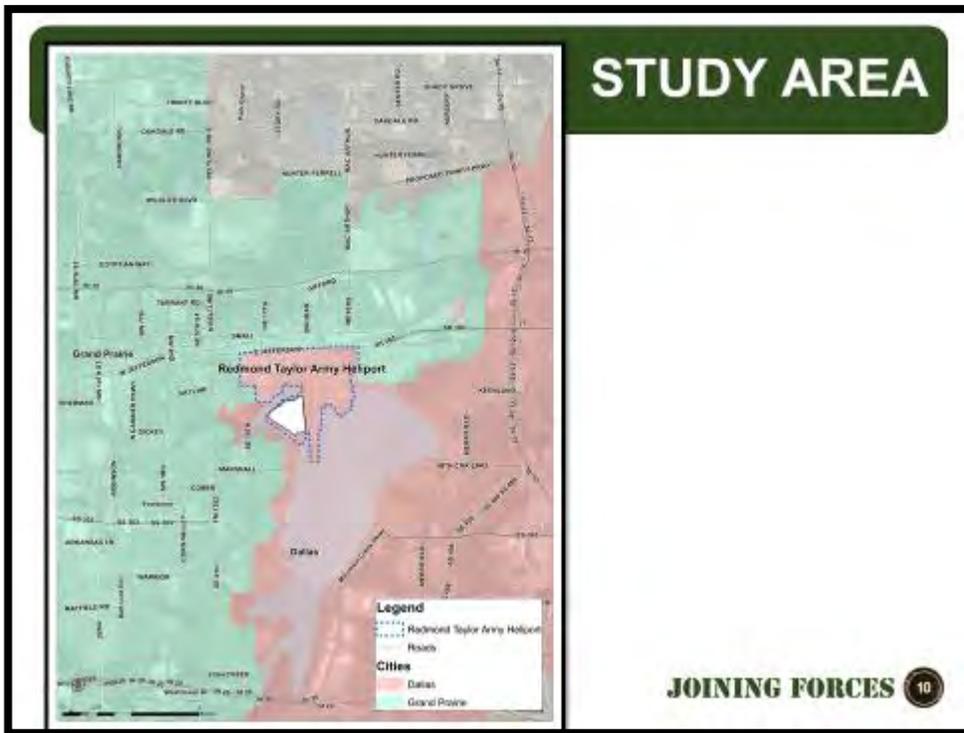
The map displays the Fort Worth metropolitan area and surrounding regions. Key locations marked include Camp Maxey Training Center, Eagle Mountain Lake Facility, Fort Wolters Training Center, NAS Fort Worth JRB, Colonel Stone Army Reserve Center, and Redmond Taylor Army Heliport. The map uses color-coding to indicate different types of military operating areas: Business Military Operating Area (BMOA) in yellow, Ready Military Operating Area (RMOA) in blue, and Countries with Military Operating Areas in red. A legend in the bottom right corner provides a key for these symbols and colors. A scale bar and north arrow are also present.

**JOINING FORCES** 8

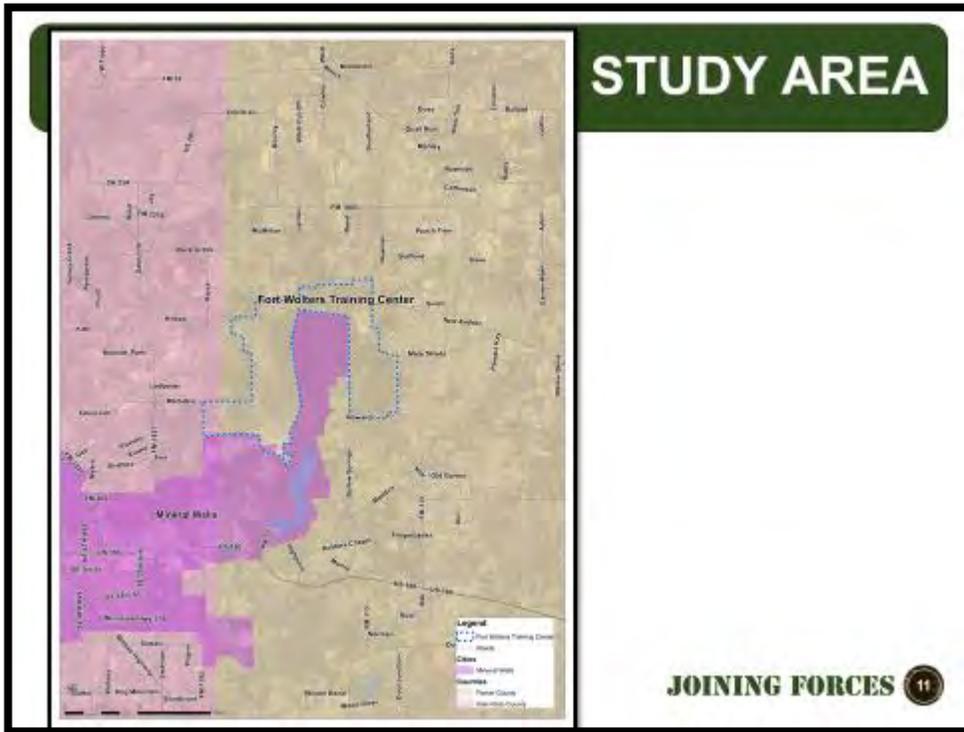
- Study Area: NAS Fort Worth, JRB



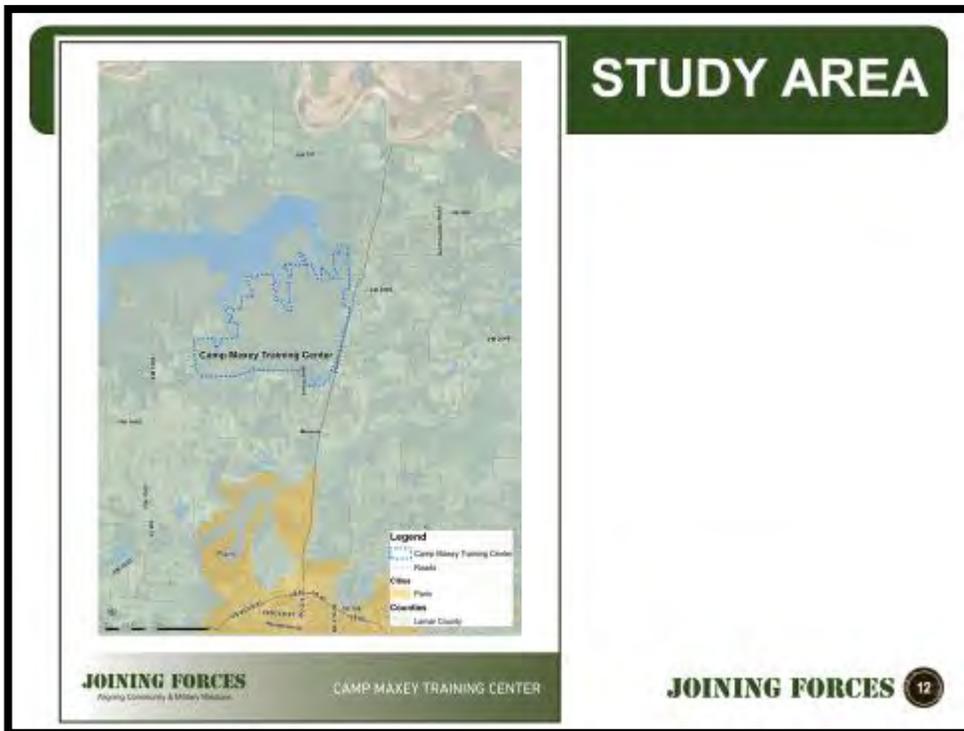
- Study Area: Redmond Taylor Army Heliport



- Study Area: Fort Wolters Training Center



- Study Area: Camp Maxey Training Center



- Encroachment

ENCROACHMENT

- Encroachment arises when conditions:
  - Limit the ability of the military to perform its mission safely and effectively
  - Impair safety or quality of life in the surrounding community

**JOINING FORCES** 13

- Potential Compatibility Issues

POTENTIAL COMPATIBILITY ISSUES

<ul style="list-style-type: none"> <li>• <b>Noise from aircraft</b></li> <li>• Noise from training ranges</li> <li>• <b>Development near installation</b></li> <li>• Aviation safety</li> <li>• <b>Use of airspace (e.g. general aviation aircraft or unmanned aerial systems/drones)</b></li> <li>• <b>Tall structures in low-level aircraft routes (communication towers, gas wells, wind turbines and transmission lines)</b></li> <li>• Frequency spectrum interference (e.g. radio communication)</li> <li>• <b>Installation/facility perimeter security</b></li> <li>• Recreational access/public use of military land</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Drainage/flooding</b></li> <li>• Light pollution/glare</li> <li>• Circulation/traffic access around installation</li> <li>• <b>Wildfire</b></li> <li>• Water resources</li> <li>• Environmental resources</li> <li>• Endangered species and critical habitat</li> <li>• Cultural resources (e.g. historic sites)</li> <li>• <b>Coordination/Communication between military and community</b></li> <li>• <b>Accommodating military-related growth</b></li> </ul>
---	---

**JOINING FORCES** 14

- Compatibility Menu Approach

## COMPATIBILITY MENU APPROACH

- Create formal communication channels
- Regional installation and community coordination
- Model UAS ordinance
- Sound mitigation, where needed
- Access and security improvements
- Education to the public on military mission
- Minimizing encroachment issues as well as military impacts to communities
- Statewide policies on development notification, energy infrastructure siting and real estate disclosure

- Participation Opportunities

## PARTICIPATION OPPORTUNITIES

- Oversight by Policy Committees
- Project briefings to interested groups
- Stakeholder interviews
- Public meeting at project outset
- Visit the project web site at:
  - [www.JoiningForcesNTX.org](http://www.JoiningForcesNTX.org)
- Wrap-up public meetings near each installation  
Summer 2017

**ORAL COMMENTS RECEIVED AT MEETINGS**  
(Meeting Location in Parenthesis)

**Transportation Alternatives Set-Aside Program Recommended Projects**

**Deborah Spell, Transportation Advisory Committee (Arlington)**

- A. Funding for the City of Arlington

*Comment:* Referencing the requested funding for the City of Arlington's Safe Routes to School Program, is it safe to assume those schools won't receive funding?

*Summary of response by Karla Weaver:* Yes, only the top 12 projects are being recommended for funding.

**Susan Young, Office of Senator Kelly Hancock (Arlington)**

- A. Details on funded set-aside projects

*Question:* Where can we find details on the funded set-aside projects?

*Summary of response by Karla Weaver:* You can contact our office. Additionally, we summarize the projects when we take them to the Surface Transportation Technical Committee and Regional Transportation Council for approval.

**Jonah Katz, Denton County Transportation Authority (Arlington)**

- A. Set-aside program project schedule

*Question:* Is the schedule of the set-aside program cyclical?

*Summary of response by Karla Weaver:* The last call we did was about two years ago. We always encourage communities and local governments to have projects ready.

**New Federal Transportation Funds**

**Mayor Pro Tem Paula Woolworth, Town of Shady Shores (Richardson)**

- A. Shady Shores Road project

*Comment:* The Shady Shores project is extremely important. A key fire station is in Lake Dallas, and the response time increases when the road floods. Denton County, Lake Dallas and Shady Shores are all co-owners, and I see them as potential funders. Growth is coming our way. Development is springing to life. We are a lovely area that mostly borders the lake, which is a great neighbor until it floods. We have 150 acres that if developed, would add significantly to our population. In the Denton County Thoroughfare Plan, there is a strong reference to Shady Shores being a key connector for IH 35. In the summer and fall of 2015, we had significant flooding. Please make the Shady Shores Road project a priority. Thank you for the opportunity to speak this evening.

**Councilman Matthew Haines, Town of Shady Shores (North Richland Hills)**

- A. Shady Shores Road project

*Comment:* I wanted to speak to the health and safety aspects of Shady Shores Road. We're in Denton County, and it is expected to grow by 8.4 percent. We have three schools in Shady Shores with over 2,000 teachers and students. If there's a closure on IH 35, there is nowhere to go. The Federal Highway Administration considers Shady Shores to be a collector of IH 35, and it's in the Denton County Thoroughfare Plan. It's finally starting to receive the appropriate visibility. We hope with your help we can get the ball across the finish line. Thank you for the opportunity to speak to you this evening.

*Summary of response by Dan Kessler:* Very few projects are paid by one entity. They are developed through partnerships, and we've done a lot of work with Denton County.

**Phoebe Collins, Citizen (North Richland Hills)**

A. Shady Shores Road project

*Comment:* I live in Shady Shores. We love our home and neighborhood. Over a span of two years, south Shady Shores Road flooded four times. It took at least two months each time to get the road reopened. Extreme weather seems to be happening more often. This will continue to be a challenge until a long-term solution is met. Please make this road a priority.

*Summary of response by Dan Kessler:* I think a partnership is the answer. We'll see if we can help facilitate it.

**Mobility 2045: The Metropolitan Transportation Plan for North Central Texas Kick-off**

**Syed Hassan, Citizen (Arlington)**

A. Unmanned Aircraft Systems

*Comment:* In the Mobility 2045 presentation, you mentioned Unmanned Aircraft Systems. Is there a plan for aerospace management?

*Summary of response by Amanda Wilson:* We have a program area related to aviation planning, and they're working with local governments on a model ordinance for the hobbyists because we want to try and protect people's privacy. We can get you in touch with our aviation folks. However, air space is the sole responsibility of the Federal Aviation Administration.

*Summary of response by Kevin Feldt:* Our department looks at safe operation, types of policies, etc. There are some policies in our current plan, but we want to expand on them.

*Summary of response by Dan Lamers:* Technology is increasing at a rapid rate. You'll see recognition in the Mobility 2045 plan that technology will be available.

**Councilman Stephen W. Stanley, City of Garland (Richardson)**

A. Impacts of legislative session on IH 635 East project

*Comment:* You all have the difficult task of developing a transportation plan without knowing what laws the legislature is going to pass. Since funding had been allocated prior to this year's legislative session, what is the funding status for the IH 635 East project?

*Summary of response by Dan Lamers:* We are going to have to look into that. The CDA portion won't be moving forward, which means TxDOT cannot accept funding participation from a private entity. The project could still be tolled, but TxDOT would essentially be required to foot

the bill. We're going to have to see if we can come up with \$500 million from another source. We'll figure out a way to get it done.

### **Other**

#### **Donna Bening, Citizen (Richardson)**

- A. Access North Texas

*Question:* Can you provide a status report on Access North Texas?

*Summary of response by Dan Lamers:* We're currently working with all of the counties and local governments to identify gaps in transit services and improvements. We're going to be in Collin County later this month.

#### **Howard Davis Tubre, Citizen (North Richland Hills)**

- A. Impacts of continued growth and development

*Comment:* I'm concerned about smog. I also live off US 377, and I'm seeing highway construction and development occurring everywhere. I don't think we're going to be able to fit the growing population on the highways.

*Summary of response by Dan Kessler:* Air quality is actually improving, but you are right. It's hard to improve the air when you have so many additional vehicles on the road. In our Metropolitan Transportation Plan, we are required to prove our plans will not hinder air quality. Roads built 50 years ago have become urban arterials and were never designed to carry such large capacities. It's a huge challenge for the region, and we cannot solve congestion by simply building new roads.

#### **Terry Collins, Citizen (North Richland Hills)**

- A. Traffic incident management

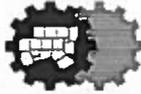
*Question:* Why does it take so long to manage a traffic incident?

*Summary of response by Dan Kessler:* The Regional Transportation Council takes incident management very seriously. We offer freeway incident management courses at the agency and realize it's a huge cost and expense. When there's a serious accident, reliability becomes a serious issue for commuters.

