

## AGENDA

**Regional Transportation Council  
Thursday, July 13, 2017  
North Central Texas Council of Governments**

- 1:00 pm Full RTC Business Agenda  
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**
- 1:00 – 1:05** 1. **Approval of June 8, 2017, Minutes**  
 Action       Possible Action       Information      Minutes: 5  
Presenter: Rob Franke, RTC Chair  
Item Summary: Approval of the June 8, 2017, minutes contained in [Reference Item 1](#) will be requested.  
Background: N/A
- 1:05 – 1:05** 2. **Consent Agenda**  
 Action       Possible Action       Information      Minutes: 0
- 2.1. **Transportation Improvement Program Modifications**  
Presenter: Ken Bunkley, NCTCOG  
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2017-2020 Transportation Improvement Program (TIP) will be requested.  
Background: August 2017 revisions to the 2017-2020 TIP are provided as [Reference Item 2.1](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.
- 1:05 – 1:20** 3. **Orientation to Agenda/Director of Transportation Report**  
 Action       Possible Action       Information      Minutes: 15  
Presenter: Michael Morris, NCTCOG
1. Regional Transportation Council (RTC) Chair Rob Franke's Focus for His Chairmanship and Upcoming Partnership Program for the Irving Summit
  2. North Central Texas Council of Governments (NCTCOG) RTC Exploration of a Joint Communications Center and Meeting Room
  3. Irving Transportation Summit, August 15-16, 2017
  4. Federal Certification Review Update
  5. TExpress Lanes Education Campaign Materials Now Available ([Electronic Item 3.1](#))
  6. Vital Link Student Video
  7. NCTCOG Presentation to the Dallas County Commissioners Court Regarding the AirCheckTexas Program ([Electronic Item 3.2](#))
  8. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.3](#)) and the 2017 Mayors Challenge ([Electronic Item 3.4](#))
  9. Ozone Season Update ([Electronic Item 3.5](#))
  10. First Responders Alternative Fuel Vehicle Safety Training, August 2-3, 2017 ([Electronic Item 3.6](#))
  11. June Public Meeting Minutes ([Electronic Item 3.7](#))

- 12. High-Occupancy Vehicle Subsidy Report ([Electronic Item 3.8](#))
- 13. Recent Correspondence ([Electronic Item 3.9](#))
- 14. Recent News Articles ([Electronic Item 3.10](#))
- 15. Recent Press Releases ([Electronic Item 3.11](#))
- 16. Transportation Partners Progress Reports

1:20 – 1:30

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

Action       Possible Action       Information      Minutes: 10

Presenters: Michael Morris and Adam Beckom, NCTCOG

Item Summary: Staff will request Council 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)/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 Regional Transportation Council (RTC) on June 8, 2017. The recommended list of transit projects and funding amounts is provided in [Reference Item 4.1](#). The Cotton Belt funding partnership is contingent upon utilization of an innovative financing/procurement process. Details of the Transit Program are available in [Electronic Item 4.2](#). RTC Policy P16-01 is included as [Electronic Item 4.3](#).

1:30 – 1:35

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: 5

Presenter: Vickie Alexander, NCTCOG

Item Summary: Regional Transportation Council approval of the proposed FY2018 and FY2019 Unified Planning Work Program (UPWP) will be requested. This approval 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, as well as reaffirmation of the UPWP policies contained in Exhibit I-8 of the Work Program.

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. 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. No changes are being proposed to these existing policies. In coordination with

the UPWP development, staff has identified studies proposed for funding under the Planning and Other Studies portion of the Regional Transportation Council's (RTC) 2017-2018 CMAQ/STBG Funding Program. The list of individual projects proposed for funding under this Program are provided in [Reference Item 5.2](#)

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, 14, and 20, 2017. A copy of the draft document has also been available on NCTCOG's Website for review. [Electronic Item 5.3](#) contains additional information on the draft FY2018 and FY2019 UPWP, and a full copy of the document is contained in [Electronic Item 5.4](#). Copies of the document will also be available at the meeting or by contacting NCTCOG staff. A draft RTC resolution for action is provided in [Reference Item 5.5](#). The Surface Transportation Technical Committee took action at its June 23 meeting to recommend Regional Transportation Council approval of the proposed FY2018 and FY2019 Unified Planning Work Program.

1:35 – 1:45

6. **Legislative Update and Bill Summary**

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. Action will be requested to send correspondence to the Governor and the legislative delegation regarding the upcoming Special Session.

Background: The first session of the 115<sup>th</sup> United States (US) Congress convened on January 3, 2017. The Texas Legislature was in session from January 10, 2017, through May 29, 2017, and will reconvene in a Special Session 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, including funding for the AirCheckTexas program as well as possible inconsistencies between how the Texas Legislature wishes to fund transportation projects and how the Trump Administration intends to move forward. Draft correspondence for Regional Transportation Council approval is included as [Reference Item 6.1](#). A full summary of the regular session of the Texas Legislature is included as [Electronic Item 6.2](#).

1:45 – 1:55

7. **2016 Regional Safety Performance Report**

Action       Possible Action       Information      Minutes: 10

Presenter: Sonya Landrum, 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, regional impaired driving statistics, and Takata Airbag safety recall efforts. The 2016 NCTCOG Safety Performance Measures Report is included in [Electronic Item 7](#).

1:55 – 2:05

8. **DFW Connector Pilot Program Update**

Action       Possible Action       Information      Minutes: 10

Presenters: Ken Kirkpatrick, Amanda Wilson, and Mindy Mize, NCTCOG

Item Summary: The Council will be briefed on the initiation of additional marketing activities in the DFW Connector corridor consistent with previous Regional Transportation Council (RTC) approval.

Background: The RTC initiated the DFW Connector Pilot Program in coordination with the Texas Department of Transportation (TxDOT). The purpose of the pilot is to develop strategies to increase TollTag usage and apply successful techniques in the IH 35W corridor to reduce TxDOT's toll collection risk. Increasing TollTag usage not only saves money for drivers in the form of lower tolls, it also lowers the cost of collection for the public sector. The first phase of the pilot was to increase the pay-by-mail surcharge to create a market incentive for drivers to obtain toll tags. This was done at no cost to the public sector. The RTC approved a second phase of the pilot for up to \$300,000 in additional marketing and outreach activities to test the following ideas: additional TollPerks for new TollTag customers, prize giveaways, preloaded TollTags in targeted areas, and potentially TollTag sales at inspection stations and/or car dealerships in targeted areas. The North Texas Tollway Authority (NTTA) is partnering with the RTC in carrying out these marketing ideas. NCTCOG's Executive Board authorized a contract with NTTA to carry out these initiatives in June 2017. Marketing activities will begin this month.

2:05 – 2:15

9. **Air Quality Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Chris Klaus, 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, the 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.

Several developments have prompted recent correspondence. Staff from the Governor's office recently requested input on specific elements related to implementation of funds available to Texas under the Volkswagen Clean Air Act Settlement. A letter responding to this request can be found in [Electronic Item 9.2](#).

Additionally, the Department of Justice, 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. Since a portion of the Fiat-Chrysler vehicles were sold in the region, the Regional Transportation Council (RTC) Chair signed a letter requesting a similar approach to the Volkswagen litigation dispersing settlement funds to affected counties through an environmental mitigation trust, provided in [Electronic Item 9.3](#).

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, correspondence from RTC requested continued funding for these items. A copy of the correspondence is available in [Electronic Item 9.4](#).

Further details on these topics can be found in [Electronic Item 9.5](#).

10. **Progress Reports**

Action       Possible Action       Information

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

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

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

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

13. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, August 10, 2017, at the North Central Texas Council of Governments.***

**MINUTES****REGIONAL TRANSPORTATION COUNCIL  
June 8, 2017**

The Regional Transportation Council (RTC) met on Thursday, June 8, 2017, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Douglas Athas, John Ryan (representing Sara Bagheri), Chuck Branch, Loyl C. Bussell, Mike Cantrell, Jeff Cheney, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Harry LaRosiliere, David Magness, Scott Mahaffey, Matthew Marchant, Taylor Armstrong, William Meadows, Cary Moon, Stan Pickett, Mark Riley, Kelly Selman, Gary Slagel, Mike Taylor, Eric Hogue (representing Stephen Terrell), Tim Welch (representing T. Oscar Trevino Jr.), William Tsao, Oscar Ward, Duncan Webb, Any Nguyen (representing B. Glen Whitley), Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, David Arbuckle, Melissa Baker, Tom Bamonte, Tim Barbee, Berrien Barks, Carli Baylor, Adam Beckom, Natalie Bettger, Jonathan Blackman, Alberta Blair, Don Boski, Cal Bostwick, Kristina Brevard, Jason Brodigan, Ron Brown, Ken Bunkley, David Cain, Marrk Callier, Jack Carr, Angie Carson, Dixie Cawthorne, Sarah Chadderdon, Kirk D. Clennan, Donna Coggeshall, Michael Copeland, Hal Cranor, Mike Curtis, Clarence Daugherty, Jerry Dittman, David Dryden, Chad Edwards, Traci Enna, Kevin Feldt, Melissa Foreman, Rhiannon Freidman, Bob Golden, Christie Gotti, Rick Grady, Tyler Grant, Tony Hartzel, Victor Henderson, Rebekah Hernandez, Axel Herrmann, Philip Hiatt Haigh, Rachel Hill, Robert Hinkle, Doug Hrbacek, Karen Kahn, Tim Keith, Dan Kessler, Ken Kirkpatrick, Kevin Kokes, Dan Lamers, Rich Larkins, April Leger, Mark Lorance, Paul Luedtke, Brad Lunberger, Barbara Maley, Norman Marquant, Keith Melton, Laura Melton, Michael Miles, Cliff Miller, John Minahan, Lyndsay Mitchell, Rebecca Montgomery, Erin Moore, Michael Morris, Ron Natinsky, Kathy Nelson, Mark Nelson, Mickey Nowell, Donald Parker, Michael Peters, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Cristal Retana, Bill Riley, Christina Roach, Tito Rodriguez, Carrie Rogers, Kyle Roy, Greg Royster, Jodi Saegesser, Moosa Saghian, Steve Sanders, Russell Schaffner, Walter Shumac, Randy Skinner, Chelsey Smith, Tom Stallings, Stephen W. Stanley, Rick Stopfer, Neil Strassman, Vic Suhm, Marian Thompson, Jonathan Toffer, Chris Tolar, Lauren Trimble, Sherry Unger, Daniel Vedral, Mitzi Ward, Sandy Wesch, Amanda Wilson, Brian Wilson, and Ed Wueste.