**WRITTEN COMMENTS FROM PUBLIC MEETINGS**

<b>Name and Title</b>	<b>Agency, City Represented</b>	<b>Topics Addressed</b>	<b>Comments</b>
Thomas Kriehn	Lake Highland "L" Streets	High speed rail, transit and people movers	Attachment 1
Richard A. Arvizu	Town of Shady Shores	Shady Shores project	Attachment 2
Councilman Matthew Haines	Town of Shady Shores	Shady Shores project	Attachment 3
Jennifer Holub	Citizen	Shady Shores project	Attachment 4
Lynn Grimes	Citizen	Shady Shores project	Attachment 5
Mike Hutchinson	Citizen	Shady Shores project	Attachment 6
Jim Shepard	Town of Shady Shores	Shady Shores project	Attachment 7
Tom Dawson	Citizen	Shady Shores project	Attachment 8
Tom Newell	Town of Shady Shores	Shady Shores project	Attachment 9
Mayor Pro Tem Paula Woolworth	Town of Shady Shores	Shady Shores project	Attachment 10
Gary Davis	City of Keller	Kudos	Attachment 11
Barbara Wells	Town of Shady Shores	Shady Shores project	Attachment 12
Charles Bryant	Town of Shady Shores	Shady Shores project	Attachment 13
Howard Davis Tubre	Citizen	Traffic congestion; population growth and development	Attachment 14
Larry and Denise Francis	Citizens	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 15
Christian and Melanie Ross	Eightynine Designs, LLC	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 16

Kevin and Jennifer Mitchell	Citizens	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 17
Dave Buhr	Citizen	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 18
Roy and Karen Robertson	Grapevine Parks Board	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 19
Paul and Tiffany Slechta	Citizens	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 20
Robert D. Winkler Jr.	Mid-Cities Knuckleheads Bicycle Group	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 21
Terry Musar	Citizen	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 22



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Name THOMAS R. KRIEHN  
Organization LAKE HIGHLANDS "L" STREETS  
Date MAY 9, 2017  
Meeting Location RICHARDSON CITY HALL

### Please provide written comments below:

I'M NOT SOLD ON HIGH SPEED RAIL ALONG IH-30 PAST  
ARLINGTON AND GRAND PRAIRIE. BUS RAPID TRANSIT ALONG  
IH-30 ~~SHOULD~~ INTO THOSE CITIES' ENTERTAINMENT DISTRICTS  
SHOULD BE SUFFICIENT. THE MSR SHOULD RUN ALONG DART RAIL'S  
OR BLUE LINE TRACKS INTO CEDARS STATION, ALONG THE  
ORANGE LINE TRACKS INTO D/FW NORTH STATION, ALONG  
THE ELECTRIFIED TEXRAIL TRACKS INTO FORT WORTH'S  
ITC, AND THEN BACK SOUTH TOWARDS WALC, ~~SAN ANTONIO~~  
AUSTIN AND SAN ANTONIO.

I HAVE IN MIND BUS RAPID TRANSIT ALONG IH-635  
BETWEEN LAKE RAY HUBBARD TRANSIT CENTER AND D/FW  
NORTH STATION. I GET THE IMPRESSION THAT LAKE HIGHLANDS  
TRAIL WILL INCLUDE A PEDESTRIAN CATWALK OVER IH-635.  
SO THIS CATWALK COULD BE A BUS STOP ALONG THE IH-635  
BUSWAY. THE CATWALK AT LBJ/SKILLMAN STATION SHOULD

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](mailto:transinfo@nctcog.org) Website: <http://www.nctcog.org/trans>

HAVE BEEN CONFIGURED TO FEED INTO A SIMILAR  
BUSWAY STATION.  
I HAVE IN MIND A THREE-LEVEL STRUCTURE AT  
D/RW NORTH STATION: RAIL TRACKS AT GROUND LEVEL  
(PART RAIL'S ORANGE LINE, THE T'S TEX RAIL, THE COTTONBELL,  
TOWARDS ADDISON, AND HIGH-SPEED RAIL); MISCELLANEOUS  
COMMUTER-ORIENTED RETAIL UPSTAIRS; AND A REVIVIFIED  
AND EXTENDED AIRTRANS PEOPLEMOVER UNDERGROUND.  
I HAVE IN MIND A PLAIN BUS STATION NEXT DOOR:  
A TEMPORARY SHUTTLEBUS STOP WHILE THE D/RW  
AIRPORT BOARD DECIDES HOW TO REVIVE AND EXTEND  
THE AIRTRANS; LOCAL BUS ROUTES (E.G., TOWARDS  
LEWISVILLE, SOUTHLAKE, AND GRAND PRAIRIE); AND  
BUS RAPID TRANSIT ALONG I-635. (I DON'T KNOW  
ABOUT BRT ALONG SH-121 AND ~~SH-114~~, SH-114).

THE AIRTRANS SHOULD ALSO BE EXTENDED SOUTH  
TOWARDS CENTREPOINT STATION. THAT EXTENSION  
SHOULD INCLUDE A FREIGHT STOP AT THE SKYCHECKS  
KITCHEN. (AT LEAST, I'VE NOTICED THAT THE  
KITCHEN HAS UNFINISHED AIRTRANS FREIGHT TRACKS.)  
BOTH THE NORTH AND SOUTH AIRTRANS EXTENSIONS  
SHOULD INCLUDE LUGGAGE-ORIENTED FREIGHT TRAM  
SERVICE. THUS PASSENGERS NEEDN'T WRESTLE  
WITH THEIR OWN LUGGAGE ALL THE WAY BETWEEN  
THE AIRPORT INTERIOR AND THE DOWNTOWN DALLAS  
AND FORT WORTH HOTELS. THE PASSENGERS CAN TRUST  
THE AIRPORT SKYCAPS AND HOTEL BELLHOPS TO PROPERLY  
HANDLE THE LUGGAGE.

OTHER PEOPLEMOVERS: I HAVE IN MIND CONDOMINIUM  
TOWERS AT LBJ/SKILLMAN STATION, SPECIFICALLY AIMED  
THE LBJ/MIDWAY ROAD ACCESS RAMPS. THE TOWERS  
AMID THE ACCESS RAMPS WILL LACK SUFFICIENT  
ACREAGE FOR TYPICAL VAST ~~SEE~~ SURFACE PARKING LOTS,  
SO A PEOPLEMOVER SYSTEM ~~AT~~ SHOULD CONNECT  
LBJ/SKILLMAN STATION WITH ITS SCATTERED CONDOMINIUM/  
OFFICE TOWERS AND PARKING GARAGES.



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

Name RICHARD A. ARVIZU, P.E., CFM  
 Organization TOWN OF SHADY SHORES (TOWN ENGINEER)  
 Date 5-9-17  
 Meeting Location RICHARDSON

Please provide written comments below:

FROM A SAFETY ~~AND~~ AND EMERGENCY  
 RESPONSE TIME STANDPOINT ELEVATING  
 THE TWO LOCATIONS IN SHADY SHORES AND  
 THE ONE LOCATION IN LAKE DALLAS ON  
 S. SHADY SHORES ROAD IS OF SIGNIFICANT  
 IMPORTANCE TO BOTH COMMUNITIES,  
 DENTON COUNTY, SCHOOL DISTRICTS, AND OTHERS  
 IN THE AREA. WITH A ROADWAY ELEVATION  
 OF 527 AND A LAKE LEWISVILLE 100 YR  
 ELEVATION OF 537, THESE 3 LOCATIONS  
 ARE HIGHLY SUSCEPTIBLE TO FLOODING.  
 THESE LOCATIONS ARE PRIME CANDIDATES  
 FOR INNOVATIVE BRIDGE CONSTRUCTION  
 TECHNIQUES TO MINIMIZE ~~IMPACTS TO~~

To submit comments or questions by mail, fax, or e-mail, please send to: ~~IMPACTS TO~~ USACE PROPERTY  
 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



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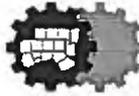
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Name MATTHEW HAINES  
 Organization TOWN OF SHADY SHORES COUNCIL  
 Date 5/9 / 2017  
 Meeting Location RICHARDSON CIVIC CENTER

### Please provide written comments below:

<sup>SOUTH</sup>  
 IN FAVOR OF SHADY SHORES ROAD  
 INCLUDING RAISING THE  
 ROADS, BRIDGES OUT OF  
 FLOODPLAIN(S) FOR REASONS  
 OF HEALTH, SAFETY & WELFARE.



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Name JENNIFER HOLUB  
 Organization \_\_\_\_\_  
 Date 9/9/17  
 Meeting Location RICHARDSON CIVIC CENTER

**Please provide written comments below:**

I AM IN FAVOR OF RAISING THE  
 ROADS + BRIDGES OF SOUTH  
 SHADY SHORES RD OUT OF THE  
 FLOOD PLAN. IT WAS DECIDED  
 AGAINST WHEN THE ROAD WAS  
 LAST REDONE CITING IT WAS A RARE  
 RISK. ~~BECAUSE~~ THE TOWN WAS  
 WITHOUT A SECOND INGRESS/  
 EGRESS TWICE WITHIN THE  
 LAST TWO YEARS WHICH  
 POSES SAFETY AND HEALTH  
 ISSUES. BEING ABLE TO GET  
 IN/OUT OF OUR LOCAL SCHOOLS  
 WAS IMPACTED AS WELL AS EMERGENCY

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

SERVICES



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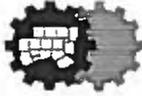
- I wish to make an oral comment at the public meeting  
 I wish to submit a written comment at the public meeting  
 I wish to make both oral and written comments at the public meeting

Name Lynn Grimes  
 Organization citizen  
 Date 5.9.2017  
 Meeting Location Richardson

76208

**Please provide written comments below:**

Please build & implement the project to raise  
 Shady Shores Rd. in Shady Shores, TX



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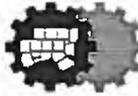
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 I wish to make both oral and written comments at the public meeting

Name MIKE HUTCHINSON  
 Organization SHADY SHORES RESIDENT  
 Date 5-9-2017  
 Meeting Location RICHARDSON

### Please provide written comments below:

SHADY SHORES ROAD IS THE MAIN ARTERY OF SHADY SHORES.  
THE ROAD'S CURRENT <sup>LOWEST</sup> ELEVATION IS AT 526 FT ABOVE  
SEA LEVEL WHICH PLACES IT IN THE FLOOD PLAIN. DURING  
THE LAST SEVEN YEARS PORTIONS OF SHADY SHORES ROAD BRIDGE  
HAVE BEEN SUBMERGED AND IMPASSABLE ON FIVE SEPARATE  
TIMES. DURING THESE FLOOD DISRUPTIONS THIS MAIN ARTERY  
TO SHADY SHORES HAS BEEN CLOSED TO ALL TRAFFIC FOR  
WEEKS AT A TIMES AND AT LEAST TWICE HAS BEEN  
CLOSED FOR 6 MONTHS.  
THESE CLOSURES CAUSE RESIDENTS CONSIDERABLE INCONVENIENCES  
AND REQUIRE ADDITIONAL TIME AND GAS TO USE ALTERNATIVE  
ROUTES. THE SAFETY OF ALL RESIDENTS IS PUT AT RISK DURING  
THESE CLOSURES AS EMERGENCY VEHICLES ARE ALSO  
REQUIRED TO USE SLOWER, MORE CIRCUITOUS ROUTES  
TAKING/LOSING PRECIOUS MINUTES TO ARRIVE ON THE SCENE.

To submit comments or questions by mail, fax, or e-mail, please send to: THE LOW PORTIONS OF  
 North Central Texas Council of Governments, Transportation Department SHADY SHORES ROAD BRIDGES  
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028 NEEDS TO BE RAISED  
 E-mail: transinfo@nctcog.org Website: http://www.nctcog.org/trans OUT OF THE FLOOD PLAIN  
TO AN ELEVATION OF 531'



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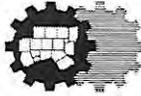
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 I wish to make both oral and written comments at the public meeting

Name Jim Shygal  
 Organization Town of Shady Shore  
 Date 5/9/17  
 Meeting Location Anderson

**Please provide written comments below:**

I support the South Shady Shore Road project to  
raise the roadbed above the current elevation to  
avoid the regular flooding which had occurred  
in the last years.



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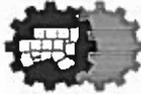
Name Tom Dawson  
 Organization RESIDENT  
 Date 5/9/17  
 Meeting Location RICHARDSON

### Please provide written comments below:

WE MOVED TO SHADY SHORES TEXAS 2 YEARS AGO. SINCE  
THEN WE HAVE SEEN THE ROADS DETERIORATE DUE TO  
THE MASSIVE AMOUNT OF GROWTH OF THE SURROUNDING  
CITIES. THOSE SURROUNDING CITIES ARE USING THE  
ROADS OF SHADY SHORES TO NAVIGATE AROUND. THE  
TOWN IS RELIANT UPON ITS INCOME FROM THE RESIDENTS  
HOUSES. THERE IS ~~NO~~ NO COMMERCIAL REVENUE  
THAT HELPS WITH THE TOWN'S REVENUE. THE ROADS  
ARE IN DIRE NEED OF REPAIR AND WE NEED  
YOUR HELP. THE TOWN ONLY HAS ROUGHLY 2800  
RESIDENTS AND THE ROADS ARE NOT HOLDING UP BECAUSE  
OF THE INCREASE TRAFFIC <sup>AND FLOWING</sup> THERE ARE MANY SAFETY  
AND HEALTH CONCERNS THAT THE CITY NEEDS TO  
ADDRESS BUT WILL NEED FUNDING TO ACCOMPLISH THIS  
PLEASE HELP OUR SMALL TOWN SURROUNDED BY BIG CITY.

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](mailto:transinfo@nctcog.org) Website: <http://www.nctcog.org/trans>

WE LOVE TO LIVE  
IN OUR HOME IN  
SHADY SHORES!  
THANK YOU



## Public Meeting Comment Form

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

Name Tom Newell  
Organization Town of Shady Shores  
Date 5/9/17  
Meeting Location Richardson

### Please provide written comments below:

In favor raising S. Shady Shores Road out of  
the flood plain for Health, Safety and Welfare  
of our residents. This is a major connector  
road (Fed Highway Admin - FFAWA) that the  
Corp of Engineers failed to raise when they  
raised the Conservation Pool level of Lake Lewisville.

In 2015/2016 the road was flooded and closed  
10 months. This cuts the area off from  
Fire Dept protection, access to Lewisville  
Toll Bridge, schools, etc.

This is an important project to the Lake Cities Area  
Health, Safety, and Welfare.



Re: Shady Shores Bridges Project

Paula Woolworth, Mayor Pro Tem  
Town of Shady Shore

**Facts & Issues to Consider or Understand**  
**why this "Shady Shores Bridges" project is CRITICAL:**

We have a REAL and DEFINABLE risk to the Health, Safety and Welfare of our 2600+ residents who have impaired Response times from our First Responder units. A Key Fire station is in Lake Dallas, and in an August 2016 study of this project, you'll note a large increase in Response times/distances when road is flooded. Distance stretches out to 7 miles and Response Times lengthen to 7-10"

There are 3 co-owner entities of portions of this S.Shady Shores road — us, Lake Dallas, and Denton Co., hence there are 3, or more, potential funding sources to assist the RTC if this project gains final approval

In our Town Limits of Shady Shores there are 3 schools from 2 ISDs. The combined Student Populations are: 1,851; Combined Staff Populations are: 305. Obviously, this pulls attendance from towns beyond Shady Shores, so the net effective increase in "School Time" populations may be from 1200-1500 in addition to our normal Population

- Shady Shores ES in LDISD: 540 students, 110 teachers/staff
- Olive Stephens ES in DISD: 455 students, 100 teachers/staff
- Bette Myers MS in DISD: 856 students, 95 teachers/staff

Shady Shores has grown in Population and # of Structures significantly:

- Data fr 2000-2012: Population Density has gone fr 504 to 950 persons / sq mile
- Data fr 2000-2012: # of households has grown fr about 600 to just under 1000
- Development is springing to life, with the Town having just approved an 83-home subdivision just north of the DISD schools;
- Ag Land that is as yet Undeveloped is conservatively estimated around 150 acres, that IF developed obviously add to the Density of at-risk Population

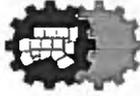
The 1947 Study on the Feasibility of Lake Lewisville Dam (a USACE project)—did not raise this S.Shady Shores road higher at the time, only addressed the removal/relocation of the Road crossing old "Lake Dallas" and essentially created US Hwy 380. This was the first MISSED OPPORTUNITY TO ELEVATE THIS ROAD HIGHER FROM THE THEN 515' FLOODPLAIN. THIS ROAD BASICALLY SITS AT 526'.

In 1988, there was yet another MISSED OPPORTUNITY by the USACE to raise this S.Shady Shores road out of the 537' floodplain, as they brought Lake Ray Roberts to the north on-line. They knew they were going to raise the Conservation Pool Level of Lake Lewisville, and did nothing to raise SSS road. LL pool went from 515' to 522', but the USACE failed to raise SSS road a commensurate 7' even.

In the "Denton County Thoroughfare Plan", which is admittedly an UNfunded plan, it shows SSS and W.Shady Shores both as "minor arterial" connectors for Interstate 35, which could mean a widening consideration of these roads.

As we learned in the 2 incidents of 100-year flooding in 2015, the Federal Highway Administration deems both SSS and WSS as "Key Connectors" to I-35 as well.

2007 Flooding event too.



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Name GARY DAVIS  
Organization City of Keller  
Date 5/10/17  
Meeting Location NCTCOG ARLINGTON

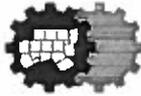
Please provide written comments below:

GOOD PRESENTATION

KELLER IS VERY APPRECIATIVE OF THE AWARD.

[Signature]

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Name Barbara Wells  
 Organization Hidden Valley / Shady Shores  
 Date 5/15/2017  
 Meeting Location North Richland Hills Expository

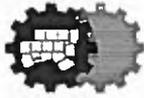
**Please provide written comments below:**

~~Free~~  
 Shady Shores Rd is a backup to 35E not just in case of a spill situation, but in a traffic back-up situation. As recently as last Friday 5/12, 35E was shut down during several hours in the evening. We were able to use Shady Shores Rd. If it had been flooded, the congestion on 35E would have been even worse. If Shady Shores Rd is improved, additional signage can also be added to show it as an alternate route in cases of accident.

Thank you

One other observation - we used the "new" Lake Lewisville Bridge to cross over into Denton County + were then able to ~~overcome~~ go over to Shady Shores Rd. If it ~~wasn't~~ had been flooded, we would have had to join the 35E backup. The "new" bridge is opening up the ~~area~~ area to many more drivers.

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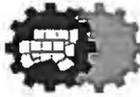
- I wish to make an oral comment at the public meeting  
 I wish to submit a written comment at the public meeting  
 I wish to make both oral and written comments at the public meeting

Name CHARLES BRYANT  
 Organization HIDDEN VALLEY / SHADY SHORES  
 Date MAY 15, 2017  
 Meeting Location NORTH RICHLAND HILLS PUBLIC LIBRARY

**Please provide written comments below:**

PLEASE CONSIDER ADVANCING  
SHADY SHORES BRIDGES PROJECT  
AT OPPORTUNITIES PRESENT THEMSELVES

THANK YOU,  
Charles Bryant



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Name Howard Davis Tubre (2-bne)  
 Organization Retired  
 Date 5/15/12  
 Meeting Location ART Library, Grant St 5/10/17

**Please provide written comments below:**

Holton City, T-820 intersection, north side of intersection on Hwy 377.

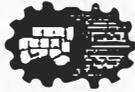
- Huge buildup of traffic that needs to be alleviated  
 - Large construction projects of homes, condominiums, and apartments .1-25 + more building  
 - How ~~are~~ the highways (highways) & roads to handle this large population boom in the ~~area~~ current road conditions

- Do not know reason for buildup. Could be I 35 avoidance?

- Please send me a recording

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Sierra Club - song in booklet



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Name Larry and Denise Francis

Organization DNL Capital, L.L.C.

Date 05/11/2017

Meeting Location \_\_\_\_\_

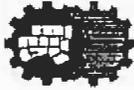
**Please provide written comments below:**

We fully support the City of Grapevine's - Dallas Road TOD  
Corridor / Cotton Belt Trail Extension

Thank you,

Larry Francis - President DNL Capital, LLC

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Name Christian & Melanie Ross  
 Organization eightynine designs, LLC (Grapevine, TX)  
 Date 5/11/17  
 Meeting Location \_\_\_\_\_

**Please provide written comments below:**

We fully support The City of Grapevine's Dallas Road TOD Corridor / Cotton  
Belt Trail Extension and the full funding for it.

Thank you,  
Christian & Melanie Ross

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Name ROY & KAREN ROBERTSON  
 Organization GRAPEVINE PARKS BOARD / CITIZENS  
 Date 11 MAY, 2017  
 Meeting Location \_\_\_\_\_

**Please provide written comments below:**

WE SUPPORT THE CITY OF GRAPEVINE'S  
DALLAS ROAD TOD CORRIDOR / COTTON BELT TRAIL  
EXTENSION.  
  
THANK YOU FOR CONSIDERING OUR SUPPORT.  
  
ROY & KAREN ROBERTSON





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Name Robert D. Winkler Jr.  
 Organization Mid Cities Knuddheads Bicycle Group  
 Date 5/12/2017  
 Meeting Location \_\_\_\_\_

**Please provide written comments below:**

I fully support the City of Grapevine's  
Dallas Road TOD Corridor/Cotton Belt Trail  
expansion.

Thank you for your consideration.

Bob Winkler

\_\_\_\_\_

\_\_\_\_\_

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Name Terry Musar  
 Organization Citizen  
 Date 5-12-2017  
 Meeting Location \_\_\_\_\_

Please provide written comment below:

I am very excited the City of Grapevine's -  
Dallas Road TOD Corridor / Cotton Belt Extension  
and hope it gets funded and completed soon.  
Terry Musar

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April 20, 2017

Jerry Dittrich, Mayor, City of Benbrook, Place 1  
Ms. Renee Franklin, City Council, Place 2  
Larry Marshall, City Council, Place 3  
Rickie Allison, City Council, Place 4  
Jim Wilson, City Council, Place 5  
Mark Washburn, City Council, Place 6  
Ron Sauma, City Council, Place 7  
CITY OF BENBROOK  
P.O. Box 26569  
Benbrook, Texas 76126-0569

HAND DELIVERED TO CITY COUNCIL MEETING ON APRIL 20, 2017

Dear Mr. Mayor and Council Members:

We are aware of your plans to construct a bridge from the Interstate 20 service road across the Clear Fork River onto Bellaire Dr. South. We are in possession of the 200 page response you made to the Open Records Act requested by Arturo R. Montoya on March 2, 2017. While you are characterizing the bridge as restricted to only emergency vehicles, pedestrians and bicyclists, it is clear from your records that your real intention is to ultimately convert it to an all vehicle bridge without restriction. In this regard we refer to Mr. Bennett Howell's comments as quoted in the City Council meeting minutes of January 2, 2017.

A neighborhood coalition of Benbrook and Fort Worth neighborhoods along Bellaire Drive South represents more than 1,000 households who are opposed to the construction of any bridge at the proposed location.

A bridge would cause the following significant negative impacts on our neighborhoods: (1) increased crime, traffic, noise and air and water pollution, (2) lower quality of life, (3) decrease in property values, (4) diminished safety for walkers, bikers, children and neighborhood drivers, (5) adverse environmental impacts on the ecologically fragile Clear Fork of the Trinity River.

You have not considered all feasible alternatives to resolve the supposed emergency response time's issue, nor a valid assessment of the positive effects of each alternative. We ask that you give our neighborhood coalition the opportunity to provide input in this regard. Failure to do so constitutes violations of the National Environmental Policy Act, (NEPA).

RECEIVED  
APR 28 2017  
TRANSPORTATION

Page 2

We request an open meeting between you and the residents of the Neighborhood Coalition where we have an opportunity to express our concerns and alternatives directly to you.

Finally, this is our official notification to you of our opposition to the bridge and be advised that we are prepared to take whatever action is necessary to prevent it. We are attaching our position paper on the proposed bridge for your information and action.

Very truly yours,

A handwritten signature in cursive script that reads "Carol Guarnieri".

Carol Guarnieri, Coordinator  
Bellaire Drive South Neighborhood Coalition  
6725 River Bend Road  
Fort Worth, Texas 76132  
(817) 929-1981

Attachment

cc: Texas Department of Transportation, (Tx.Dot)  
Federal Highway Administration (FWHA)  
North Central Texas Council of Governments (NCTCOG)  
Corp of Engineers (COE)  
Tarrant Regional Water District (TRWD)  
Environmental Protection Agency (EPA)  
Fort Worth City Councilman, W.B. Zimmerman  
Dr, Brian Byrd, Candidate, Fort Worth City Council, District 3  
Mayor Betsy Price, Mayor, City of Fort Worth  
Kay Granger, United States Senator, District 12

# **STOP the Benbrook Clear Fork Bridge and Prevent Bellaire Drive S From Becoming a High Volume Thoroughfare!!**

## **ISSUE STATEMENT**

- The City of Benbrook is proposing a restricted emergency access and pedestrian/bike bridge to connect I-20 service road in Benbrook with a “Dead End” into Bellaire Dr. S (Figures 1 & 2) at a projected cost of > \$1M
- The east side of Clear Fork neighborhoods’ concern is that the bridge will become unrestricted in the future and result in Bellaire Dr. S becoming a thoroughfare with a deterioration to the quality of life for the citizens
- Benbrook claim: Police/Fire/EMS response times are too long for the neighborhoods east of the Clear Fork
- Hidden Agenda: Access to commercial and residential development along I-20 service road in Benbrook???
- Per City Council Official: Bridge planned to be two lanes so it can be unrestricted in the future

## **CONSEQUENCES**

- Once a restricted bridge is built, nothing stops it from being changed to an unrestricted bridge in the future
- If unrestricted, Bellaire Drive S becomes a thoroughfare to/from I-20 and future commercial (Regional Mall) and residential (Steve Hawkins) development planned for north and south I-20 in the City of Benbrook
- Significantly increased crime, traffic, noise, and air and water pollution for all surrounding neighborhoods
- Decrease in property values for residences on the east side of the Clear Fork
- Decreased safety for walkers, bikers, children and neighborhood drivers
- Decrease in quality of life for residents in the surrounding neighborhoods
- Adverse environmental impact on ecologically fragile Clear Fork of the Trinity River

## **OTHER CONSIDERATIONS**

- Drivers look for alternate routes to avoid the Bryant Irvin Rd. “Parking Lot” at peak travel times
- An unrestricted bridge at Bellaire Dr. S at I-20 becomes an attractive alternate thoroughfare
- A more cost effective solution exists: Eliminate the large upfront capital cost of a bridge and negotiate with the City of Fort Worth for emergency services for the affected Benbrook neighborhoods

**Citizens of Affected Benbrook and Fort Worth Neighborhoods UNITE to Oppose the Bridge**

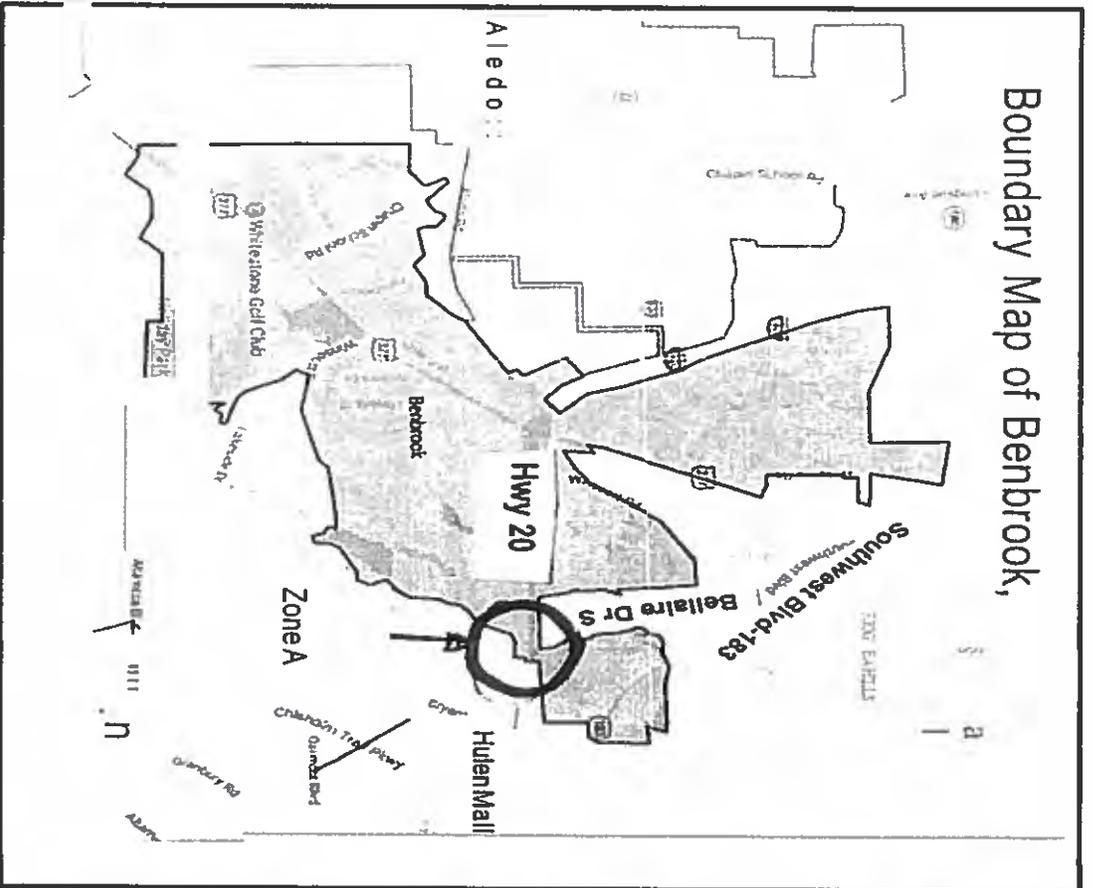


Figure 1

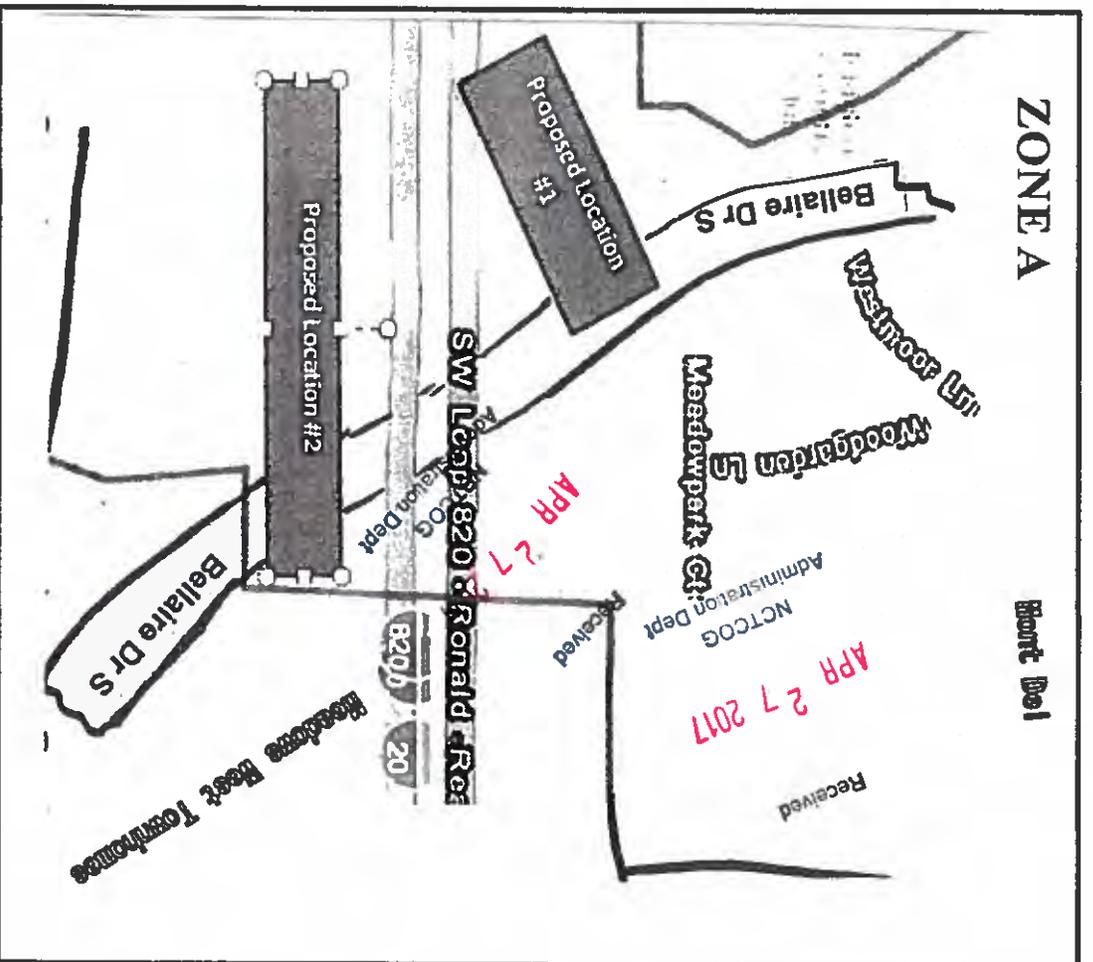


Figure 2

Homeowners Associations (HOA) Have Been Mobilized  
 Tell Your Neighbor – Get Involved  
 Contact Your HOA President

## WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

### **Bill Rosenthal, April 12, 2017**

I can't be there. But, when is Arlington going to allow the T to service games at Jerry's House and Globe Life Park.