1. **Approval of May 11, 2017, Minutes:** The minutes of the May 11, 2017, meeting were approved as submitted in Reference Item 1. Kathryn Wilemon (M); Sandy Greyson (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris introduced Tim Keith, President of Texas Central Partners, who attended the Regional Transportation Council (RTC) Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee held prior to the meeting. Mr. Morris recognized members for their years of service on the RTC; Matthew Marchant and Maher Maso for nine years of service each on the RTC and Bruce Arfsten for five years of service on the RTC. He also recognized Carrie Rogers Prysock, former Director of Government Affairs for the North Texas Tollway Authority, for her efforts at the agency over the last 11 years. Mr. Morris thanked RTC Chair Ron Jensen for his presentation of awards to the Grand Prairie Independent School District winners of the Progress North Texas art contest. Air quality funding opportunities for vehicles were provided in Electronic Item 3.1, information on funding opportunities through the Traffic Signal Data Sharing

program was provided in Electronic Item 3.2.1, and information on funding opportunities through the Waze/511DFW Data Sharing program were provided in Electronic Item 3.2.2. An ozone season update was provided in Electronic Item 3.3, and a Clean Air Action Day reminder was provided in Electronic Item 3.4. A reminder regarding the August 29-30, 2017, Southern Transportation and Air Quality Summit was provided in Electronic Item 3.5. Electronic Item 3.6 contained May public meeting minutes, and a June public meeting notice was provided in Electronic Item 3.7. A copy of the Progress North Texas publication was distributed at the meeting and also provided in Electronic Item 3.8. Members interested in receiving additional copies were asked to complete the request form and provide to staff. Recent correspondence was provided in Electronic Item 3.9, recent news articles in Electronic Item 3.10, and recent press releases in Electronic Item 3.11. Mr. Morris noted that Electronic Item 3.12 contained links to recent news coverage of regional transportation progress. Transportation partner progress reports were distributed at the meeting.

4. **Transportation Alternatives Set-Aside Program Project Selection:** Kevin Kokes presented recommended projects to select for funding through the 2017 Transportation Alternatives Set-Aside Program (TA Set-Aside) Call for Projects. The Call for Projects was opened in December 2016 and uses funding allocated through the Fixing America's Surface Transportation (FAST) Act. The area eligible to submit projects was the 12-county metropolitan planning area which includes portions of the Texas Department of Transportation (TxDOT) Dallas District and Fort Worth Districts, and Hunt County from the Paris District. Eligible project activities included: 1) Active Transportation and 2) Safe Routes to School (SRTS). Similar types of pedestrian and bicycle facilities were allowed in both categories; however, SRTS projects are intended to be focused on improving the safety of children walking and bicycling to school. Funding was available for Fiscal Years (FY) 2017-2019, including FY2016 carry-over funds for a total of approximately \$27.4 million available to award to projects. Project funding award maximums were set by the Regional Transportation Council (RTC) at \$5 million per project and minimum awards at \$150,000 per project. Mr. Kokes reviewed the evaluation and scoring criteria for both Active Transportation and Safe Routes to School projects. Additional considerations for all applications were also highlighted. The evaluation/scoring criteria and additional considerations were previously approved by the Regional Transportation Council (RTC) and details were provided in Electronic Item 4.1. A total of 61 applications were received for a total funding request of approximately \$56.3 million. Recommended projects and detailed scoring information were provided in Reference Item 4.2. It was noted that no projects were submitted in the TxDOT Paris District. Projects with grey shading listed in the Reference Item 4.2 tables were recommended to have reduced funding awards based on ineligible expenses or various cost factors. Reduced funding amounts were confirmed with sponsoring agencies, and all agreed to the adjusted budgets. 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 \$5.1 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 exceeds the amount available for funding through the TA Set-Aside program. Staff recommended the RTC approve additional Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to help support the highly ranked projects. The additional recommended CMAQ funds include approximately \$5.5 million in the Fort Worth District and approximately \$1.2 million in the Dallas District that would have come out of the larger pools of funds available in each of the districts for transportation projects. The total recommended TA Set-Aside funds include \$27.4 million at the regional equity percentages of 34 percent in the west and 66 percent in the east and approximately \$6.7 million in

CMAQ funds for a total of \$34.2 million of recommended funding. The schedule for the call for projects was reviewed, which included public meetings in early May. Electronic Item 4.3 contained comments of support for one of the projects proposed for funding. Recommendations were approved by the Surface Transportation Technical Committee at its May 26 meeting. A motion was made to approve the 2017 Transportation Alternatives Set-Aside Program Call for Project recommendations provided in Reference Item 4.2, including the use 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 any other documents as appropriate to include related projects. Mike Cantrell (M); Sandy Greyson (S). The motion passed unanimously.

5. **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 and recommended award of Transportation Development Credits (TDCs). 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 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 the Denton County Transportation Authority (DCTA), and 3) 3 million TDCs each to the Cities of Grapevine, McKinney, Lewisville, Mesquite, and Richardson. Mr. Beckom noted staff originally recommended DCTA at the 3 million TDC allocation, but has now proposed allocation at the 5 million TDC level. TDCs must be used on new projects that have not previously been selected for funding, including Transportation Alternative Program projects from previous call for projects. Mr. Beckom highlighted the process for Fiscal Year 2018 MTP Policy Bundle submissions. To be considered for TDCs, agencies must submit responses to the survey. 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 discussed background information for the MTP Policy Bundle effort that requires entities adopt a voluntary list of policies designed to encourage the development of alternative, strategic solutions to achieve Mobility Plan goals. He elaborated on the process for entities to receive an allocation of TDCs to offset local funds for federally funded transportation projects. The first opportunity involves a proposed partnership as part of the reconstruction of IH 35E. The project is funded and the Texas Transportation Commission has awarded the contractor for the project. Included in the proposed project is the construction of a deck plaza over IH 35E from Marsalis Avenue to Ewing Avenue. This is an opportunity to extend the reaches of the Dallas Zoo over the freeway and to create opportunities for economic development in the southern portion of Dallas. The Regional Transportation Council (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 Texas Department of Transportation (TxDOT) June 28 deadline for a funding commitment from the City of Dallas. However, the bond program has been delayed. In order to meet the June 28 deadline, staff recommended a partnership to serve as a contingency option to 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. The Southern Gateway deck plaza design concept and costs were reviewed. The project will include the north half of the deck plaza and 100 percent of the foundations. The foundations for the columns (if expanded in the future) are built into the project and would prevent retrofitting the corridor. 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 the City of Grapevine has already contacted staff to discuss potential projects on which to utilize its TDCs, and other agencies qualifying for TDCs were encouraged to contact staff to discuss the use of their TDCs. Members asked if there was a contingency in the event the bond program is not approved by the voters. Mr. Morris noted that if the bond program does not pass, staff will come back to the RTC regarding a solution. Sandy Greyson requested the record reflect that although she was in support of the proposed allocations of Transportation Development Credits, she was opposed to the partnership with the City of Dallas for the IH 35E deck plaza. A motion was made to approve staff's recommendation for distributing Transportation Development Credits to qualifying agencies as presented at the meeting and the proposed funding partnership with the City of Dallas for the construction of the IH 35E deck plaza (Southern Gateway project) as detailed in Reference Item 5. 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. Lee M. Kleinman (M); Clay Lewis Jenkins (S). The motion passed unanimously.

6. **Toll Cost Associated with IH 30 Closure Detour Route:** Natalie Bettger presented the toll cost associated with the IH 30 closure anticipated to begin in the fall of 2017 as a result of the SH 360/IH 30 reconstruction project. The Texas Department of Transportation (TxDOT), North Texas Tollway Authority (NTTA), Cities of Arlington and Grand Prairie, and the North Central Texas Council of Governments (NCTCOG) have been working to identify a detour route associated with the closure of a portion of IH 30 and lessen the inconvenience to motorists. IH 30 is expected to be closed from the Cooper St./Collins St. exist to the President George Bush Turnpike (PGBT) over the weekends beginning at 9 pm on Fridays through 6 am on Mondays. Proposed strategies to lessen the impact to motorists include traffic signal retiming along the corridor detour, reducing the toll costs to \$0 in order to provide direct connections between IH 30 and the PGBT, advanced messaging to avoid the area, and media coverage. With each closure, staff will monitor traffic in an effort to improve the flow of traffic for future closures. As a result of the detour, NTTA estimated it would cost approximately \$4,200 for each closure and at least six closures are needed over the duration of the construction. Staff proposed that \$50,000 in Regional Transportation Council local funds be used to cover the cost of setting the tolls to \$0 in the corridor. If the full \$50,000 is not needed, the funds will be returned. A motion was made to approve \$50,000 in Regional Transportation Council local funds to cover the cost of setting the tolls to \$0 on the President George Bush Turnpike for the IH 30 detour route, to direct staff to administratively amend the 2017-2020 Transportation Improvement Program and other planning/administrative documents to incorporate the funding, and to direct staff to seek approval from the North Central Texas Council of Governments Executive Board to enter into an agreement with the North Texas Tollway Authority to pay the invoices received for the tolls. Mike Cantrell (M); Kathryn Wilemon (S). The motion passed unanimously.
7. **Legislative Update:** Amanda Wilson provided an update on State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Related to the budget, Senate Bill (SB) 1, the Legislature approved a total overall State budget of \$216 billion with the Texas Department of Transportation (TxDOT) receiving \$26.6 billion over the two-year period. Of the \$2.9 billion in Proposition 7 funds and \$2.5 billion in Proposition 1 funds, approximately \$300 million will be used to pay debt that has occurred on transportation spending in the past. Additional detail on the delay of the Proposition 7 funds transfer was provided. Fiscal Year (FY) 2018 was the first year the sales tax funding was expected to begin coming in and transferred to the State Highway Fund. Before this can occur, the Comptroller must certify the sales tax amount. Certification does not occur until