### **Emily Conway, May 3, 2017**

Dallas Fort Worth International Airport is looking into applying for the DOT Low-No grant for one electric bus for our Trinity Railway Express route which connects the TRE CentrePort station to DFW Airport (referred to as route 803 by DART). Would it be possible to discuss adding this project to the Transportation Improvement Plan?

#### **Response by Ken Bunkley, NCTCOG**

Good afternoon, Emily

Per our discussion, I was able to verify with the plan team that this project would be included in Mobility 2040 as a program and not as a specific project. If you choose to apply for the grant, NCTCOG is willing to provide a letter of support and coordinate with DFW Airport to include it in the Transportation Improvement Program once funding is approved.

Please let me know if this answers your question or if you need additional information.

### **Pat Kelly, May 3, 2017**

How we address the health of the native oak trees in the DFW Area is going to require more sensibility than simply encouraging greater tree inventory and tree canopy. We're currently planting from the wrong tree list if we expect our native post oak trees to survive. This not only negatively effects our regional ecosystem it negatively effects land values. I have written and spoken about this subject for years and we still have not gotten policy makers to amend policy on funding for better results in the field. I'd like to have the contact info of the person in your office who would assist in getting the message of this subject to the commissioner and the state of Texas. Although I have Carol Garcia's Tx Dot email address, I have Victor Vandergriff's 'icloud address'. I look forward to your response at your earliest convenience.

#### **Response by Kate Zielke, NCTCOG**

Mr. Kelly,

Thank you for your interest in NCTCOG's role related to native trees in Dallas-Fort Worth.

NCTCOG is funding an Environmental Stewardship Program that includes development of an online Tree Tracker. This project will allow residents of Dallas-Fort Worth to upload the locations and photos of existing and newly planted trees on their property. The Tree Tracker will identify native tree species and provide information on the benefits of native trees.

We would be happy to include a link to your organization's website from the Tree Tracker project. We are just beginning efforts to hire a consultant to create the website, so the project will likely be completed in late 2018.

If you have any questions about the project, please let me know.

**Richard O'Glee, May 4, 2017**

FW: Clear Fork Public Access Bridge - NEED YOUR HELP!!

Mr. Zimmerman,

I am writing in concern to the Clear Fork Public Access Bridge that is in the works with the Benbrook City Council. I am a Benbrook resident that lives in Mont Del estates and firmly OPPOSES the Clear Fork Bridge Project of any kind. I ask you to help in the fight against the Clear Fork Public Access Bridge project that will negatively affect your neighborhood greatly. Benbrook City Council has not been honest in their intentions for the public access bridge and it must be stopped now. We need your help to defeat this project one more time. The bridge will only bring more traffic and crime to the neighborhoods we love.

As you know the Benbrook City Council passed a Clear Fork Bridge resolution last week asking the federal government for funding. They have also quietly earmarked \$530,000 of tax payer money for a bridge in the spring of 2017. The Clear Fork Bridge Project is slated to begin 2019-2020. They laid the ground work for the public access bridge in the name of bikes, pedestrians, and when convenient emergencies. Depending on the council person you are speaking with. Help us defeat the CLEAR FORK PUBLIC ACCESS Bridge one more time!!

**Vicki Grider, May 4, 2017**

Please support the improvement of Shady Shores Rd. in Shady Shores. This road has flooded many times and has compromised the safety of residents as well as been a huge inconvenience. When the roads are flooded, residents must detour several miles which causes delays in getting students to school and others to work and activities. Just to transport our grandchildren home, which is 10 miles away, we must go approximately another 10 miles out of our way. If an emergency was to occur, people's lives could be in danger. Any support that you can offer our community would be greatly appreciated.

**Lynn Grimes, May 9, 2017**

Hello. I am a very concerned citizen of Shady Shores. We have experienced road closures twice in the last few years due to extensive flooding. Shady Shores Rd. is the first to be affected by flood water. Having lived on the lake for many years I can attest that flood levels are getting more frequent and higher. Lake Ray Roberts had not been built when Shady Shores became a road. In addition, Shady Shores did not have as many permanent inhabitants. I believe the need to relieve stress on the Ray Roberts Dam has caused the Corps of Engineers to have to raise the level of Lewisville Lake, even beyond its legendary flood pool elevation of 532". And I believe that due to climate changes and Ray Roberts, more floods are imminent.

Shady Shores is a small town with basically 3 ways out. The most direct and widely traveled is Shady Shores Rd. The closure of the road for months at a time is more than just an inconvenience. It is a safety issue as it limits access to medical facilities of many traveling

north to Denton or south to Lewisville. There are large schools along the road and if other passage ways are down, along with Shady Shores (as was the case in 2015), it would be very difficult to evacuate the children. Businesses in Hickory Creek are adversely affected as alternate routes take people away for the major shopping area.

Common sense would dictate that the road not be repaired again after flood damage, as it has been in the past, without raising the level of the road so that flooding would no longer necessitate closure.

I respectfully ask that this project be given the highest priority for funding and implementation.

**Mike Hutchinson, May 9, 2017**

Shady Shores Road is the main artery of our town. A mistake was made when initially designed ..... it is not to the height-above-sea-level standard that has been set for all the other structures in the town. Having lived here 13 years .... we have found Shady Shores road/bridge submerged and impassable at least 5 times. This is a significant inconvenience for residents and a safety issue as the ability of emergency vehicles to respond is very limited during these flood periods. I request that this project be given the highest priority for funding and implementation.

**Response sent to all patrons who provided input on the Shady Shores project**

Thank you for your comment. The NCTCOG has been coordinating with Denton County, the Town of Shady Shores and the City of Lake Dallas to help explore solutions for the flooding issues on Shady Shores Road. The proposed funding program presented during the May 2017 public meetings includes 11 emphasis areas or categories. The projects listed in the presentation are projects for which NCTCOG has received funding requests. The individual projects may or may not receive funding. At this point in time, we are presenting the plan for funding new projects (i.e., through these categories) and soliciting feedback as to whether or not these are the right categories and to see if there are other projects that should be considered in each category. We will then take each category through a project selection process, which will involve public review and comment, along with action by the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC). Project selection for the "Safety, Innovative Construction, and Emergency Projects" category, under which the Shady Shores project falls, will likely occur in late summer or fall of 2017.

**Jay Gurley, May 11, 2017**

I support the City of Grapevine's Dallas Road TOD Corridor/Cotton Belt Trail Extension project and encourage full funding of this project.

Comment: I am a regular bicycle rider and over the past 4 years I have had 2 accidents because of bad automobile drivers. One of them fractured my pelvis and it took 4 months before I was riding again. Trails like the Cottonbelt are highly desirable to keep pedestrians and cyclists separate and safe.

**Scott Hardeman, May 11, 2017**

I support the project in Grapevine to connect the Dallas Road TOD Corridor/Cotton Belt trail extension.

**Doug Ritter, May 11, 2017**

As a cyclist who rides on this trail almost every weekend, I'd urge you to vote for this extension.

**Charlie Stevens, May 11, 2017**

I am in support of the City of Grapevine's Dallas Road TOD Corridor/Cotton Belt Trail Extension project and the requested full funding.

**Susan and Ray Harris, May 11, 2017**

We are 28 year residents of Grapevine and constant users of the existing hike and bike trail system in the city. My wife and I fully support the construction of the Dallas Road/Cotton Belt Trail extension and ask that you fund the project fully. Providing more opportunities for citizens to get out and exercise is a positive use of public funds.

**Sean Tanner, May 11, 2017**

I support the City of Grapevine's Dallas Road TOD Corridor/Cotton Belt Trail Extension project and the requested full funding

**John Gannon, May 11, 2017**

I use this trail weekly. It's an asset to Grapevine and all connected communities.

**Ashley Tanner, May 11, 2017**

I am in support of the City of Grapevine's Dallas Road TOD Corridor/Cotton Belt Trail Extension project and the requested full funding.

**Travis Smith, May 11, 2017**

I am in support of the City of Grapevine's Dallas Road TOD Corridor/Cotton Belt Trail Extension project and the requested full funding.

**Krystyna Plut, May 12, 2017**

I am in support of the City of Grapevine's Dallas Road TOD Corridor/Cotton Belt Trail Extension project and the requested full funding.

**Clarence Muller, May 12, 2017**

I support the City of Grapevine's Dallas Road TOD Corridor/Cotton Belt Trail Extension project and the requested full funding. Please let me know if we can assist in any way!

**Jeff Nielson, May 12, 2017**

I am in support of the City of Grapevine's Dallas Road TOD Corridor/Cotton Belt Trail Extension project and the requested full funding. I currently use the Cotton Belt Trail System for hiking and cycling. I'm a full supporter of the NCTCOG mission to increase and improve cycling and pedestrian networks. Thanks for all you are doing. It is nice to see this continued growth in our regional trail system and bikeways.

**Gary Clinkingbeard, May 12, 2017**

I support the City of Grapevine's Dallas Road TOD Corridor/Cotton Belt Trail Extension project and the requested full funding. Please let me know if we can assist in any way!

**Debra Tridico, May 13, 2017**

I am in support of the City of Grapevine's Dallas Road TOD Corridor/Cotton Belt Trail Extension project and the requested full funding.

**Response sent to all patrons who provided input on the Dallas Road TOD Corridor/Cotton Belt Rail Extension project**

Thank you for expressing interest in the City of Grapevine application for funding of the Dallas Road TOD Corridor/Cotton Belt Trail Extension project. NCTCOG staff has reviewed the project application materials submitted for the Transportation Alternatives Set-Aside Program Call for Projects, and is recommending a funding award for the project. This recommendation is scheduled for consideration and approval by the Regional Transportation Council at their meeting on June 8, 2017.

We appreciate your interest in promoting walking and bicycling infrastructure in the North Texas region. Please let us know if you have any additional questions.

**Chris French, May 21, 2017**

We are trying to get more information about the possible SH 121 extension to Princeton. Are there any preliminary routes/maps that show where this route may go. Also, are there any plans for a north/south corridor to relieve traffic on US 75? If so, are there and maps/plans for these potential roads?

**Response by Jeff Neal, NCTCOG**

Mr. French,

Good morning. Thank you very much for your inquiry regarding new roadway facilities in Collin County.

The North Central Texas Council of Governments (NCTCOG) and the Texas Department of Transportation (TxDOT) – Dallas District are both conducting separate, yet coordinated, studies to address relieving current/future congestion on major facilities like US 75 and US 380. As you mentioned in your comment, one of the concepts proposed to provide relief for US 380 is the SH 121 Eastern Extension (which has also been called the Spur 399 Extension). The first attachment to this email is a map

displaying the general alignment of the corridor as well as daily year 2040 traffic volume generated from our travel demand model. I should note that the displayed alignment was developed for modeling purposes only and though several engineering consultants have developed various alignment concepts over the last several years, TxDOT has not formally identified a preferred alignment and it has not been thoroughly studied or cleared through the National Environmental Policy Act (NEPA) process. However, I've recently been informed that TxDOT expects to hire a consultant to help begin a formal study very shortly.

The second attachment to this email is a map displaying several existing and new-location north-south corridors east of US 75 that NCTCOG is currently studying. Like the Spur 399 Extension, the displayed corridor alignments have not gone through a formal environment study, but the configuration shown is being used to test future traffic impacts using our travel demand model. The corridors identified as the "Lake Corridor" and the "Outer Loop Corridor" are being evaluated as future freeway facilities; the "SH 78/SH 205/John King" corridor is being analyzed as an expanded thoroughfare (up to 6 lanes); and the "West Corridor" is being tested for various operational improvement which may or may not consist of a continuous thoroughfare depending on local government/stakeholder preferences. We hope to finalize recommendations for this study later this year, so please consider the attached corridor maps as draft and subject to change. In addition, any potential new or expanded roadway facilities will be required to go through the same formal environmental and public involvement process that's about to be initiated for the Spur 399 Extension.

Please feel free to contact me at any time if you have additional questions or comments on these studies or any other areas of interest/concern.

**Kathryn N, May 22, 2017**

I was driving on the 820 expressway this afternoon around 3:00 PM and an 18 wheeler dropped pallets in the road, I was hit by on flying through the air and was forced to swerve several times to avoid hitting more though I did get hit and ran one over. I need to find the name of the trucking company that dropped the pallets so I can send a demand letter to them to repair my damaged vehicle. I was on 820 heading West toward Denton Highway exit, and the incident was approximately one or two exits from Denton highway exit. Please conform receipt of this request and provide me with any information you may have. I didn't stop to call police because it was already a very bad situation and for the safety of myself and others I didn't want to stop on the freeway. I was not aware of the amount of damage until my wheels starts wobbling and I pulled over to see the damage.

## WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

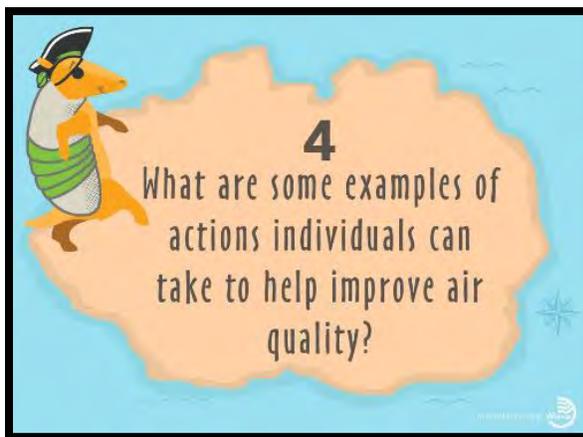
### Twitter Comments

Dutch Rebus <http://www.dutchreach.org> @NCDOT @NCTCOGtrans @nevadadot @NewHavenDOT @NottmTravelwise @NUSDTransDept @OakDOT #FT @PadresTraffic – Michael Charney (@DutchReach)



We should have an update to our campaign very soon! @StreetSmarts\_NH @bikenewhaven @elmcycling @bikemonthnhv @NHVBikeShare #gscia #nhv – New Haven TT&P Dept. (@NewHavenDOT)

Scavenger hunt Q4! HINT: “Individuals” who want to “Take Action” to improve air quality can find ideas at <http://www.airnorthtexas.org>. – NCTCOG Transportation Department (@NCTCOGtrans)



PICK UP HITCHIKING ARMADILLOS #rideshare – Fanta Menace (@Fanta\_Menace)

North Texas Smart Cities Summit 16May @UTD @TechTitansTexas @NCTCOGtrans – RBainExecutiveMgmt (@RobertBain5)

Future Cities LLC @FutureCitiesUSA Want to learn about Automated Vehicles? Don't miss Thomas Bamonte @NCTCOGtrans @NCTCOGRDC @TechTitansTexas Register <http://smarcitiesntx.com> – Future Cities LLC (@FutureCitiesUSA)



@NCTCOGtrans I'm choking on smoke – DJ Elements (@djelements)



Thrilled to be working with @TomBamonte on this event! @NCTCOG @Forcepoint @DFW\_ATW @USDOT @NCTCOGtrans @DallasBizNews #NIST @LeadershipNTx – Future Cities LLC (@FutureCitiesUSA)



Learn Automated Vehicles w @TomBamonte @NCTCOGtrans @NCTCOGRDC  
@TechTitansTexas Register <http://smartcitiesntx.com> <https://lnkd.in/eaSrY-s> – Peter DeNagy (@PeteDeNagy)

#TransitAlternatives provide a means to improve public health – Loren S. (@txbornviking)

@TxDOT @NCTCOGtrans how are you still analyzing possibility of 345 going underground while planning to widen interstate45 in South Dallas – George Battle III (@TLC\_Community)

@TxDOT @NCTCOGtrans how can u talk #environmentaljustice as reason for #SMWrightProject at the same time widen highways causing the issues – George Battle III (@TLC\_Community)

@TxDOT @NCTCOGtrans why have you not issued your report as to whether #SMWrightProject made its 13% MWBE or hired the 125 SD residents quota – George Battle III (@TLC\_Community)

@TxDOT @NCTCOGtrans how is it no SouthDallas organization was hired in the art designs or historical research on the #SMWrightProject panels – George Battle III (@TLC\_Community)

I risk my life every time I #biketowork. @CityOfDallas needs to incentivize commuting w/ protected bike lanes = safer, faster. @NCTCOGtrans – Philip Haigh (@philip\_inRL)



Holy crap, that entire stretch from DE to CBD is always terrifying. – Dub (@DubCook)

I have started going Canton/Young exclusively and have felt much fewer life threatening experiences! – Skyler in Dallas (@SkylerinDallas)

Thx @philip\_inRL 4 your feedback! We're w/ you! Continuing to build safer streets using <http://bit.ly/2r4cDvU> & <http://bit.ly/2r4mQZp> – Dallas Planning\_UD (@DallasP\_UD)



Y'all might be interested in a proposal to apply the Complete Streets Manual to Columbia/Abrams in Old East Dallas! – Nathaniel Barrett (@ncoxbarrett)

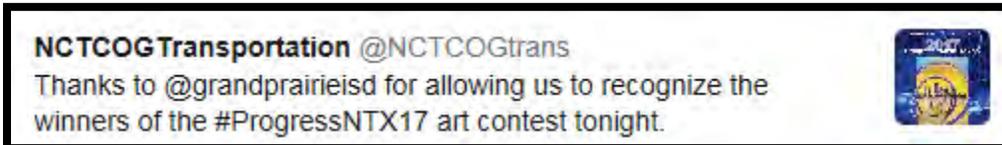


Hi @ncoxbarrett ! Currently we are studying that area in our Downtown 360 Plan.Thanks for your suggestion. – Dallas Planning\_UD (@DallasP\_UD)

Great! No preference for Live Oak - I just want a safe E-W route to north CBD. Also looking forward to the protected cycletrack on Commerce! – Philip Haigh (@philip\_inRL)

@NCTCOGtrans just unanimously passed \$28,000,000 for road improvement in southern Dallas County around Inland Port 🐾 #livingwage #inlandport – Judge Clay Jenkins (@JudgeClayJ)

Beautiful GPFAA MS Art on this publication! @GPFAA13 – Lean Rodriguez (@MrsLRodriguez)



Dallas County Gets Funding for Key Southern Dallas Projects @NCTCOGtrans #inlandport – Judge Clay Jenkins (@JudgeClayJ)

**RTC Approves Funding for Key Southern Dallas Projects**  
Regional partnership could improve access to important corridors

**May 12, 2017** (Arlington, Texas) – The Regional Transportation Council voted Thursday to form a partnership with Dallas County and the cities of Lancaster and Hutchins to advance two area projects with important regional benefits.

A 1.3-mile section of Jefferson Street/Pleasant Run Road and a 2.25-mile stretch of Wintergreen Road will each be widened from two lanes to four. This strategic partnership will allow the leveraging of local and federal funding to improve access to intermodal facilities, Interstate Highway 45 and the future Loop 9 in southern Dallas County. Additionally, access will be enhanced for residents and businesses in the area.

The two projects would cost a total of \$28 million, with the RTC contributing \$18 million. The RTC funding would come from the Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program.

Here is a summary of the details:

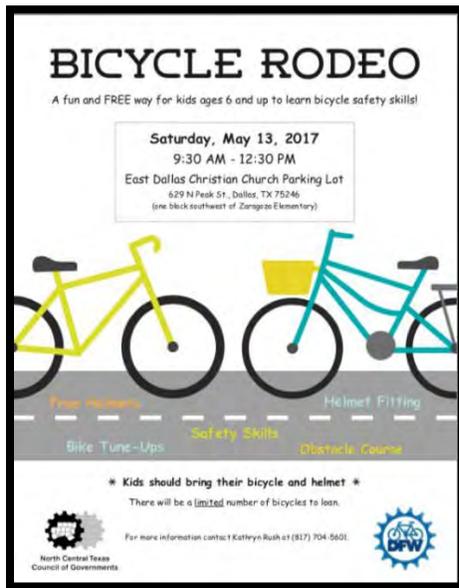
Project	Fiscal Year	RTC	Lancaster	Hutchins	Dallas County	Total
Jefferson Street/Pleasant Run Road	2019	\$8.42	\$1.04	--	\$1.04	\$10.50
Wintergreen Road	2019	\$9.58	\$1.96	\$2.00	\$3.96	\$17.50
<b>Total</b>		<b>\$18.00</b>	<b>\$3.00</b>	<b>\$2.00</b>	<b>\$5.00</b>	<b>\$28.00</b>

These projects join two others in the area ready to begin construction.

The Pleasant Run Road Trail, a proposed 3.1-mile shared-use path the Texas Department of Transportation has already approved, is expected to let in June. It will be built on the south side of Pleasant Run from Lancaster Hutchins Road to Millers Ferry Road. This same stretch of Pleasant Run will be widened from two to four lanes at a cost of \$15.4 million.

We are proud to announce @NCTCOGtrans as our Co-Host for this year's conference! Thank you for your support! #EnergyEfficiency #CATEE – Texas Energy Summit (@cateeconference)

While our #CommunityHub Buckner @DallasParkRec is getting a makeover East Dallas Christian Church is being a Good Neighbor #SafeRoutes – i Zaragoza President (@iZaragozaPres)



More from #MFOF17! @McKinneyAirCtr @CityOfMcKinney @NCTCOGtrans @maf\_us @LETUAlumni – Le Tourneau Aviation (@LETUAviation)



@KevinCokelyNBC5 Oh, Kevin--hadn't you heard? @TxDOT and @NCTCOGtrans don't want to reduce congestion. Managed Lanes ENSURE congestion! – David Adrian Smith (@DavidSmithBigD)



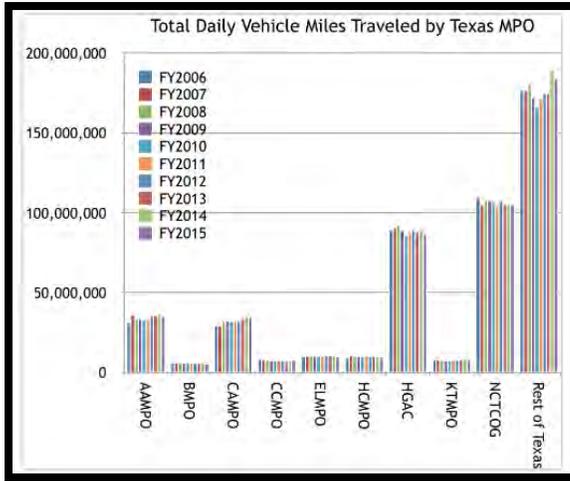
Alicia Winkelbech talks community partnerships at @FutureCitiesUSA w Dr Anand Puppala, Brian Moen moderated by Michael Morris #Smartcities – Michelle Reese (@reeseys)



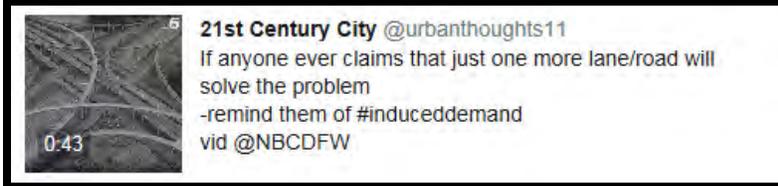
Traffic Will Continue to Get Worse in Dallas-Fort Worth Due to Population Growth  
<http://www.nbcdfw.com/news/local/Traffic-Will-Continue-to-Get-Worse-in-Dallas-Fort-Worth-422376764.html> ... via @NBCDFW – CJ Schexnader (@cjschexnayder)



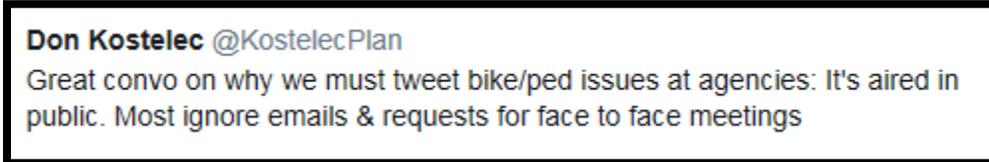
FALSE: Total vehicle miles traveled on @TXDOT roads in @NCTCOGtrans went down from 2006-2015 in spite of growth <http://tex.streetsblog.org/2016/09/14/texas-dots-own-numbers-cast-doubt-on-its-story-of-ever-rising-traffic/> ... – Jay Blazek Crossley (@JayCrossley)



Dear @TXDOT please stop the madness! We don't need more lanes, we NEED transit options! #bus #BRT #rail @NCTCOGtrans @TheTFortWorth @dartmedia – Loren S. (@txbornviking)



So true. It is very hard to meaningfully engage with car/highway-centric @NCTCOGtrans here in North Texas. – Wylie H Dallas (@Wylie\_H\_Dallas)



Nice seeing @NCTCOGtrans sharing fun awareness on some #TransitAlternatives! – Loren S. (@txbornviking)



## Facebook Comments

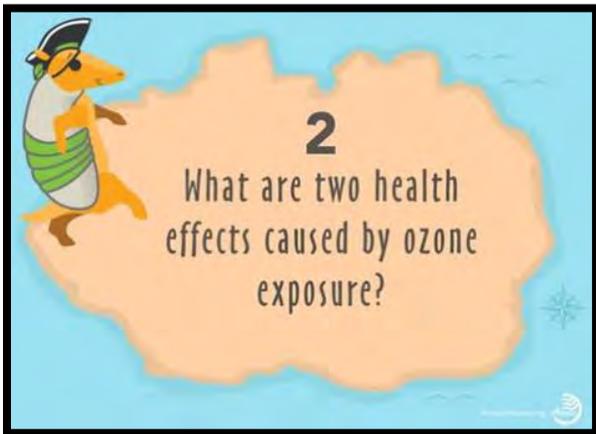
Scavenger hunt Q1! HINT: There's a lot "About Air Quality" at [www.airnorthtexas.org](http://www.airnorthtexas.org). – NCTCOG Transportation Department



I believe that's ten. Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant & Wise... – Rick Bollar

Great job, Rick! Please send your address/contact info to us at [airnorthtexas@nctcog.org](mailto:airnorthtexas@nctcog.org). – NCTCOG Transportation Department

Scavenger hunt Q2! HINT: It's important to know "About Air Quality" and "health." [www.airnorthtexas.org](http://www.airnorthtexas.org). – NCTCOG Transportation Department



Chest tightening & shortness of breath. – Helen Kevin Dulac

Great job, Dulacs! Please send your address/contact info to us at [airnorthtexas@nctcog.org](mailto:airnorthtexas@nctcog.org). – NCTCOG Transportation Department

Today is National #MyRedThumb Day! Post a photo of your red thumb as a reminder to all to stay off the phone while driving. #myredthumbntta – NCTCOG Transportation Department



Thank you so much for supporting this important initiative! – North Texas Tollway Authority

The Denton County Transportation Authority (DCTA) will implement service changes effective today, 5/15. Check out the new route maps and schedule at [bit.ly/2pNN00s](http://bit.ly/2pNN00s)! – NCTCOG Transportation Department



Thanks for spreading the word! – Denton County Transportation Authority (DCTA)

Of course! ☺ – NCTCOG Transportation Department

### **Facebook Visitor Posts**

Sign Up for DART's 2017 Bike to Work challenge! DART, the North Central Texas Council of Governments (NCTCOG Transportation Department) and Richardson Bike Mart are hosting the second annual Bike to Work Challenge in May to help encourage riders to use bicycles as an alternative to driving. Participants must log their daily bicycle commute activities from May 1 to May 31 through NCTCOG's free Try Parking It website at [www.tryparkingit.com](http://www.tryparkingit.com). Participants in the challenge will be entered in a drawing for a chance to win a \$200 gift card to Richardson Bike Mart. Residents of DART cities; Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Richardson, Rowlett, Plano and University Park, or cyclists who have a work destination that begins with the "75" zip code are eligible to participate. DART customers can ride their bikes to rail stations and use more than 140 bike lids

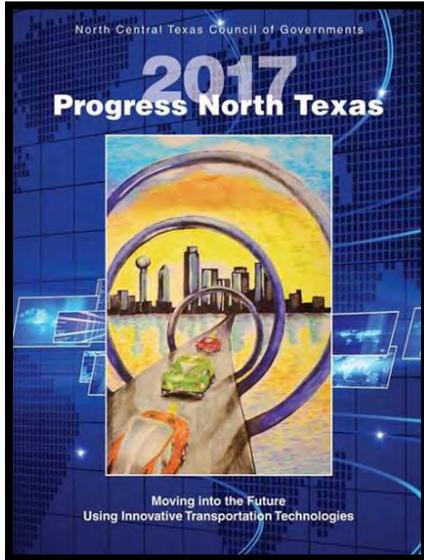
to store their bicycle or take advantage of bike racks on every bus and train. Bicycles are allowed on all DART vehicles, Trinity Railway Express trains and Dallas Streetcars. Learn more about DART's Bike to Work Challenge and National Bike to Work Day, May 19, by visiting [www.DART.org/bike](http://www.DART.org/bike) – Dallas Area Rapid Transit (Official DART page)



2017 Traffic Safety Conference | Save \$50 on early bird registration through Friday, May 12th. Program and Pre-conference workshop are now posted! Join is in Las Colinas, Texas June 7-9, 2017 #2017TSC <https://tti.tamu.edu/.../traf.../2017-traffic-safety-conference/> – Texas A&M Transportation Institute



Thanks to NCTCOG Transportation Department for recognizing our talented artists. – Grand Prairie ISD



Great turnout! Thanks City of Arlington, TX - City Hall and NCTCOG Transportation Department! – Rick Bollar



Thank you NCTCOG Transportation Department for coming out to display and present. – LeTourneau Aviation



Check out this video from our Tesla City of Arlington, TX - City Hall Supercharger Opening! This is the first Supercharger in the Metroplex since the City of Denton, TX - City Hall Supercharger opened in November 2015. Back then, there were 700 Teslas in North Texas and now there are more than 1700. Thank you Mayor Jeff Williams, Council Members Kathryn Wilemon, Lana Wolff & Victoria Farrar-Myers and NCTCOG Transportation Department's Kenny Bergstrom for joining us as our guests. Thanks also to the numerous Arlington staff members who made it possible for us to pull this all together on short notice!