the end of the fiscal year. Therefore, FY2018 funds will be transferred to the State Highway Fund a few days into FY2019. At the end of FY2019, a portion of the FY2019 funds will be transferred from the General Fund into the State Highway Fund. Written in the General Appropriations bill was an expectation for the remainder of the FY2019 funding to be transferred into the State Highway Fund in FY2020. However, this is beyond the scope of the current FY2018-FY2019 budget. Staff anticipates the entire amount of Proposition 7 funding will eventually be transferred, but not in the current biennium, and will still yield \$2.9 billion over the two-year period. Related to air quality, many provisions of SB 26 were amended onto SB 1731 which was approved and will extend the Texas Emissions Reduction Plan (TERP). HB 2321 would have modernized and add flexibility to the Low-Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP), and HB 402 would have expanded LIP projects for certain counties. However, neither bill passed. Staff will be looking at marketing and outreach options to increase participation in the programs. One area of focus will be encouraging citizens to renew vehicle registration/inspections early so that those vehicles that fail have not reached the deadline for registration since a current registration is required to participate in the AirCheckTexas program. HB 2568, related to the emissions inspection program, did not pass. However, SB 2076 included an amendment to study the necessity of an inspections program and was approved. The language is unclear and staff will track whether the bill will impact safety or emissions inspections, or both. Related to high-speed rail bills, staff tracked over 20 bills that would have placed various restrictions on high-speed rail. Two bills were ultimately passed. SB 975 is related to safety and security measures, and SB 977 contains similar language as in the budget that prohibits the use of State money for private high-speed rail projects. The bill does provide exceptions that will allow TxDOT to continue to participate in the environmental review process. HB 2861 was the statewide comprehensive development agreement bill that, among other projects statewide, would have allowed three projects in the region to move forward with public-private partnerships. The bill did not pass, but staff will continue to work on this effort into the future. The TxDOT Sunset bill, SB 312, was approved and extends TxDOT for 12 years. The bill includes a number of issues related to transparency and many amendments were added to the bill. Staff continues to review the bill and will provide a full summary during a future legislative report that will be sent to members. Related to transit, SB 385 would have required voter approval of cities along a commuter rail project but did not pass. SB 1523 will require TxDOT to oversee the safety of rail projects and was approved. Additional topics of interest were highlighted. Related to automated vehicles, SB 2205 was approved and will create automated vehicle driving regulations. HB 100 was signed by the Governor and is effectively immediately. The bill will regulate transportation network companies such as Uber and Lyft. Related to safety, HB 62 prohibiting driving while texting was approved and will be effective September 1. SB 1588 would have ended safety inspections and did not pass. A number of bills related to aviation and unmanned aircraft were discussed during the session. HB 1643 included an amendment at the end of the session. This bill, along with HB 1642, will both prohibit operation of unmanned aircrafts over certain structures. HB 1643 was also amended with a bill that would prohibit political subdivisions from adoption or enforcing an ordinance regulation unmanned aircraft systems if it does not have Federal Aviation Administration (FAA). At the time of the meeting, staff was unaware that FAA has a process or authority to approve local ordinances and will be doing additional work to follow up on this bill. SB 840 was also approved and will change what types of images can or cannot be captured and what types of companies can capture the images. Also approved was SB 277 that will prohibit tax incentives for land with wind turbines within 25 miles of a military installation and HB 890 that will add to the residential real estate disclosure whether a property is near a military installation. Ms. Wilson noted a full summary of the bills that passed will be provided to members.

Michael Morris noted that State and national government seem to be moving in different directions. The national government is creating flexibility and moving towards innovative partnerships while the State seems to be reducing options. Representative Larry Phillips took up HB 2861 that would have allowed comprehensive development agreements. However, the bill was defeated in the House. The RTC transmitted correspondence to the Texas Legislature to allow TxDOT the ability to participate in federal initiatives or programs that occur during the interim session of the 85<sup>th</sup> Texas Legislature that would allow flexibility to take advantage of any federal innovative funding programs. Although details of the national program are unknown, there is concern that the State may not be able to fully participate in the national government's initiatives as a result of decisions made in the State. Staff is discussing strategies that may be presented at the next RTC meeting that includes sending correspondence to the Governor suggesting awareness of the potential national program.

8. **2045 Demographics/North Central Texas Council of Governments Population Estimates Follow Up**: Donna Coggeshall presented an overview of the methodology used by the North Central Texas Council of Governments (NCTCOG) to develop current population estimates. Various methods of estimating population were highlighted, including methodologies used by the Census Bureau and the Texas State Data Center. The methodology used by NCTCOG begins with data collection. Counties and cities are asked about new incorporations, changes in housing stock by unit types, and changes in population in group quarters. NCTCOG also analyzes Census data for changes in household sizes and occupancy rates, purchases occupancy rates data for multi-family units, analyzes data from appraisal districts, and other sources. NCTCOG uses the housing unit method to develop its annual population estimates. Advantages, as well as disadvantages, of this type of methodology were highlighted. As part of the process, NCTCOG contacts entities to confirm data and compares data provided to other sources to ensure accuracy. Ms. Coggeshall noted that NCTCOG population estimates are historically within 3 percent of decennial census figures. She added, the farther estimates are from the decennial census, the greater the chance there is for an estimation error.

Dan Kessler addressed questions from the May 11, 2017, Regional Transportation Council (RTC) meeting regarding how population estimates by various entities may have an impact on formula-based State and federal funding allocations to the region. The first issue is how the federal government uses population estimates from the Census Bureau to allocate funding. Currently, Fixing America's Surface Transportation Act approves \$207 billion for FY2016 through FY2020 apportionments to states that are largely based on FY2009 levels that are in turn based upon the year 2000 Census. With the significant growth of the region between the 2000 Census and today's current population, staff estimates that approximately \$100-150 million per year in allocations to the region could be impacted by use of the 2000 Census data. As the 2020 Census approaches, it will be important to look for opportunities to address this issue with the federal government. Another issue is the Dallas-Fort Worth 2010 urbanized areas that are determined by the United States Census and the impacts to funding allocations. The current boundary was established in 2010. At that time, it was estimated that approximately 11 percent of the region's population lies within the Metropolitan Planning Area but not within the urbanized area boundary. The urbanized area boundary is used to drive federal funding allocations from the federal and State government. As expected, the region is growing at a faster pace outside the urbanized area and as much as 16 percent of the population is now estimated to be outside the urbanized area and could impact funding allocations by not being included in the formulas. He noted these are just two examples of how population forecasts and estimates impact the region's funding formulas. Staff noted that a copy of the presentations would be provided to members.

9. **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 federal requirement of the Metropolitan Planning Organization (MPO) and 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 areas where technical assistance was needed from the North Central Texas Council of Governments (NCTCOG). A total of 23 project submittals were received from 12 agencies for consideration of inclusion in the document. The submittals, along with carryover projects from the current Work Program, have been reviewed by staff. 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. The document must address federal requirements and consider the ten federal planning factors that have been established and major emphasis areas that have been identified by the Federal Highway Administration and the Federal Transit Administration. These emphasis areas and planning factors are detailed in the full UPWP document for review. The document not only outlines the work activities of the NCTCOG staff but also summarizes sources of funding and the allocation of those funds to specific projects. The two-year program represents about \$22 million in federal Transportation Planning Funds and documents activities to be carried out by the MPO utilizing these formula funds from October 1, 2017, through September 30, 2019. Although not a requirement, NCTCOG also includes in the document all work activities carried out by the MPO, not just those supported by the Transportation Planning Funds. Some may be projects of regional significance or they may be specific to a local jurisdiction. Ms. Alexander reviewed the format of the UPWP that includes an introduction and five major tasks. Major emphasis areas were highlighted, 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, staff has identified studies proposed for funding under the Planning and Other Studies portion of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/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. 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 in STBG funds 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 in STBG funds for the effort and are working with the City to determine if a share of the City's TDCs will be used for local funds. The third item proposed is the Dallas-Fort Worth Core Express Service high-speed rail project contingency to backstop American Recovery and Reinvestment Act funds that may expire prior to completion of the Environmental Impact Statement on the project. Staff proposed \$2 million in STBG funds 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. Total proposed STBG funds for the three projects is approximately \$4 million. The list of projects proposed for funding under the CMAQ/STBG Funding Program was provided in Electronic Item 9.

Vickie Alexander provided a funding summary of the federal Transportation Planning Funds for the draft FY2018 and FY2019 UPWP, noting the programming amounts were estimates at this time. Staff anticipates having approximately \$6 million in Federal Transit

Administration 5303 funds and approximately \$15 million in Federal Highway Administration PL funds. In addition, staff anticipates approximately \$5.9 million in FY2017 carryover funds. It was noted that the document is being developed ahead of the agency budget schedule, so programming amounts may change prior to final approval of the document. As a result, the total amount of Transportation Planning Funds anticipated to be available for the FY2018 and FY2019 UPWP is estimated at \$26.5 million. Anticipated expenditures total about \$22.6 million, leaving a balance of approximately \$3.8 million to carry over to FY2020. These planning funds represent approximately 14 percent of the UPWP funding. The development schedule was reviewed. Regional Transportation Council action will be requested at the July 13 meeting, and the final document must be forwarded to the Texas Department of Transportation (TxDOT) by August 1. Ms. Alexander noted the draft document was provided to TxDOT for its review and is also available online at [www.nctcog.org/trans/upwp](http://www.nctcog.org/trans/upwp). Monica R. Alonzo asked that staff provide her with additional information on the Harry Hines Corridor study following the meeting.

10. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Transit Program:** Michael Morris provided an overview of the Cotton Belt corridor, a portion of which is proposed for funding through the Transit Program of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) Funding Program. In 1986, the region recognized the need for cross-regional rail transit to be included in the long-range transportation plan. Rail was proposed to extend from downtown Fort Worth through the Dallas Fort Worth International Airport to north Dallas in the "Cotton Belt" corridor. The most recent long-range transportation plan includes a Regional Transportation Council (RTC) policy position on transit implementation in this corridor. The portion of the project connecting downtown Fort Worth with the Dallas Fort Worth International Airport is fully funded and under construction. In the eastern portion of the region, the Cotton Belt corridor will extend from Grapevine to the Dallas Fort Worth International Airport and into the City of Plano. A slide showing congestion in the region was highlighted. By 2040, ridership is estimated at almost 22,000 riders daily and is anticipated to be the busiest commuter rail in the region. Mr. Morris noted that results of the Airport Survey at the Dallas Fort Worth International Airport will be reviewed to determine if frequent airport users remain oriented to the north Dallas area. The proposed \$100 million commitment, which is similar to commitments from the RTC to the Fort Worth Transportation Authority, is contingent on an innovative financial strategy. Dallas Area Rapid Transit and North Central Texas Council of Governments staffs are reviewing options to leverage public-sector and private-sector opportunities.