<https://www.youtube.com/watch?v=kRkhl39Giq0> – Tesla Owners Club of North Texas



Commuters joined DART, Bike DFW and North Central Texas Council of Governments in celebrating National Bike-to-Work Day this morning. Seven “energizer” stations were set up at select stations throughout the DART Service Area, as well as at the Addison Transit Center and Oakenwald Dallas Streetcar stop. Visitors enjoyed free bike tune-ups, treats, promotional items and tips on safety. Thanks to all the volunteers and partners (BikeDFW, Hubert's, Richardson Bike Mart, DORBA - Dallas Off-Road Bicycle Association, KIND Snacks, Performance Bicycle Bike Friendly Oak Cliff, VBikes, City of Dallas - City Hall, Farmers Branch, Texas, and NCTCOG Transportation Department) who helped make Bike to Work Day 2017 a success. – Dallas Area Rapid Transit (Official DART page)



Your tips are out of sync!!! What are you thinking when you wait for tip 21 "watch for children in school zones – Joni H ester

# TRANSPORTATION PUBLIC MEETINGS

FY 2018 and FY 2019 Unified Planning Work Program (UPWP)  
Draft Recommendations

The UPWP for regional transportation planning provides a summary of the transportation and related air quality planning efforts to be conducted by NCTCOG as the metropolitan planning organization. Draft recommendations for the Fiscal Year 2018 and Fiscal Year 2019 UPWP will be presented for public review and comment.

### Public Transportation Agency Programs of Projects

NCTCOG staff will present for review and comment proposed transit projects funded by the Federal Transit Administration (FTA) through the partial award of Fiscal Year (FY) 2017 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair and Bus and Bus Facilities. This comment period meets the federal requirement for public participation in programs of projects. Additionally, Dallas Area Rapid Transit (DART) and Denton County Transit Authority (DCTA) will host their own public meetings related to the proposed projects and can be contacted directly for more information.

### The following agencies' programs of projects will be presented:

City of Arlington • City of Grand Prairie • City of McKinney • City of Mesquite • City/County Transportation • Community Transit Services (CTS) • Dallas Area Rapid Transit (DART) • Denton County Transportation Authority (DCTA) • North Central Texas Council of Governments (NCTCOG) • Fort Worth Transportation Authority (FWTA) • Northeast Transportation Service (NETS) • Public Transit Services (PTS) • Span, Inc. (formerly known as Special Programs for Aging Needs) • STAR Transit

### Federal Certification Review of the Metropolitan Transportation Planning Process

The Federal Highway Administration and Federal Transit Administration are conducting a review of the metropolitan transportation planning process for the Dallas-Fort Worth area. A presentation and survey from the federal agencies are available to download at [www.nctcog.org/input](http://www.nctcog.org/input) for the public to review and make comments to the federal agencies. If you would like to receive a copy of the presentation and survey by mail, please call 817-608-2365 to request a copy. There will not be a formal presentation of this topic at public meetings, but information will be highlighted and copies available.

### Other Information to be Highlighted at the Meetings:

- Proposed Modifications to the List of Funded Projects
- AirCheckTexas Drive a Clean Machine Program
- 2017 Clean Air Action Day

The Arlington meeting will be live streamed at [www.nctcog.org/video](http://www.nctcog.org/video) (click on the "live" tab). A video recording of this meeting will also be posted online at [www.nctcog.org/input](http://www.nctcog.org/input).

TUESDAY, JUNE 13, 2017

6:00 PM

Meadows Conference Center  
2900 Live Oak St.  
Dallas, TX 75204

WEDNESDAY, JUNE 14, 2017

2:30 PM

North Central Texas  
Council of Governments  
616 Six Flags Drive  
Arlington, TX 76011

TUESDAY, JUNE 20, 2017

6:00 PM

Hurst Public Library  
901 Precinct Line Road  
Hurst, TX 76053

For anyone wanting to ride transit to the June 14 public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-served basis. To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the meeting at 817-608-2365 or [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).



CentrePort/DFW Airport Station  
Arrival Options June 14

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

For special accommodations due to a disability or language translation, contact Carli Baylor at 817-608-2365 or [cbaylor@nctcog.org](mailto:cbaylor@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 817-608-2365 o por email: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.*



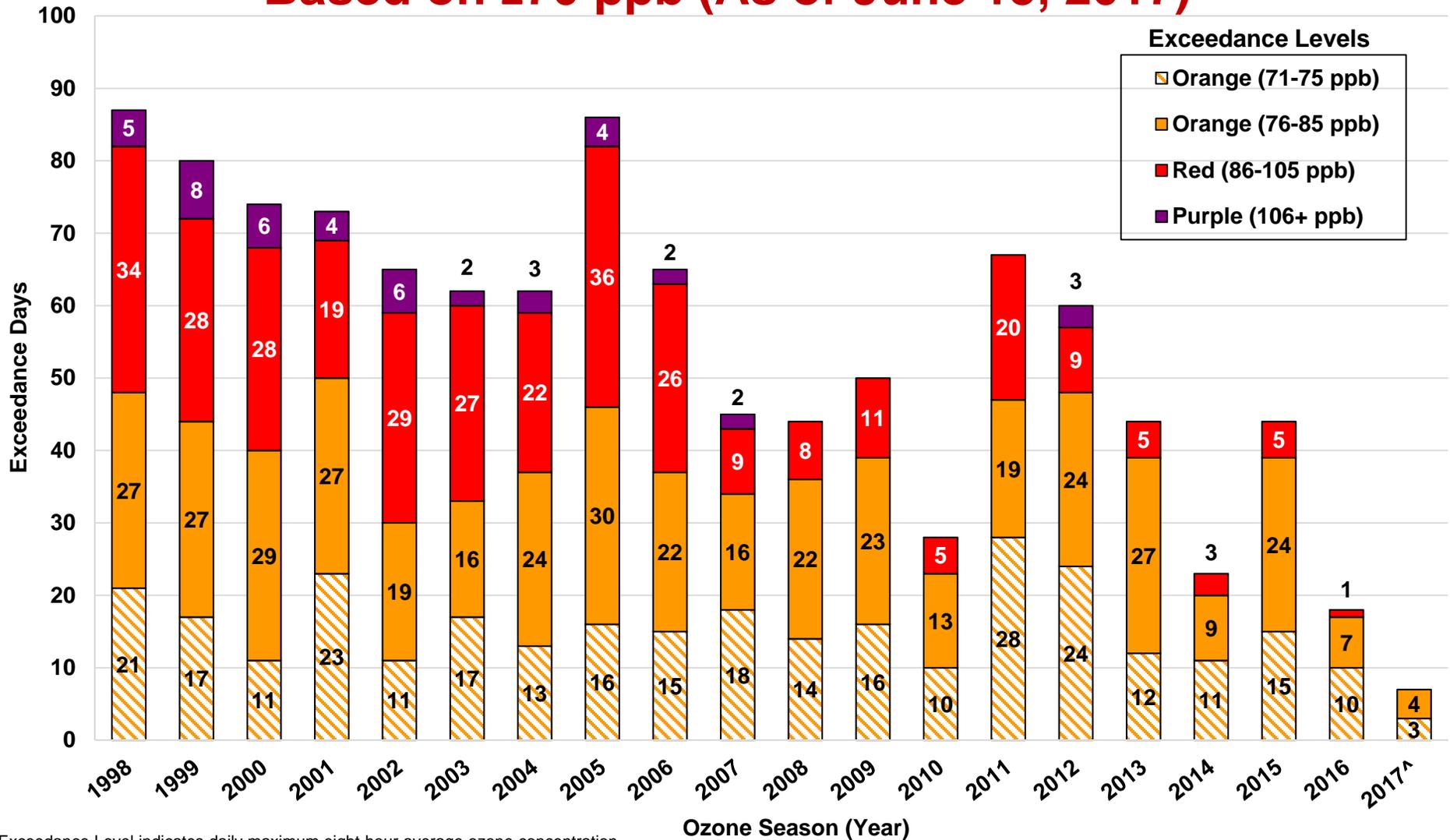
NCTCOGtrans



North Central Texas  
Council of Governments

# EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of June 15, 2017)



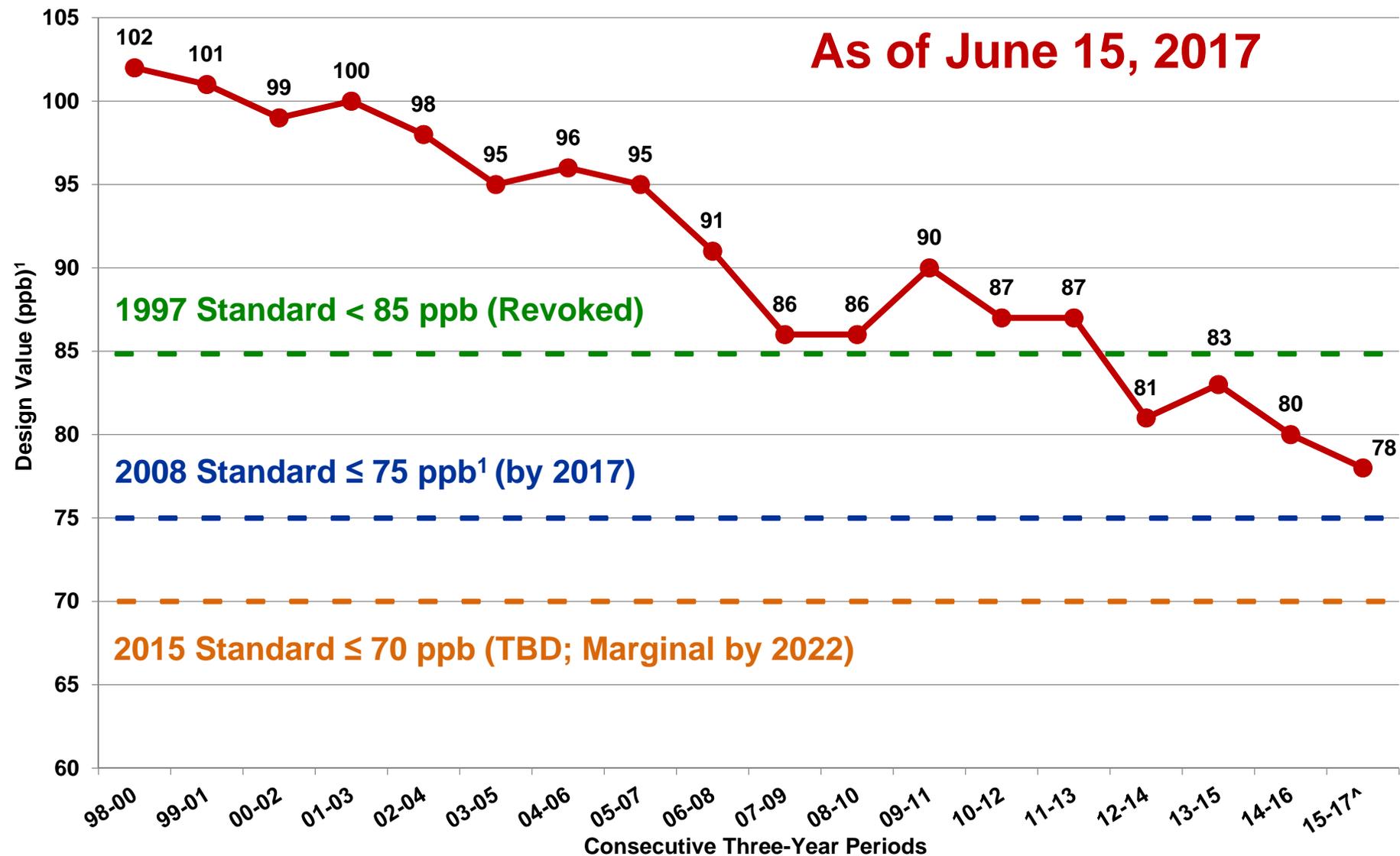
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

<sup>^</sup>Not a full year of data.

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion

# EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS



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

<sup>^</sup>Not a full year of data.

North Central Texas Council of Governments
GO

Programs >
Topics A-J >
Topics K-Z >
Departments >
Services >
About Us

transportation

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

## Air Quality Funding Opportunities for Vehicles

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

Air Quality Funding Home

Other Air Quality Funding Opportunities

Sign-Up for Email Updates

Current Vehicle Grant Funding Opportunities

[Home >](#)
[Transportation >](#)
[Air Quality >](#)
[Clean Vehicles](#)  
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### Need to Replace a Diesel Vehicle, Equipment or Engine?

The **Environmental Protection Agency (EPA)** has made [funding available](#) for projects that reduce air pollution for heavy-duty diesel engines. Eligible applicants include local governments or private companies under contract to local governments.

- Funding Levels:**
- Replace Medium or Heavy-Duty Diesel Trucks or Non-Road Diesel Equipment
    - 25% - 45%
  - Repower Medium or Heavy-Duty Diesel Engines
    - 40% - 60%

The **North Central Texas Council of Governments (NCTCOG)** is planning to submit a proposal on behalf of the North Texas Region. To be included in our proposal please follow the steps below

- **Check if your equipment or vehicles qualify [here](#)**
- **Then fill out the information below and send to [aqgrants@nctcog.org](mailto:aqgrants@nctcog.org) by June 12th!**
- [Fleet Description](#)
- [Letter of Commitment](#)

Click the links below for a program description and relevant dates and details.	Eligible Focus Areas									Eligible Applicant Type
	Heavy-Duty Vehicles						Light-Duty Vehicles			
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology	
<a href="#">AirCheckTexas Drive a Clean Machine Program</a>							X			General Public
<a href="#">Clean Diesel Funding Assistance Program</a> Deadline: July 5, 2017, 11 pm CST	X	X	X	X	X	X				Public Sector
<a href="#">Federal and State Incentives and Laws (Including Tax Credits)</a>	X	X	X	X	X		X	X		Private Sector
<b>NEW!</b> <a href="#">Low or No Emission</a>										

(Low-No) Vehicle Program Deadline: June 26, 2017, 5 pm EST	X					X				Public Sector
<b>Updated Incentives!</b> Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

If you have any questions on upcoming funding opportunities, please e-mail [AQgrants@nctcog.org](mailto:AQgrants@nctcog.org).

6/5/2017 5:3/2016 AP/MG

[CONTACT US](#) | [SITE MAP](#) | [LEGAL](#) | [SYSTEM REQUIREMENTS](#)



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



**Save the Date!**

## **North Central Texas Stewardship Forum**

### **Roundtable Discussion**

**June 27, 2017, 10:00 AM — 12:00 PM**

Regional Forum Room, CPII, NCTCOG Facilities — 616 Six Flags Drive, Arlington TX 76011

**Please join the North Central Texas Stewardship Forum for networking and a peer-led roundtable discussion.**

Learn about the impacts the Forum's outreach has made and discuss the future of the North Central Texas Stewardship Forum.

*Participants will have the opportunity to share highlights of current sustainability initiatives occurring in their community and assist with establishing a framework for the Forum moving forward.*

For more information about the North Central Texas Stewardship Forum, visit [www.nctcog.org/stewardship](http://www.nctcog.org/stewardship).





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

## June 2017

### Calendar

**June 2, 11 am**

**DRMC**

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

**June 7, 8:30 am**

**TRTC**

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

**June 8, 1 pm**

**Regional Transportation Council**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**June 30, 1:30 pm**

**Surface Transportation  
Technical Committee**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

### Region can 'take steps toward improving AQ' June 23

Across the region June 23, North Texans will do something extra to reduce ozone-causing pollution, as part of the eighth annual Clean Air Action Day. This year's theme is "Take Steps Toward Improving Air Quality," and with 19 potential clean air choices, there are several actions they can take to do their part. The full list is available at [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday).