Adam Beckom discussed proposed projects to be funded through the Transit Program of the CMAQ/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. Six projects were proposed: 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) \$8.8 million for the Carpenter Ranch Station on the Orange Line in Irving. Funding totals approximately \$126.38 million for the proposed transit projects. Mr. Beckom highlighted the schedule noting that action on the proposed projects would be requested at the July 2017 meeting.

11. **Summary of Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Meeting:** Rob Franke, Subcommittee Chair, highlighted information presented at the Regional Transportation Council (RTC) Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee meeting. He thanked David Arbuckle and Tim Keith of Texas Central Partners for their presentation at the meeting.

Michael Morris noted efforts with the Texas Department of Transportation to fund high-speed rail between Dallas, Arlington, and Fort Worth, and environmental clearance of the project. Details were discussed at the Subcommittee meeting. Staff has engaged the Congressional Delegation and will hold meetings with the Secretary of Transportation's office and Federal Railroad Administration regarding funding related to the environmental process. Seamless connections are a focus either using the same technology or cross platform transfers at the station location selected by the City of Dallas. The City of Arlington is nearing consensus on its station location and the City of Fort Worth's station location will be presented over the coming weeks.

Kevin Feldt highlighted efforts related to the alignment alternatives for the Dallas-Fort Worth Core Express Service project, as well as the status of the station area studies in Dallas, Arlington, and Fort Worth. The results of the studies will be incorporated in the environmental process and be the region's preferred locations. In Dallas, the effort is primarily a coordination effort. In Arlington, three potential station areas have been identified. In Fort Worth, the focus is in downtown Fort Worth at the ITC. Efforts are also continuing on the proposed creation of a Local Government Corporation for the Dallas-Fort Worth Core Express Service project. Next steps are to create the organizational structure and seek approvals from the Fort Worth and Dallas city councils. Matthew Marchant asked how the region intends to pay for this segment of high-speed rail. Mr. Morris noted one option is federal funds identified specifically for high-speed rail. In addition, private-sector companies have also expressed interest in funding the entire section. Lee M. Kleinman asked for clarification that stations in cities not part of one of the existing transit agencies were not anticipated. Mr. Morris noted that is correct.

12. **Election of Regional Transportation Council Officers:** Jungus Jordan, Chair of the Regional Transportation Council (RTC) Nominating Subcommittee, announced the slate of officers recommended by the Subcommittee for the 2017-2018 term: Chair Rob Franke, Mayor, City of Cedar Hill; Vice Chair Gary Fickes, Commissioner, Tarrant County; and Secretary Andy Eads, Commissioner, Denton County. A motion was made to approve the slate of officers recommended for the 2017-2018 term. Stan Pickett (M); Mike Cantrell (S). The motion passed unanimously.
13. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 13.1, Surface Transportation Technical Committee attendance meeting minutes in Electronic Item 13.2, and the current Local Motion in Electronic Item 13.3.
14. **Other Business (Old or New):** There was no discussion on this item.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, July 13, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:10 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 RTC MEETING

**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 RTC MEETING

**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 IMPROVEMENTS 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 IMPROVEMENTS

**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>

**Revisions since STTC Meeting:** Revised scope to say "pedestrian improvements" rather than "pedestrian amenities"

**TIP Code:** 55213      **Facility:** IH 20      **Location/Limits From:** TARRANT 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>

**Revisions since STTC Meeting:** Updated limits from "IH 20 from Dallas County Line to SH 161" to "IH 20 from Tarrant County Line to SH 161"

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55214      **Facility:** IH 20      **Location/Limits From:** PARK SPRINGS BLVD      **Modification #:** 2017-0362  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** DALLAS COUNTY LINE  
**County:** TARRANT      **CSJ:** 2374-05-084  
**City:** ARLINGTON      **Desc:** PRELIMINARY ENGINEERING FOR OPERATIONAL AND SAFETY IMPROVEMENTS; WIDEN FROM 8 TO 10 GENERAL PURPOSE LANES FROM MATLOCK TO DALLAS COUNTY LINE  
**Request:** UPDATE LIMITS AS PARK SPRINGS BLVD TO DALLAS COUNTY LINE, 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>

**Revisions since STTC Meeting:** Updated limits from "IH 20 from Park Springs Blvd to SH 360" to "IH 20 from Park Springs Blvd to Dallas County Line." Revised scope as "Preliminary Engineering for Operational and Safety Improvements; Widen from 8 to 10 General Purpose Lanes from Matlock to Dallas County Line"

**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)

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR RTC MEETING

**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>

**STTC APPROVED:**

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>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-24-235	Cat 3 - TDC (MPO):	\$0	\$0	\$101	\$0	\$0	\$0
2016	ENG	0918-24-235	Cat 5:	\$507	\$0	\$0	\$0	\$0	\$507
<b>Phase Subtotal:</b>				<b>\$507</b>	<b>\$0</b>	<b>\$101</b>	<b>\$0</b>	<b>\$0</b>	<b>\$507</b>
2018	IMP	0918-24-235	Cat 3 - TDC (MPO):	\$0	\$0	\$63,899	\$0	\$0	\$0
2018	IMP	0918-24-235	Cat 5:	\$319,493	\$0	\$0	\$0	\$0	\$319,493
<b>Phase Subtotal:</b>				<b>\$319,493</b>	<b>\$0</b>	<b>\$63,899</b>	<b>\$0</b>	<b>\$0</b>	<b>\$319,493</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>

Revisions since STTC Meeting:    **Moved \$507 CMAQ to Engineering phase in FY2016 to cover the amount expended to date**

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 13027      **Facility:** IH 20      **Location/Limits From:** PARK SPRINGS BLVD.      **Modification #:** 2017-0407  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** DALLAS COUNTY LINE  
**County:** TARRANT      **CSJ:** 2374-05-902  
**City:** ARLINGTON      **Desc:** OPERATIONAL AND SAFETY IMPROVEMENTS  
**Request:** UPDATE LIMITS AS PARK SPRINGS TO DALLAS COUNTY LINE, 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>

**Revisions since STTC Meeting:** Updated limits from "IH 20 from Park Springs Blvd to SH 360" to "IH 20 from Park Springs Blvd to Dallas County Line"

**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 NEW 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  
**Comment:** CMAQ FOR NEW ITS FIBER AND EQUIPMENT ONLY

**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>

**Revisions since STTC Meeting:** Clarified that the ITS fiber and equipment is new

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 25035      **Facility:** SH 174      **Location/Limits From:** IH 35W      **Modification #:** 2017-0415  
**Implementing 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  
**Implementing 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 RTC MEETING

**TIP Code:** 55179      **Facility:** IH 30      **Location/Limits From:** BASS PRO DRIVE IN GARLAND      **Modification #:** 2017-0419  
**Impementing Agency:** TXDOT-D LLAS      **Location/Limits To:** IRLROCK RD  
**County:** DALLAS      **CSJ:** 0009-11-238  
**City:** GARLAND      **Desc:** WIDEN 6 TO 8 MAIN LANES  
**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>

**Revisions since STTC Meeting:** Project is being Withdrawn from the cycle due to inconsistency with Mobility 2040

**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 RTC MEETING

**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 RTC MEETING

**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 RTC MEETING

**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 RTC MEETING

**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 RTC MEETING

**TIP Code:** 83255      **Facility:** FM 455      **Location/Limits From:** WEST OF FM 2450      **Modification #:** 2017-0436  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** EAST OF MARION RD  
**County:** DENTON      **CSJ:** 0816-02-072  
**City:** VARIOUS      **Desc:** RECONSTRUCT AND WIDEN TWO LANE RURAL TO FOUR LANE URBAN DIVIDED  
**Request:** 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  
**Comment:** 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 RTC MEETING

**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 RTC MEETING

**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 RTC MEETING

**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; LOCAL CONTRIBUTION PAID FOR BY CITY OF DENTON; 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>

**STTC APPROVED:**

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>

**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 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$95,000	\$95,000
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>\$95,000</b>	<b>\$18,599,014</b>
<b>Grand Total:</b>				<b>\$17,203,211</b>	<b>\$4,904,803</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$95,000</b>	<b>\$22,503,014</b>

**Revisions since STTC Meeting:** Added Local Contribution and noted that it will be paid for by the City of Denton

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR RTC MEETING

**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 FY2025; ADVANCE CONSTRUCTION PHASE TO FY2027; 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>

**STTC APPROVED:**

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>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0549-03-024	SBPE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2025	ROW	0549-03-024	S102:	\$17,600,000	\$2,200,000	\$0	\$2,200,000	\$0	\$22,000,000
2027	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>

**Revisions since STTC Meeting:**    **Advanced Engineering and ROW phases to FY2025 and Construction phase to FY2027**



## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR RTC MEETING

**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 RTC MEETING

**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 RTC MEETING

**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 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>

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR RTC MEETING

**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 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 RTC MEETING

**TIP Code:** 55074      **Facility:** SH 205      **Location/Limits From:** NORTH OF SH 66      **Modification #:** 2017-0477  
**Impementing Agency:** TXDOT-D LLAS      **Location/Limits To:** NORTH OF JOHNS KING  
**County:** ROCKWALL      **CSJ:** 0451-04-021  
**City:** ROCKWALL      **Desc:** WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDE (6 LANE ULTIMATE)  
**Request:** ADD ROW AND CONSTRUCTION PHASES IN FY 2040 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>

**Revisions since STTC Meeting:** Project is being Withdrawn from the cycle due to inconsistency with the 2040 Plan

## PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR RTC MEETING

**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/17-20/index.asp">http://www.nctcog.org/trans/tip/17-20/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.

Sample



# PROPOSED AUGUST 2017 TRANSIT TIP MODIFICATIONS FOR RTC 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 RTC 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 RTC 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: 419,995 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 RTC 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: 479,351 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 RTC 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 RTC 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>	
<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>	
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>						
<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>
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>	
<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>	
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 RTC 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</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>	
12206.14	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</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>	
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 RTC 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 RTC 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

**Currently Approved:**

			<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>

**Revision Requested:**

			<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 RTC 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 RTC 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 RTC 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

**Currently Approved:**

			<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>
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>

**Revision Requested:**

			<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>
12151.14	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 RTC 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

**Currently Approved:**

			<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>		

**Revision Requested:**

			<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 RTC 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 RTC 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>	<b>BY PROJECT</b>
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>	<b>BY PROJECT</b>
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>	<b>BY PROJECT</b>
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 RTC 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>	<b>BY PROJECT</b>
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>	<b>BY PROJECT</b>
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>	<b>BY PROJECT</b>
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 RTC 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>
<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>
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>						
<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>
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>
<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>
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>
<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>
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 RTC 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 \$1,071,959 (\$857,567 FEDERAL AND \$214,392 LOCAL) FOR A REVISED AUTHORIZED FUNDING TOTAL OF \$2,107,216 (\$1,685,773 FEDERAL AND \$421,443)

**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>	
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>	

**Revisions since STTC Meeting:** CORRECTED THE REQUEST AND FUNDING

**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 RTC 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 RTC 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 RTC 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>	

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### Online Toolkit for Elected Officials and Partner Agencies

Thank you for visiting the TEXpress Lanes Education Campaign Online Toolkit. The purpose of this page is to provide all of the campaign's resources in one place for easy downloading and use. The information changes periodically, so a date modified is also provided so you can make sure to use the most updated information. Should you need additional information or have a question about the materials, please contact **Amanda Wilson** at [awilson@nctcog.org](mailto:awilson@nctcog.org) or **(817) 695-9284**.

#### Campaign Resources

**PowerPoint Presentation\*** – Last Modified: March 13, 2017 | Verified Accurate: May 12, 2017

Description: A presentation consisting of approximately 20 slides. Topics covered: DFW regional growth, DFW congestion levels, funding challenges, leveraging power of TEXpress Lanes, how TEXpress Lanes work, TEXpress Lanes usage facts, system map, TEXpress Lanes provide options, congestion reduction benefits, other benefits.

Audience: Elected Officials, Business Community, General Public

*\*Note: Please use with script provided.*

Download- [PPT](#), 15 MB

Download [-PDF](#)

Download- [Script PDF](#)

**White Paper** – Last Modified: April 10, 2017 | Verified Accurate: May 12, 2017

Description: A two-page white paper designed for elected officials and stakeholder audiences that details funding challenges, why TEXpress Lanes have been used, system map, congestion improvement and other benefits.

Audience: Elected Officials, Business Community

Download [PDF](#)

**Pocket Card\*\*** – Last Modified: January 27, 2017 | Verified Accurate: May 12, 2017

Description: Pocket-sized guide designed as a leave-behind with elected officials and stakeholder audiences that contains a highlight of campaign information in a graphic format.

Audience: Elected Officials, Business Community

*\*\*Note: Printed copies are available from NCTCOG. Please email [awilson@nctcog.org](mailto:awilson@nctcog.org) and provide one week for delivery.*

Download [PDF](#)

**Talking Points** – Last Modified: September 22, 2016 | Verified Accurate: May 12, 2017

Description: A set of eight talking points developed by communications staffs at the transportation partner agencies. This information is the basis for all campaign elements.

Audience: Elected Officials, Business Community, General Public

Download [PDF](#)

**Social Media Messages/Images** – Last Modified: March 29, 2017 | Verified Accurate: May 12, 2017

Description: A set of template social media messages, many with suggested accompanying graphics, for Facebook and Twitter. These are based off of the talking points and appropriate for all audiences and requested to be shared by partners.

Audience: General Public

Download [Docx](#)

**Fact Sheet** – Last Modified: May 12, 2017 | Verified Accurate: May 12, 2017

Description: A two-page fact sheet in question-and-answer format developed for the general public. Topics covered include funding challenges, roadway ownership, facts about TEXpress Lanes, congestion improvements and other benefits.

Audience: General Public

Download [PDF](#)

**Testimonial Videos** – Last Modified: February 1, 2017 | Verified Accurate: May 12, 2017

Description: A series of short videos of real-life TEXpress Lane users. Videos can be downloaded or linked via YouTube. These videos can supplement the presentation or be used on social media. We would like to encourage more testimonial videos, so please mention that when sharing.

Audience: General Public

**Kay B.** – Commuter, grandmother, likes the stress-free travel and the design of the TEXpress Lanes  
YouTube [Link](#)  
Download Video [Link](#)

**Shannon B.** – Commuter, Traveler, saves time daily, saves time to the airport  
YouTube [Link](#)  
Download Video [Link](#)

**Stephen A.** – Frequent user of multiple TEXpress Lanes corridor, likes travel time savings during rush hour, benefits outweigh the cost  
YouTube [Link](#)  
Download Video [Link](#)

**Educational Video** – Last Modified: May 12, 2017 | Verified Accurate May 12, 2017

Description: A mom is driving her two kids to evening events and is worried about being late. She is hesitant to try the TEXpress Lanes because they're new. Her tech-savvy kids help walk her through how to decide to use TEXpress Lanes, how to read the signs, and how easy payment is.

Audience: General Public

YouTube [Link](#)

Download Video [Link](#)

6/21/2017 03/17/2017 RH

[CONTACT US](#) | [SITE MAP](#) | [LEGAL](#) | [SYSTEM REQUIREMENTS](#)



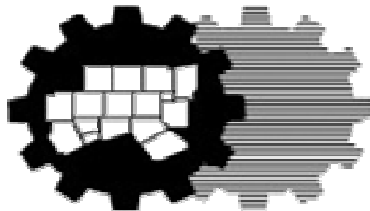
North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888

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



# **LOW-INCOME VEHICLE REPAIR ASSISTANCE, RETROFIT, AND ACCELERATED RETIREMENT PROGRAM (LIRAP) AND LOCAL INITIATIVE PROJECTS (LIP)**

**Dallas County Commissioners Court  
July 5, 2017**



**Michael Morris, P.E.  
Chris Klaus  
Shannon Stevenson  
North Central Texas Council of Governments**

## **RECOMMENDATION**

**Temporarily Suspend and Automatically Reinststate the Collection of Fees for the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Retirement Program (LIRAP) and Local Initiative Projects (LIP) in Dallas County**

# **LEGISLATIVE UPDATE**

## **ONE STEP FORWARD; TWO STEPS BACK**

**Legislative Budget Board recommended LIRAP/LIP funding for fiscal year 2018 and fiscal year 2019.**

**Several bills in the 85<sup>th</sup> Texas Legislature attempted to modernize and increase flexibility of LIRAP/LIP, but were unsuccessful.**

**House Bill 2321 (Turner)**

**House Bill 402 (Huberty)**

**Senate Bill 2003 (Watson)**

**Texas Governor vetoed funding for fiscal years 2018 and 2019 for LIRAP/LIP (along with other air quality programs).**

# CONSEQUENCES

## TRANSPORTATION IMPLICATIONS?

**LIRAP/LIP are important components of the State Implementation Plan (SIP) (Weight of Evidence)**

**LIRAP/LIP critical in ensuring the emissions reductions of the inspection and maintenance (I/M) program are achieved (the I/M program is a legally binding control measure in the SIP)**

**I/M benefits accounted for in Motor Vehicle Emissions Budgets**

**Possible transportation conformity constraint**

## **MOVING FORWARD**

**Continue to operate LIRAP for the next two years by utilizing previous unspent allocations; explore funding options for LIP (e.g., Trade)**

**Collaborate with local governments, State agencies, and stakeholders toward a plan to generate awareness, interest, and participation**

**Employ good government practices**

**Prevent the Legislature from using funds out of dedicated accounts collected at the local levels to certify the State budget**

**Ensure previous funds collected are appropriated back to the counties for their original intent (i.e., \$140M for DFW)**

**Work during the upcoming special and interim sessions to gain support to appropriate funding, modernize LIRAP and increase LIP flexibility, including giving local governments more control over how to best spend available funds**

# QUESTIONS?

**Michael Morris, P.E.**  
**Director Transportation**  
**(817) 695-9241**  
[mmorris@nctcog.org](mailto:mmorris@nctcog.org)

**Chris Klaus**  
**Senior Program Manager**  
**(817) 695-9286**  
[cklaus@nctcog.org](mailto:cklaus@nctcog.org)

**Shannon Stevenson**  
**Program Manager**  
**(817) 608-2304**  
[sstevenson@nctcog.org](mailto:sstevenson@nctcog.org)

### Air Quality Funding Opportunities for Vehicles

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

[Air Quality Funding Home](#)

[Other Air Quality Funding Opportunities](#)

[Sign-Up for Email Updates](#)

## Current Vehicle Grant Funding Opportunities

	Eligible Focus Areas									Eligible Applicant Type
	Heavy-Duty Vehicles						Light-Duty Vehicles			
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology	
<p>Click the links below for a program description and relevant dates and details.</p> <p><a href="#">AirCheckTexas Drive a Clean Machine Program</a></p>							X			General Public
<p><a href="#">Clean Diesel Funding Assistance Program</a> <b>Deadline: July 5, 2017, 11 pm CST</b></p>	X	X	X	X	X	X				Public Sector
<p><a href="#">Federal and State Incentives and Laws (Including Tax Credits)</a></p>	X	X	X	X	X		X	X		Private Sector
<p><b>Updated Incentives!</b> <a href="#">Propane Vehicle Incentives for Texas</a></p>	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).

6/30/2017 5/3/2016 AP/MG

**Bloomberg Philanthropies** **MAYORS CHALLENGE**

**BLOOMBERG PHILANTHROPIES**  
**2017 Mayors Challenge**

**THE TIME IS NOW**

**BALTIMORE, MD IS IN!**  
MAYOR CATHERINE PUGH

**MAYORS CHALLENGE**

**THE TIME IS NOW!**

Is your city up for the challenge?