Air North Texas, the regional clean air campaign, is sponsoring a social media contest in the days leading up to June 23 to encourage residents to share their steps toward improving air quality. Residents simply post about their clean air actions on June 23 or earlier with the hashtag #CAAD2017 to be entered into a drawing for prizes.

Partners around the region have planned clean air contests, social media campaigns and events for their residents and businesses for June 23. For the second year, the City of Dallas will host a lunchtime outreach event and environmental fair downtown, at City Hall and Pegasus Plaza, including a mobile clinic from Asthma Chasers.

The City of Grand Prairie will continue its annual traditions of holding a Clean Air Action Challenge for local businesses and a Clean Air Party for city employees. On June 22, Grand Prairie will also highlight Clean Air Action Day at the Texas AirHogs baseball game for the Get Fit GP Guys Night Out. UNT Health Science Center will host an outreach event to raise awareness about clean air. Attendees can enjoy popsicles, watch short films about environmental issues and sign the campus sustainability pledge.

In addition, Clean Air Action Day is the theme for the City of Plano's latest Live Green in Plano newsletter and social media campaign. To learn how you can help improve air quality, visit [www.airnorthtexas.org](http://www.airnorthtexas.org).



North Central Texas  
Council of Governments

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

## **Bryce Charles wins NCTCOG student art contest**

When Grand Prairie middle school students were asked to illustrate their vision of the future of transportation, Bryce Charles knew what to draw. Bryce envisioned a system that would streamline commuting, reducing the stress that his parents and many other drivers regularly experience.

The Grand Prairie Fine Arts Academy seventh-grader was named the winner of the North Central Texas Council of Governments' annual art contest for his tunnel road over the Trinity River. He drew ergonomically shaped cars that will save gas and operate more efficiently.

Bryce's accomplishment was recognized during a ceremony in May at the Grand Prairie Independent School District's monthly board meeting. His drawing is on the cover of the 2017 version of Progress North Texas, NCTCOG's annual transportation report. He received a framed copy of the cover. His school was also presented with one to display.

The study of architectural and automobile magazines inspired Bryce's creation, which included cars traveling over a sun-splashed Trinity River into downtown Dallas. Sean Martin, also a Grand Prairie Fine Arts Academy student, finished second and Valere Martinez, who attends the Young Women's Leadership Academy, was third.

The art contest allows NCTCOG to reach younger North Texans and introduce them to transportation, taking advantage of their fresh ideas and vivid imaginations. One day, these students will need to get to work. And whether they choose a car, train, bike or vehicle yet to be invented, they will want to arrive safely and on time. See the art entries and read the report at [www.nctcog.org/ourregion](http://www.nctcog.org/ourregion), where copies can be requested.



*Bryce Charles, a student at Grand Prairie Fine Arts Academy, won the NCTCOG transportation art contest with his version of innovative transportation.*

## **RTC approves funding for key southern Dallas County projects**

The Regional Transportation Council has approved a partnership with Dallas County and the cities of Lancaster and Hutchins to advance two area projects with important regional benefits. The partnership is a result of the Southern Dallas County Infrastructure Study completed in 2012. The study, whose goal is to support growth of a high-quality, well-integrated inland port in southern Dallas County recommends several roadways including the two approved in this partnership.

A 1.3-mile section of Jefferson Street/Pleasant Run Road and a 2.25-mile stretch of Wintergreen Road will each be widened from two lanes to four. This strategic partnership will allow the leveraging of local and federal funding to improve access to intermodal facilities, Interstate Highway 45 and the future Loop 9 in southern Dallas County. Additionally, access will be enhanced for residents and businesses in the area. The two projects would cost a total of \$28 million, with the RTC contributing \$18 million.

## **Mobility 2045 planning underway in North Texas**

NCTCOG has begun work on Mobility 2045, the region's new Metropolitan Transportation Plan.

Air quality conformity regulations require a new analysis of the region's air quality, giving planners an opportunity to develop the next MTP. NCTCOG is asking partners interested in proposing new projects to submit ideas by August 31.

Public meetings will likely be scheduled for the fall so residents can provide input on their transportation priorities over the next 25-plus years.

This plan will include projected improvements to the region's multimodal transportation system through 2045, when a new demographics forecast suggests the region will be home to 11.2 million residents. Mobility 2045 will build off the current MTP, Mobility 2040, which the Regional Transportation Council approved in 2016.

The new plan will be consistent with the 10-Year Plan, the Fixing America's Surface Transportation (FAST) Act and Texas Freight Plan. It will also include a more prominent emphasis on emerging technologies. Innovations such as high-speed rail and automated vehicles are among the exciting advances in which North Texas will be involved.

## **New TEXpress Lanes open on IH 35E**

The Texas Department of Transportation opened an 18-mile TEXpress Lane corridor on Interstate Highway 35E from IH 635 in Dallas County to Swisher Road in Denton County in May. The corridor features two concurrent lanes from IH 635 to Valwood Parkway and two reversible lanes from Valwood Parkway to Swisher Road. A total of 14 entrance ramps and 15 exit ramps are part of the project, as well as direct connections to and from the LBJ TEXpress Lanes.

Southbound lanes are open Monday through Friday from 3 am to 11 am and all day Saturday and Sunday. The weekend schedule may be adjusted to accommodate special events. Northbound lanes are open weekdays from 1 pm to 1 am. The TEXpress Lanes provide drivers an option. They can choose to take the main lanes at no cost or pay to use the TEXpress Lanes, which are designed to keep traffic moving at 50 mph or faster. — Written by TxDOT

## **85th Legislature wraps up in Austin**

The 85<sup>th</sup> session of the Texas Legislature, where State lawmakers debated many transportation issues, concluded on May 29. In previous years, the Legislature took major steps to provide additional funding for transportation. Lawmakers this session instead focused on issues such as high-speed rail, safety and emerging technologies.

Two high-speed rail bills approved will implement security requirements for private high-speed rail operators and rules prohibiting the use of State funds for high-speed rail operated by a private entity. Numerous bills seeking to end the planned high-speed rail from Dallas to Houston did not receive final approval; the project will continue as planned.

Related to safety, a measure outlawing texting while driving was approved by both chambers, after numerous attempts to outlaw it in past years. Finally, automated vehicle driving regulations were created in anticipation of vehicle testing on roadways. The last day Governor Greg Abbott can sign or veto bills passed during the regular session is June 18.

## Transportation Resources

### Facebook

Facebook.com/nctcogtrans

### Twitter

Twitter.com/nctcogtrans

### YouTube

YouTube.com/nctcogtrans

### Instagram

Instagram.com/nctcogtrans

### Publications

NCTCOG.org/trans/outreach/publications.asp

\*\*\*

## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**The Fort Worth  
Transportation Authority**  
FWTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

## By the Numbers

**19**

The number of potential clean air options residents and businesses can choose on Clean Air Action Day and throughout the year.

# PUBLIC *Involvement*

## **NCTCOG to discuss transportation funding**

NCTCOG will present a draft summary of transportation and air quality planning efforts, as well as proposed federally funded transit projects for fiscal year 2017 during June public meetings.

Residents are encouraged to provide input on the Unified Planning Work Program and transit projects proposed by several agencies at public meetings on June 13 (Dallas), June 14 (Arlington) and June 20 (Hurst). The UPWP is a required summary of activities to be undertaken by NCTCOG as the metropolitan planning organization.

Information on proposed modifications to funded projects, the AirCheckTexas Drive a Clean Machine Program and Clean Air Action Day will also be highlighted. Watch the Arlington meeting in real time by clicking the “live” tab at [www.nctcog.org/video](http://www.nctcog.org/video). A recording of the presentations will also be posted at [www.nctcog.org/input](http://www.nctcog.org/input).

Additionally, the Federal Highway Administration and Federal Transit Administration are conducting a review of the metropolitan planning process for the Dallas-Fort Worth area. A presentation and survey are available for review and comment at [www.nctcog.org/input](http://www.nctcog.org/input).

<b>Public Meeting Details</b>		
<b>June 13, 2017</b> <b>6 p.m.</b> Meadows Conference Center 2900 Live Oak St. Dallas, TX 75204	<b>June 14, 2017</b> <b>2:30 p.m.</b> NCTCOG 616 Six Flags Dr. Arlington, TX 76011	<b>June 20, 2017</b> <b>6 p.m.</b> Hurst Public Library 901 Precinct Line Rd. Hurst, TX 76053

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

## DALLAS DISTRICT

## PROGRESS

Monthly Report on Dallas District Projects and Topics ★★★

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

# 35Express TEXpress Lanes Open Between Denton & Dallas

## *Remainder of Phase 1 to reach substantial completion this summer*



**Eighteen miles of new TEXpress Lanes** opened for business last month on the Interstate 35E (I-35 E) corridor connecting Dallas and Denton Counties. As a part of the \$1.4 billion 35Express Project, reversible managed toll lanes stretch from I-635 in Dallas north to Corinth. The

lanes go south towards Dallas in the morning, and reverse to go north toward Denton in the afternoon.

The remainder of the project includes such improvements as a direct connection to the LBJ Express TEXpress Lanes, one additional mainlane in each direction in some areas, continuous frontage roads, a new southbound Lake Lewisville Bridge and a new elevated intersection at Belt Line in Carrollton. It also provides collector distributor lanes connecting the President George Bush Turnpike (PGBT) to the Sam Rayburn Tollway (SRT), and direct connector ramps connecting east and westbound lanes of the SRT to northbound I-35E. After four years of construction, Phase 1 of the 35Express Project is scheduled to reach substantial completion in August.

This major corridor of I-35E serves the rapidly growing areas of southern and central Denton County, as well as the major Dallas suburbs immediately north of I-635. This corridor functions as a major artery for hundreds of thousands of commuters, as well as a primary link to major universities in the city of Denton, including the fourth-largest university in the state, the University of North Texas (UNT). In addition, I-35E is an important truck corridor



**Above image:** Belt Line Road interchange in Carrollton.



**Above:** 35Express/LBJ TEXpress Lane connection.



**At left:** Lewisville Lake Bridge.

TxDOT photos

and accommodates more than 12,000 trucks daily. The interstate also handles almost 200,000 total vehicles daily near I-635, and 128,000 vehicles a day across Lewisville Lake. Furthermore, due to the lack of continuous frontage roads across Lewisville Lake, there are no viable north-south commuting alternatives to I-35E at this crossing. Therefore, this project will provide motorists reliable alternatives with a combination of continuous frontage roads and TEXpress managed lanes.

The ultimate \$4.8 billion project, to be

constructed in phases, rebuilds the entire 30-mile corridor and provides the TEXpress reversible managed lanes that feature dynamic pricing to keep traffic moving at 50 mph. Approximately \$1.4 billion in funding was identified for Phase 1 of this project, which includes SH 121 regional toll revenue (RTR) funds dedicated to Denton County. Phase 2 of the project, which will cost approximately \$3.4 billion will occur when the additional funding becomes available.

*Continued on **Back Page***

## MAY 2017 LET PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)**	CONTRACTOR
1	0009-12-212	I-30	Dallas C/L to Hunt C/L	Full depth concrete pavement repair: MLs and FRs	\$2.82	\$2.32	-17.75	\$2.63	O. Trevino Construction, LLC
2	0261-02-074*	US 67	Belt Line Rd. to I-20	Widen from 4 to 6 lanes	\$59.69	\$59.01	-1.13	\$67.36	Flatiron Const., Inc.
3	0442-02-160	I-35E	Ellis C/L to Ann Arbor Ave.	Install guide signs	\$0.57	\$0.50	-12.20	\$0.59	IPL USA LLC
4	1047-03-072	FM 1382	E Grand Prairie Rd. to north of SH 180	Retaining wall and bridge abutment repairs	\$1.79	\$1.68	-6.07	\$1.99	A.K. Gillis & Sons, Inc.
5	2512-02-010	FM 2728	FM 429 to US 80	Provide additional pavement surface and overlay	\$4.32	\$3.81	-11.78	\$3.81	Ragle Construction, Inc.
<b>ESTIMATED MAY 2017 TOTALS</b>					<b>\$69.18</b>	<b>\$67.32</b>	<b>-2.69</b>	<b>\$75.79</b>	
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>					<b>\$251.56</b>	<b>\$228.83</b>	<b>-9.04</b>		
<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>					<b>\$594.42</b>				

\*Project is an A+B bidding project.

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

## JUNE 2017 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)
1	0009-03-045	SH 66	Western city limit of Rowlet to Dalrock Rds.	Landscape treatment of right of way medians	\$1.77
2	0081-13-057	I-35W	Eagle Parkway to SH 114	Constr. 2-In NB FRs with ramp mods (Phase 2)	\$14.63
3	0095-02-118	US 80	I-635 to Kaufman County Line	Installation of wireless ITS	\$1.87
4	0095-13-037	US 75	South of US 380 to north Of FM 455	Installation of wireless ITS	\$4.32
5	0095-14-028	I-20	I-635 to SS 557	Concrete pavement repair and slot stitching	\$1.46
6	0196-03-268	I-35E	I-30 to Oak Lawn Ave.	Constr. 0 to 3/4 cd, rcnst 1/3 sbfr, ramp mod op imp	\$69.37
7	0197-07-031	SS 366	N Lamar Street to N Central Expressway	Concrete full depth repair/pvmt. markings on FRs	\$0.71
8	0353-06-057	SH 114	At Texas Plaza in City of Irving	Construct 0 to 4-In sig. bridge/ramp modifications	\$43.59
9	0751-03-038	FM 148	FM 1388 to FM 3094 North	Reconstruct existing pavement and add shoulders	\$5.18
10	0816-05-019	FM 2862	At Elm Grove and FM 1827 at Stiff Creek	Replace bridge and approaches	\$1.61
11	0918-46-274	CS	S. Blue Mound Road At Elizabeth Creek	Replace bridge and approaches	\$1.78
12	1973-01-014	FM 1461	SH 289 to FM 2478	Provide additional paved surface width	\$2.81
13	2374-04-049	I-20	SH 161/Lakeridge Pkwy. to FM 1382 (Belt Line Rd.)	Construct 0 to 6 In FRs, ramp mods and sidewalks	\$59.45
	0918-46-280*	CS	On Marsh, Bruton, Forest, Plano, and Royal	Improve traffic signals	\$1.24
<b>ESTIMATED TOTAL</b>					<b>\$209.79</b>

\*Not mapped.

## COMPLETED CONSTRUCTION PROJECTS (FROM MAY 1 – 31, 2017)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)
1	0094-03-118	SS 482	SH 114 to Spur Road	Concrete Full Depth Repair & MBGF on Frontage Rds	05/03/2017	\$1.15
2	0918-47-101	CS	Jefferson Blvd. at Merrifield St.	Install Traffic Signals	05/09/2017	\$0.80
3	0081-04-040	US 377	I-35E to W Collins Street	Landscape Development	05/03/2017	\$0.32
4	1315-01-025	FM 1385	US 380 to 2 mi. N. of FM 428 7.288 mi.	Provide Add'l. Paved Surface Width Replace Bridge	05/30/2017	\$9.06
5	1785-01-035	FM 407	FM 1830 to Briarhill Blvd.	Landscape Development	05/25/2017	\$0.50
6	1092-01-017	FM 741	US 175 to FM 548	Provide Add'l. Pavement Surface & Overlay	05/16/2017	\$4.55
	0918-47-052*	VA	Various Locations on State Hwys. in W Dallas Co.	Construct Curb Ramps in Dallas Co.	05/18/2017	\$2.27
	0918-47-100*	VA	Various Locations on State Hwys. in Dallas Co.	Construct Curb Ramps on the City of Dallas	05/22/2017	\$3.46
<b>ESTIMATED TOTAL</b>						<b>\$22.11</b>

\*Not mapped.

SOURCE: Texas Department of Transportation.