**IS YOUR CITY  
TAKING THE CHALLENGE?**

**Bloomberg Philanthropies** **MAYORS CHALLENGE**

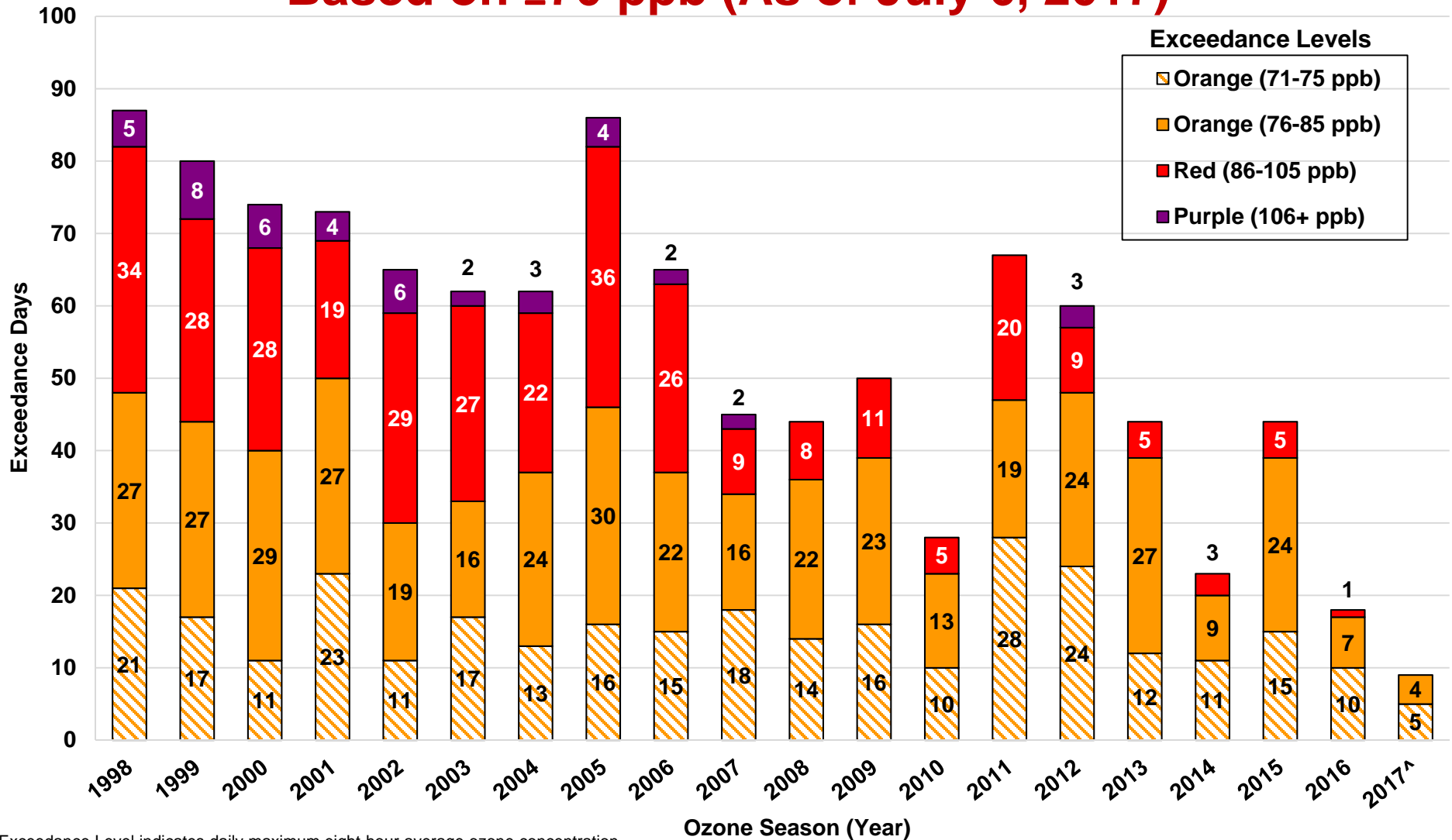
U.S. mayors face bigger challenges than ever before. Innovation is no longer optional; it's necessary so cities can continue to deliver results and improve life for residents.

The 2017 Mayors Challenge, sponsored by Bloomberg Philanthropies, is designed with this urgency in mind. It's an initiative to help city leaders think big, be bold, and uncover inventive — and, ultimately, shareable — ideas that tackle today's toughest problems.




# EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of July 6, 2017)



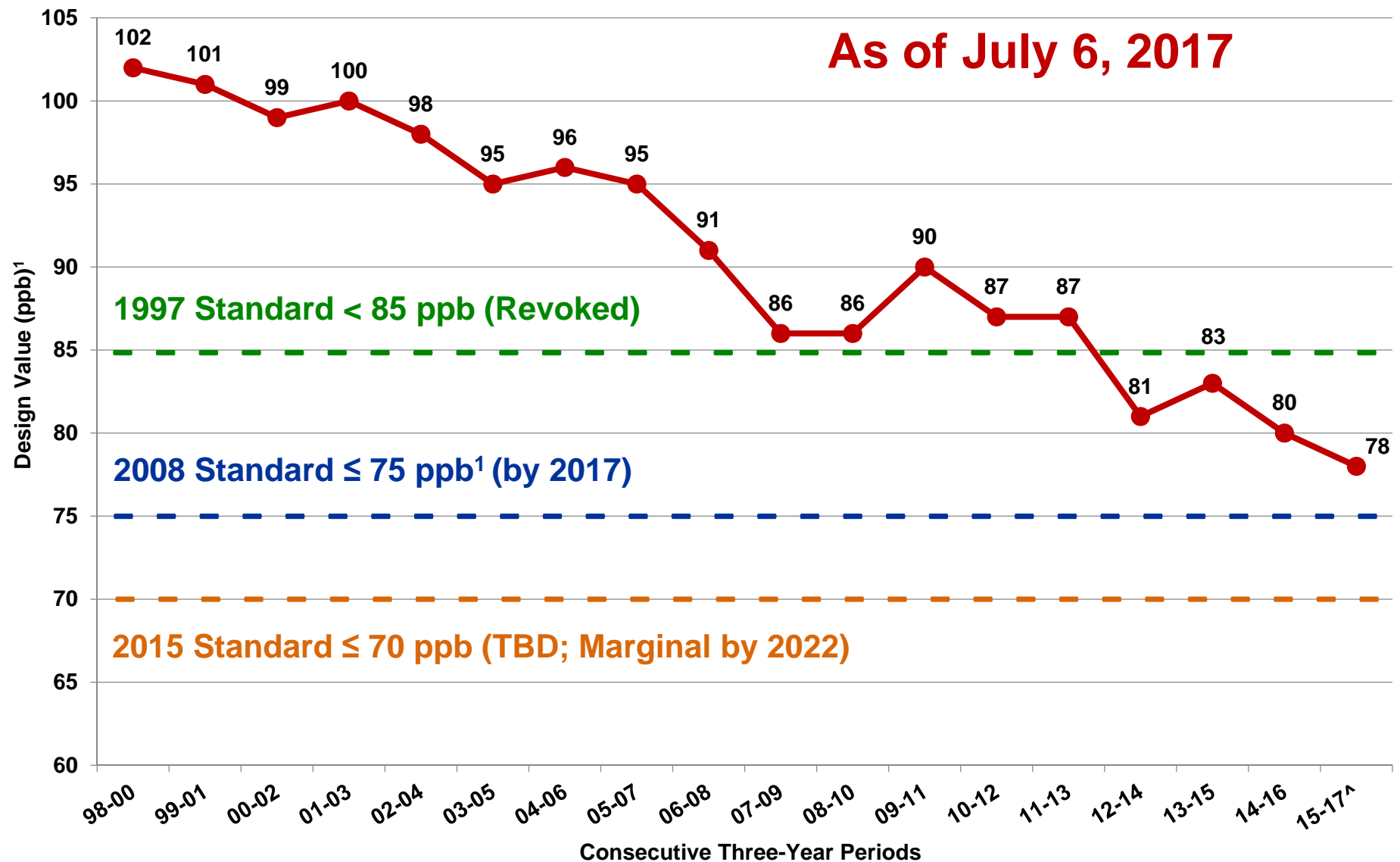
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

 = 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.

# NAFTC First Responder Alternative Fuel Vehicle Safety Training

**Wednesday, August 2**

Firefighters

8:30 am - 5:00 pm

Register:

[bit.ly/2sBv1kF](http://bit.ly/2sBv1kF)

**Thursday, August 3**

EMS & Law Enforcement

8:30 am - 3:00 pm

Register:

[bit.ly/2tbByiT](http://bit.ly/2tbByiT)

Cost: \$15

Lunch will be provided.

Addison Fire Department

4798 Airport Pkwy.

Addison, TX 75001



Dallas-Fort Worth  
CLEAN CITIES



As part of a grant from the Department of Energy, the Dallas-Fort Worth Clean Cities and the National Alternative Fuels Training Consortium (NAFTC) are hosting safety training courses that are designed to educate firefighters, EMS, and law enforcement personnel on properties and procedures when dealing with alternative fuel vehicles.

Certified NAFTC instructors will teach:

- properties and functions of alternative fuels
- how to identify the risks and hazards common to alternative fuel storage, including high-voltage batteries, high pressure gaseous fuel cylinders, and gaseous leaks
- how to recognize alternative fuel vehicle components, vehicle operation, fueling, and charging
- how to identify risks involved with the transport and handling of alternative fuels
- the personal protective equipment necessary for firefighters, EMS, and law enforcement personnel when responding to an alternative fuel vehicle incident
- the steps required to secure an alternative fuel vehicle, rescuing occupants from a damaged alternative fuel vehicle, and proper fire response to an alternative fuel fire

**MINUTES**

**Regional Transportation Council  
PUBLIC MEETINGS**

***FY 2018 and FY 2019 Unified Planning Work Program (UPWP)***

***2017-2018 CMAQ/STBG Funding: Transit Program***

***Public Transportation Agency Programs of Projects***

**Meeting Dates and Locations**

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

1. Tuesday, June 13, 2017 – 6:00 pm – Meadows Conference Center (Dallas); attendance: 6; moderated by Dan Lamers, Senior Program Manager
2. Wednesday, June 14, 2017 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 15; moderated by Michael Morris, Director of Transportation
3. Tuesday, June 20, 2017 – 6:00 pm – Hurst Public Library (Hurst); attendance: 6; 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. FY 2018 and FY 2019 Unified Planning Work Program (UPWP) – presented by Vickie Alexander (Dallas); Dan Kessler (Arlington and Hurst)
2. 2017-2018 CMAQ/STBG Funding: Transit Program – presented by Adam Beckom (Dallas and Hurst); Christie Gotti (Arlington)
3. Public Transportation Agency Programs of Projects – presented by Leah Brown

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 June 14, 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

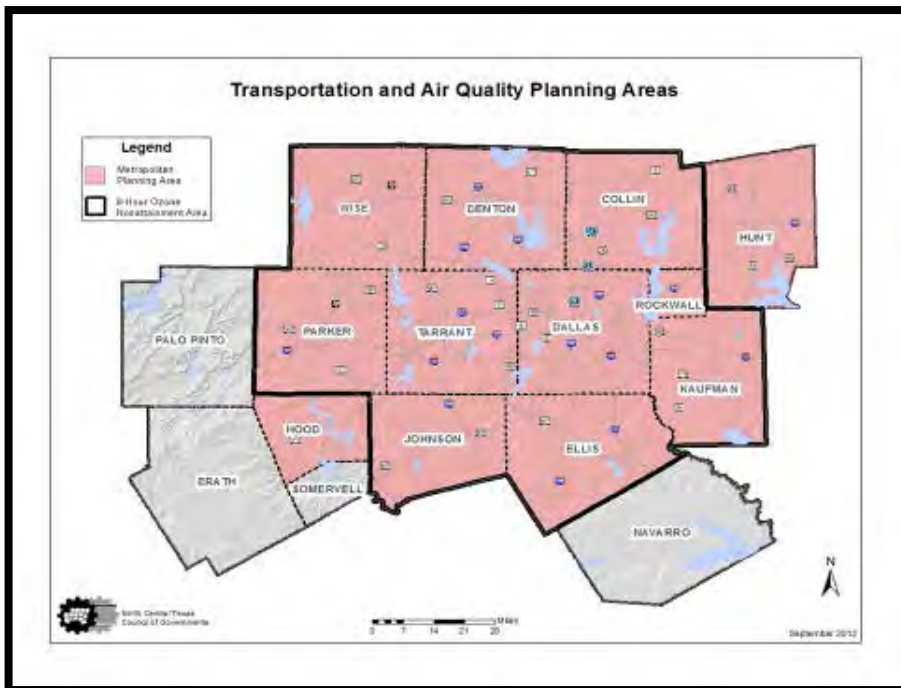
### A. FY 2018 and FY 2019 Unified Planning Work Program (UPWP) Draft Recommendations

- What is a Unified Planning Work Program?

**Unified Planning Work Program for Regional Transportation Planning**

- Required by Fixing America's Surface Transportation (FAST) Act
- Summarizes Annual MPO Funding
- Addresses Regional and Local Issues
- Inventories Planning and Programming Activities
- Allocates Available Funds to Specific Tasks

- Air Quality Planning Area



- Unified Planning Work Program Format

***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

- FY 2018 and FY 2019 Major Planning Initiatives

***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

- CMAQ/STBG Funding Programs

**CMAQ/STBG\* 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

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

- Planning and Other Studies Portion of CMAQ/STBG Funding Program

**Planning and Other Studies Portion of CMAQ/STBG Funding Program**

<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>• M-Line Extension to Knox Street Study (Dallas)</li> </ul>
<b>Next Steps</b>	Approval with the UPWP action by RTC, in July 2017, to administratively amend the TIP/STIP.

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

**CMAQ/STBG Funding Program: *DRAFT***  
**Proposed Planning and Other Studies**

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
<b>TOTAL</b>				<b>\$4,000,000</b>

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 FY 2018 and FY 2019 Funding Summary

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

FY2018 and FY2019 US FTA (Sec. 5303)	\$ 5,596,327
FY2018 and FY2019 US FHWA (Estimated PL)	\$14,910,150
FY2017 US FHWA (Estimated PL-Carryover)	<u>\$ 5,981,498</u>
<b>Total Transportation Planning Funds</b>	<b>\$26,487,975</b>
<b>Anticipated Expenditures</b>	<b>\$22,664,000</b>
<b>PL Balance to Carry Over to FY2020</b>	<b>\$ 3,823,975</b>



- Unified Planning Work Program Development Schedule

**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
<b>June 13, 14 &amp; 20</b>	<b>Public Meetings on Draft Document</b>
June 23	STTC Action on Recommended UPWP
July 13	RTC Action on Recommended UPWP
July 27	Executive Board Action on Recommended UPWP
August 1	Final Document Due to TxDOT

**B. 2017-2018 CMAQ/STBG Funding: Transit Program**

- Background on the Project Selection Process

**BACKGROUND ON THE PROJECT SELECTION PROCESS**

- On April 13, 2017 a process to select projects via several funding programs was presented to the Regional Transportation Council (RTC).
- The projects were 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 RTC for action.
- Project selection is proposed to occur in stages throughout 2017 and possibly into early 2018.

2

- CMAQ/STBG Project Funding Programs

## CMAQ/STBG<sup>1</sup> 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

<sup>1</sup>Congestion Mitigation and Air Quality Improvement Program (CMAQ)/ Surface Transportation Block Grant (STBG)

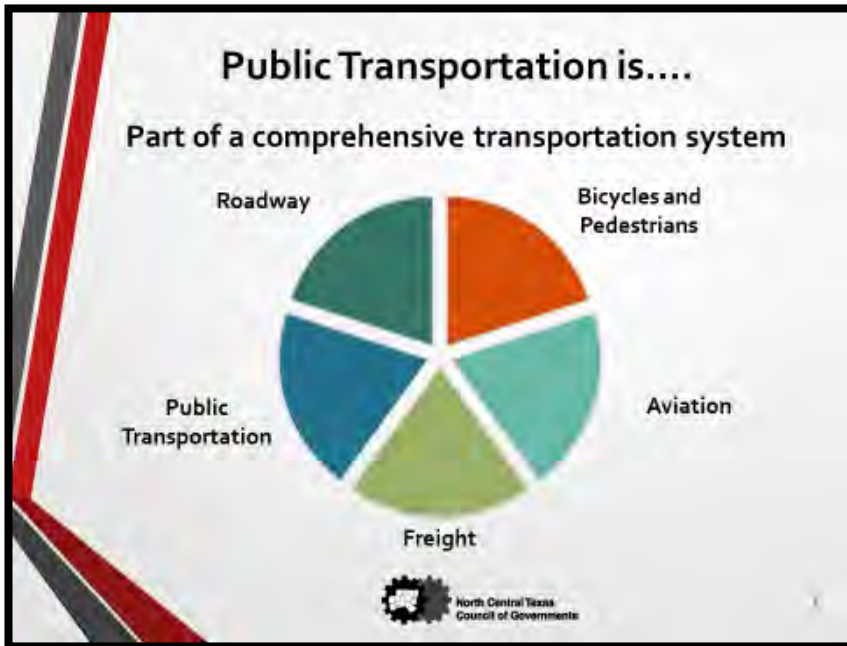
- CMAQ/STBG Funding Program: Transit Program

## 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.

### C. Public Transportation Agency Programs of Projects

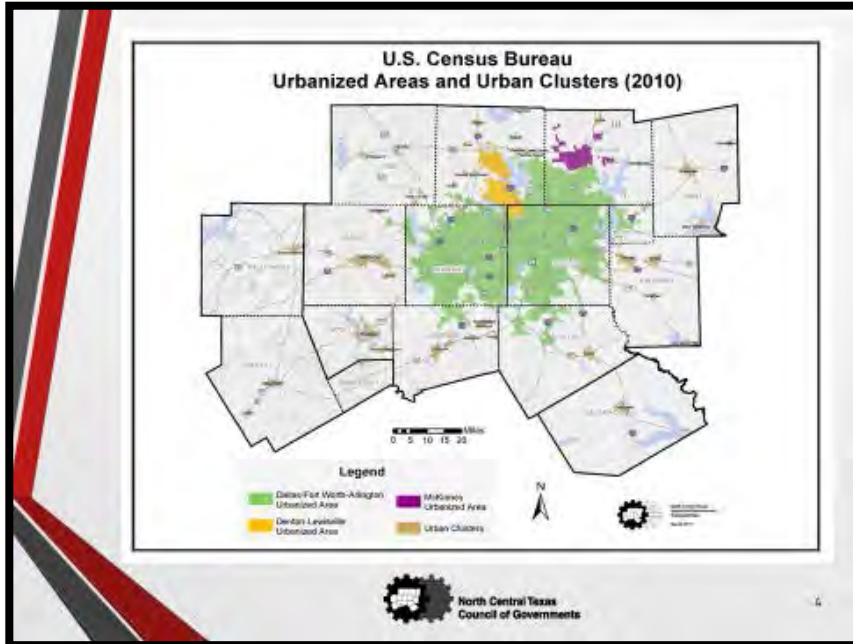
- Public Transportation is Part of a System



- Types of Public Transportation Service



- Urban Areas and Urban Clusters (2010)



- Federal Formula Funding Programs for Urban Areas

### Federal Formula Funding Programs for Urban Areas

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

- Awarding Federal Formula Funds in the Region

## Awarding Federal Formula Funds in the Region

Region receives ~\$115M in Federal Transit Administration (FTA) formula funds annually through multiple partial apportionments (award cycles)

- 1<sup>st</sup> award cycle (January 2017) = \$65.5M
- 2<sup>nd</sup> award cycle (Summer 2017) = TBD

Two NCTCOG processes are used to award funds

- 2% set aside for a competitive Call for Projects (issued every 2 years)
- 98% available annually through Programs of Projects (POP) process



- Partial Fiscal Year 2017 Programs of Projects


## Partial Fiscal Year 2017 Programs of Projects

The Programs of Projects (POP) describes how public transportation providers in the region will use FTA funds.

<b>Partial FY 2017 Funds by Agency Type</b>		<b>\$65.5M</b>
Transit Authorities	\$54.0M	
All Other Providers	\$11.5M	

<b>Partial FY 2017 Funds by Project Type</b>		<b>\$65.5M</b>
Preventive Maintenance	\$43.9M	
Vehicle Purchase	\$11.3M	
Operations	\$7.5M	
Other Capital Items	\$2.8M	



- Transportation Development Credits

## Transportation Development Credits

Transportation Development Credits (TDCs) are a non-cash financing tool that eliminates the federal requirement for a local cash match

Can only be applied to capital projects (e.g., vehicle or equipment purchase, preventive maintenance, etc.)