TxDOT graphics

# DALLAS DISTRICT PROJECTS MAP

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

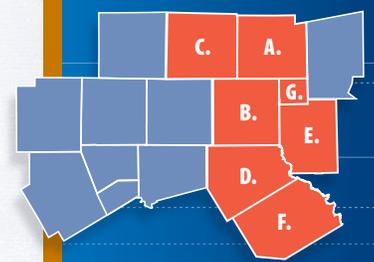


C.  
(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

## LEGEND

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

SOURCE: TxDOT research.  
\*POPULATION ESTIMATE: NCTCOG.



## 2017 DALLAS DISTRICT ESTIMATE TOTALS

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

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

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

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

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

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

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

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

# I-35E TEXpress LANES MAP

## TEXpress ENTRANCE AND EXIT RAMPS

### NORTHBOUND ENTRANCE RAMPS

1. LBJ TEXpress LANES
2. WB LBJ TEXpress LANES
3. ROYAL LN
4. BELT LINE RD
5. SAM RAYBURN TOLLWAY
6. FM 3040/ROUND GROVE RD
7. FM 1171/MAIN ST

### NORTHBOUND EXIT RAMPS

8. VALWOOD PKWY
9. BELT LINE RD
10. PRESIDENT GEORGE BUSH TURNPIKE (PGBT)
11. CORPORATE DR
12. FM 407/LAKE PARK RD/JUSTIN RD
13. SWISHER RD/FM 2181
14. CORINTH PKWY

### SOUTHBOUND ENTRANCE RAMPS

15. TEXpress LANES
16. CORINTH PKWY
17. GARDEN RIDGE BLVD
18. CORPORATE DR
19. SAM RAYBURN TOLLWAY (SRT)
20. SANDY LAKE RD/WHITLOCK LN
21. VALWOOD PKWY

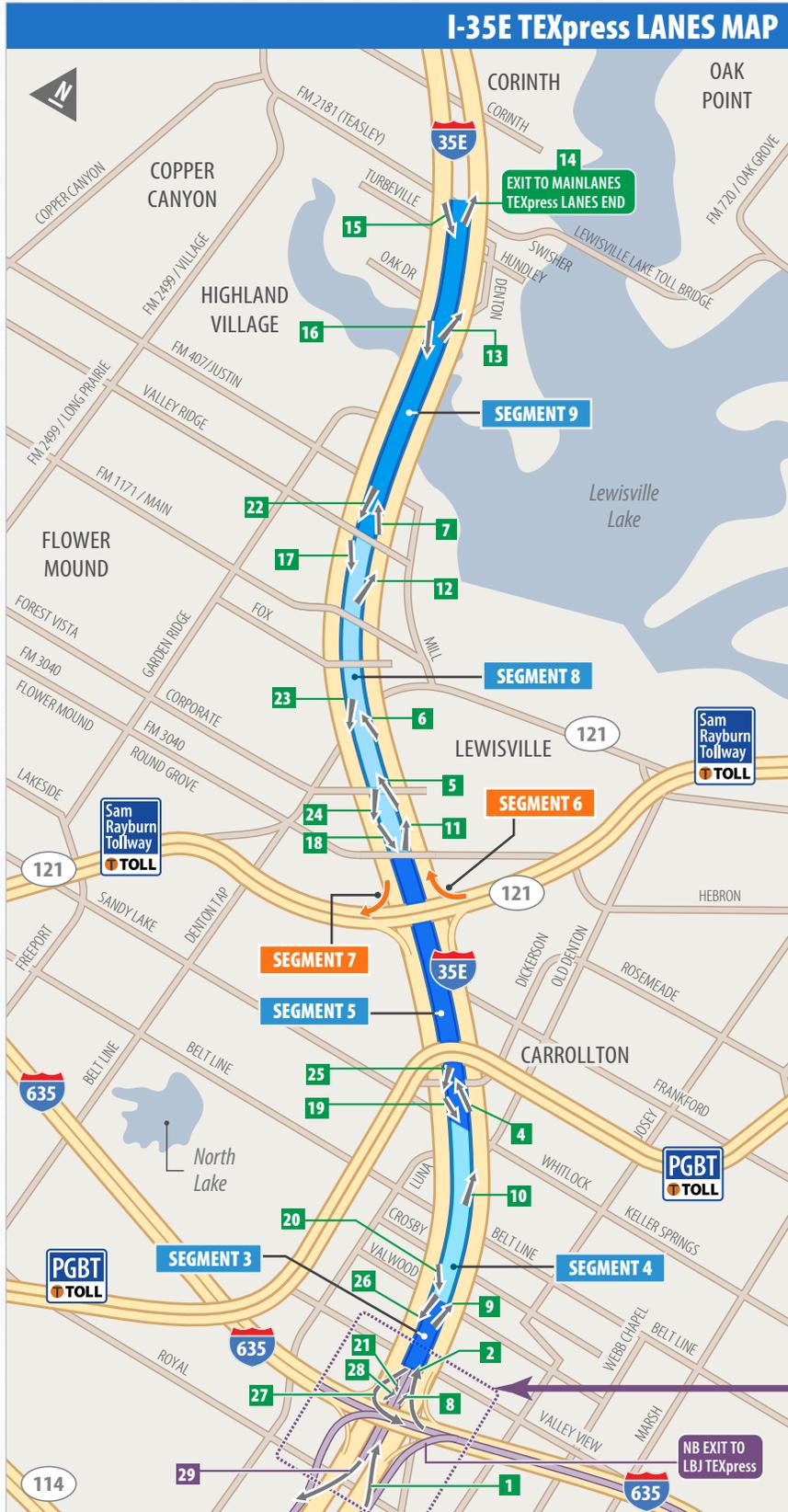
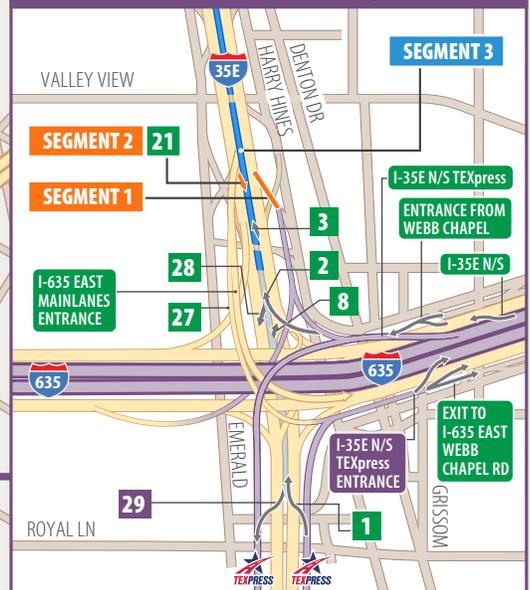
### SOUTHBOUND EXIT RAMPS

22. FM 1171/MAIN ST
23. CORPORATE DR
24. PGBT/SRT
25. SANDY LAKE RD/WHITLOCK LN
26. VALLEY VIEW LN
27. EASTBOUND I-635/635 TEXpress LANES
28. ROYAL LN
29. TO LOOP 12/I-35E

## Legend

-  I-35E TEXpress LANES
-  I-35E TEXpress RAMPS
-  EXIT / ENTRANCE RAMPS

## LBJ & I-35E Interchange



NOTE: Highlighted areas are not drawn to exact scale.

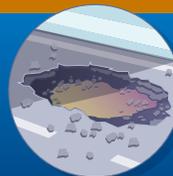
TxDOT graphic

## DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF TRANSPORTATION  
4777 E. Highway 80  
Mesquite, TX  
75150-6643

FOR MORE INFORMATION:  
214-320-4480  
dalinfo@txdot.gov  
[www.txdot.gov](http://www.txdot.gov)



### REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/form.html?form=Report\\_a\\_Pothole](http://www.txdot.gov/contact-us/form.html?form=Report_a_Pothole) or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

# FORT WORTH DISTRICT PARTNERS



TxDOT Commemorates 100 Years of Service

## PROMOTE *safety*

As one of its goals, TxDOT is committed to reducing work zone accidents, injuries and fatalities.

In 2016, there were **25,713** work zone crashes in Texas resulting in:

**181 fatalities**

**747 serious injuries**

**96 percent were motorists, pedestrians or bicyclists**

### **TxDOT Centennial Celebration**

In April, nearly 350 TxDOT employees and retirees gathered in Fort Worth, one of the state's original six districts, for an open house and centennial commemorative photo next to a 1918 Liberty Truck and new 2017 TxDOT truck. This capped a busy week in the district for the traveling exhibit that made other public stops in Keene, Stephenville and Weatherford.

### **Midtown Express**

Construction is progressing on the Midtown Express with the project now over 50 percent complete. An open house was held May 18 at the Christ Church in Irving to keep the public informed about ongoing construction. The new Main Street bridge in Euless is expected to open in June. The entire 28-mile project is estimated for completion in 2018.

 [drivemidtown.com](http://drivemidtown.com)

### **West 7th Street Bridge**

*Arc of Innovation*, a documentary on the construction of the West 7th Street bridge, premiered April 17 at the Modern Art Museum of Fort Worth. Mayor Betsy Price, the city of Fort Worth, Streams & Valleys and TxDOT presented the film that highlights the community involvement, partnerships and the complex

construction of the West 7th Street bridge, linking downtown, the Cultural District and Trinity Park. The \$26 million signature bridge was an artistic and technology breakthrough that produced the world's first precast network arch bridge.

### **Public Meetings and Hearings**

Seventeen highway projects in the Fort Worth District are scheduled to have public meetings or hearings this year in an effort to advance \$1.5 billion in priority projects along corridors including FM 156, FM 1187, I-20, I-30, SH 121, U.S. 81/287 and the Southeast Connector.

### **123 Safe Days of Summer**

Summer is the most demanding time for TxDOT. The workdays are longer and the temperatures are warmer. This is the time of year when vehicle incidents and injuries tend to increase. TxDOT's annual 123 Safe Days of Summer campaign brings attention and a heightened consideration to working safely during this busy work time. TxDOT asks drivers to do their part by eliminating all distractions and focusing on their #1 task – driving.

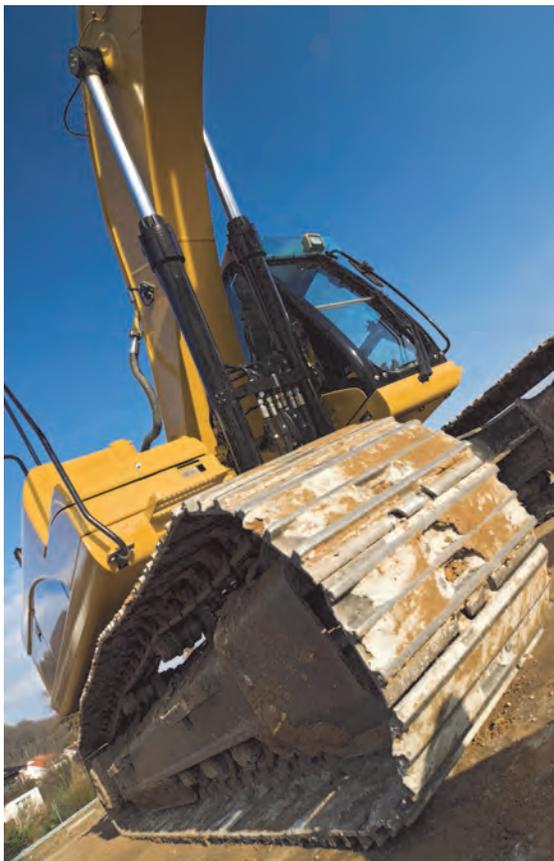
# PARTNERS *in construction*

## AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
MAY	I-20	FM 1884 to Ric Williamson Memorial Highway, Parker County	Pavement overlay & repairs	\$2.2	\$1.7	-24.3
	FM 5 & FM 1187	Various locations, Aledo	Construct sidewalk	\$0.9	\$0.9	+3.8
	FM 167	FM 4 to County Rd 306, Hood County	Add shoulders	\$2.7	\$2.6	-2.1
	FM 1821	US 281 to US 180, Mineral Wells	Pavement overlay & repairs	\$1.4	\$1.1	-25.6

## PROJECTED PROJECTS

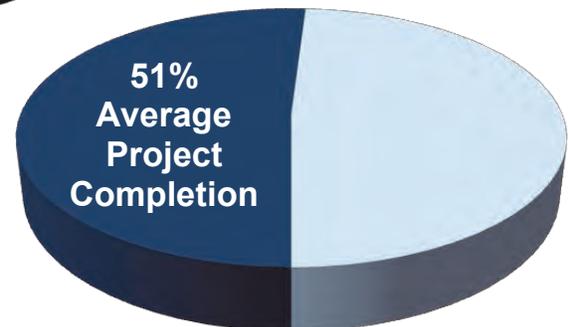
	Hwy	Limits	Type of Work	Estimate (millions)
JUN	I-20	Center Point Rd to E. Bankhead Dr, Hudson Oaks	Construct frontage roads, interchange at Lakeshore Dr	\$32.1
JUL	FM 730	At Flatrock Rd, Parker County	Traffic signal	\$0.2
	SH 114	William D. Tate Ave to SH 26, Grapevine	Landscaping	\$1.8
	SH 10	I-820 to Precinct Line Rd, Hurst	Landscaping	\$0.8
	US 380	At FM 730, Decatur	Replace bridge deck	\$3.2
	FM 2264	US 81/287 to County Rd 4431, Wise County	Add shoulders	\$8.1



### \$199 M PROPOSED LETTING



### FY 2017 CONSTRUCTION\*



**TOTAL CONTRACTS \$3.6 B**

*\*includes CDAs*

# PROJECT *update*

Construction is progressing on the SH 121/360 interchange project as the first new direct connector opened to traffic on April 30.

The ramp from SH 360 northbound to SH 121 northbound is the first of five new direct connectors.

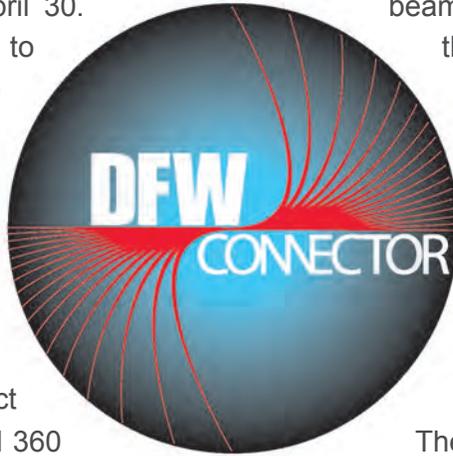
The SH 121/360 interchange was originally included as part of the initial DFW Connector project but was deferred due to a lack of funding.

The \$61 million project will add direct connectors for SH 114, SH 121 and SH 360 to minimize weaving, reduce congestion and improve safety.

Crews are currently pouring the remaining bridge caps on the project. This summer, crews will set bridge beams and install bridge decks on three of the bridges.

Drainage crews continue to install the new drainage systems in the center median of north and southbound SH 121, and grading crews have begun excavation, embankment and other activities on the new SH 360 northbound ramp to SH 114 westbound.

The project is estimated for substantial completion in 2018.



 [dfwconnector.com](http://dfwconnector.com)



Future SH 121 NB ramp to SH 114 WB



Future SH 114 EB ramp to SH 121 SB



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



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## Looking forward to the next 100 years

As TxDOT celebrates its rich history over the last 100 years, the Fort Worth District is taking pride in its next generation of firsts and achievements. Several recent innovative projects have improved travel for the western side of the Metroplex.



The world's first precast network arch bridge, the West 7th Street bridge was opened in 2013.



When the \$1 billion DFW Connector was completed in 2013, it doubled the size of the existing highway system along the SH 114 and SH 121 corridor in Grapevine.



In 2014, the 13-mile North Tarrant Express opened nine months ahead of schedule. The \$2.5 billion project rebuilt the infrastructure and added TEXpress Lanes along I-820 and SH 121/183 from I-35W in Fort Worth to FM 157.