The Regional Transportation Council (RTC) awards TDCs



11

- Investing in Public Transportation

## Investing in Public Transportation

Reduces roadway congestion and improves air quality



Has a positive economic impact within communities



Provides access for people with mobility impairments



12

- Fort Worth Transportation Authority (FWTA) Transit System

## Member Cities

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- Fort Worth
- Blue Mound
- Grapevine (Partner)
- River Oaks (Partner)

### Mission Statement

*"We will provide quality public transportation to meet the mobility needs of our region."*





12


- Core Services


## Core Services


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- Fixed route bus service
- Para-Transit bus service (MITS)
- Trinity Railway Express (TRE) service
- Downtown bus circulator service (Molly)










13


- Federal Fund Uses

## Federal Fund Uses

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- Preventive maintenance on vehicles
- Purchase of buses
- Preventive maintenance on TRE
- Operational support for MITS
- Transportation improvements
- Safety and security





14


- What's New?

## What's New?

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- New and improved bus service in North Quadrant of Fort Worth in April 2017 including:
  - Four new bus routes
  - Later night service
  - Twice the peak frequency on most routes
- New fare boxes in May 2017
- Transit 101 Program
- New FWTA website








- What's Next?

## What's New?

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- New and improved bus service in North Quadrant of Fort Worth in April 2017 including:
  - Four new bus routes
  - Later night service
  - Twice the peak frequency on most routes
- New fare boxes in May 2017
- Transit 101 Program
- New FWTA website


// FORT WORTH TRANSPORTATION AUTHORITY

- Coming in 2018

## Coming in 2018

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- New and improved bus service being planned for other quadrants in Tarrant County starting in 2018.
- TEXRail – 27-mile commuter rail from downtown Fort Worth to DFW International Airport's Terminal B with seven new rail stations starting late 2018.



// FORT WORTH TRANSPORTATION AUTHORITY

17

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

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

**Stephen Stanley, Citizen (Dallas)**

A. Transportation funding

*Comment:* I've heard discussion in Washington D.C. regarding potential budget cuts. Do you all have any updates?

*Summary of response by Dan Lamers:* I do not have any updates on specific proposals, but all of the money Vickie is presenting this evening has been allocated through the FAST Act.

*Summary of response by Vickie Alexander:* These are just our planning dollars. We also utilize other funding sources outside of the U.S. Department of Transportation.

**2017-2018 CMAQ/STBG Funding: Transit Program**

**Michael King, Cedar Crest Country Club Estates (Dallas)**

A. Funding for IH 35E project

*Question:* Can you explain how Transportation Development Credits are being utilized to build the deck park over by the Dallas Zoo?

*Summary of response by Adam Beckom:* The Texas Department of Transportation has been coordinating with the City of Dallas to finalize plans for the deck park over IH 35E. The Regional Transportation Council has allocated \$40 million to build the structure for the deck park, but the city must provide a local match in order to move forward with construction. Since we don't want to hold up the IH 35E project, we are proposing Dallas use their TDCs to match the RTC's \$40 million. If the bond program is approved later this year, the City of Dallas can use their bonds to fund the deck park project and set aside the TDCs for another project or initiative.

*Question:* Is TxDOT expanding IH 35E?

*Summary of response by Dan Lamers:* Yes, the entire project will cost almost one billion dollars and essentially replace the existing HOV lane with a reversible express lane.

**Public Transportation Agency Program of Projects**

**Lori De La Cruz, Citizen (Hurst)**

A. Funding for Arlington transit services

*Question:* Is the City of Arlington transit service that goes from the Trinity Railway Express Centreport/DFW Airport Station to the University of Texas at Arlington included in this Program of Projects?

*Summary of response by Leah Brown:* This Program of Projects includes funding for all of the transit services in the urbanized areas. Additionally, the City of Arlington also has Handitran, which specializes in providing services to seniors and persons with disabilities.

*Summary of response by Dan Kessler:* Arlington has the same challenges as other communities in the region that don't collect a sales tax in order to provide transit services to their patrons. Citizens need to let the state legislature know transit is a high priority. Our local elected officials are very supportive of expanding transit services, but we just don't receive a lot of traction in Austin for public transit.

### **Wally Eakins, Citizen (Hurst)**

#### A. On-demand taxi services

*Question:* What are your Department's thoughts regarding on-demand taxi services for major rail and bus lines?

*Summary of response by Dan Kessler:* We are studying a lot of different technologies, including feeder and people mover systems. Arlington is even currently testing a driverless vehicle, which could eventually serve as a feeder for a rail line. The push for on-demand service will continue to become more prevalent as we move along.

#### B. Transit advertising

*Question:* Is money used to advertise for transit agencies?

*Summary of response by Dan Kessler:* We do a fair amount of marketing for transit agencies. But when you're outside a transit service area, it becomes difficult to advertise services.

### **Matthew Kenney, Citizen (Hurst)**

#### A. Transit services in Hurst

*Comment:* I grew up in the Hurst area. Why don't we already have a local transit system here?

*Summary of response by Dan Kessler:* It all comes back to resources. Local governments don't always have the financial resources to put public transit systems in place. The majority of transit is funded through sales tax, and the state limits how much sales tax a city can charge. The federal government will traditionally help fund the construction of transit, but local governments are usually responsible for operational costs, which isn't feasible for some cities here in the region. However, the TEX Rail project is currently under construction, and there will be a rail corridor that runs parallel to SH 121 from Downtown Fort Worth all the way to DFW Airport.

### **Kenneth Jackson, UTA CAPP (Arlington)**

#### A. Baby Boomers and the transit system

*Comment:* I'm doing a thesis on baby boomer retirement and how it will impact the transit system. Is anyone at NCTCOG studying this?

*Summary of response by Michael Morris:* Our elected officials want patrons to have freedom of choice and continue to be mobile as they grow older. We have to take new initiatives. Additionally, as you work on your thesis, you might consider studying the millennial population as well. There is data that shows up to 20 percent of the millennial population does not have a driver's license. They want to utilize Uber, bicycles and transit. I applaud your topic.

*Summary of response by Angela Smith, Fort Worth Transportation Authority:* We have a lot of different alternatives, but there aren't always enough drivers or buses to accommodate requests. A lot of baby boomers are living close to transit stops, and there are a lot of people thinking about ways to accommodate the increasing demand.

*Summary of response by Leah Brown:* I work more on the funding side, and we're receiving more requests for funding to meet the needs of this particular population. We're also seeing a growing demand for services from smaller communities that aren't members of the transit authorities.

*Summary of response by Curvie Hawkins, Fort Worth Transportation Authority:* We're meeting new cities and exploring new partnerships. In fact, one of our newer partners is the City of River Oaks, and there is concern about mobility of older citizens in these smaller communities. Their populations are aging and as they're aging, their options are becoming more limited.

#### **Lynn Hayes, Federal Transportation Administration (Arlington)**

##### A. Funding for seamless connections

*Question:* Have you received any requests to fund first-mile or last-mile initiatives?

*Summary of response by Michael Morris:* We're receiving more interest in ensuring seamless connections. You're going to see technology help with this initiative, and we've already started with pilot studies. We've begun to see autonomous vehicles being tested for first-mile and last-mile connections.

#### **Other**

#### **Peter Schroer, Citizen (Arlington)**

##### A. IH 345 corridor

*Question:* Does your Department have any input on IH 345?

*Summary of response by Michael Morris:* TxDOT has taken the lead, and we're assisting them as we rethink the IH 30 corridor from Downtown Dallas all the way to Mesquite. The facility needs to be rebuilt due to age and context. However, I want to assure you the IH 30 project will not be put before the IH 635E project.

#### **Michael King, Cedar Crest Country Club Estates (Dallas)**

##### A. NCTCOG involvement with the IH 345 corridor project

*Question:* Where does NCTCOG stand with the IH 345 corridor?

*Summary of response by Dan Lamers:* IH 345 connects IH 45 with US 75. There has been a proposal to tear the interstate down and create a more walkable community area. However, tearing down IH 345 would have tremendous traffic ramifications due to the amount of people who travel that roadway to get to and from work everyday. We would like to fix what needs to be fixed at a lower cost and then conduct a long-term study to determine the effects of tearing down the roadway.

**Ron Sullivan, City of Forney (Arlington)**

A. Funding for growing cities

*Question:* How are you all planning for the rapid growth occurring in local cities like Forney?

*Summary of response by Christie Gotti:* We allocated several million dollars in funding for your part of the region through a ten-year planning effort that was completed in December 2016. It involved an extensive discussion. We coordinated with Kaufman County, and they expressed what their needs were. We came up with a project list that is available on our website. If there are specific items the city is interested in, please let us know.

**Stephen Stanley, Citizen (Dallas)**

A. Autonomous vehicle studies

*Question:* Does NCTCOG fund any autonomous vehicle studies?

*Summary of response by Dan Lamers:* We have a staff member who focuses on autonomous vehicles. We have not yet funded any major efforts. However, we are coordinating with local cities on these type of studies. In order for technological advancements to work, everyone must share their data, and we do offer some assistance to cities to offset certain data-sharing costs.

**Tanda Rasco, Citizen (Dallas)**

A. Electric vehicle infrastructure

*Question:* Are there plans to create infrastructure for charging electric vehicles?

*Summary of response by Dan Lamers:* The RTC does not have authority to pay for electric vehicle infrastructure so it would have to be provided by the state or federal government.

**Citizen (Arlington)**

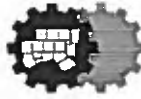
A. Surveys

*Question:* Do you all conduct surveys related to people's wants and needs for transportation?

*Summary of response by Michael Morris:* We do surveys all the time and in different forms. Amanda Wilson surveys patrons on our public involvement contact list. You have a survey in your packet from the federal government that's related to our certification review. We've surveyed people on how they get to and from the DFW Airport. We believe data is critical in order to understand what people want and need.

### WRITTEN COMMENTS FROM PUBLIC MEETINGS

<b>Name and Title</b>	<b>Agency, City Represented</b>	<b>Topics Addressed</b>	<b>Comments</b>
David S. Arbuckle	Texas Central	NCTCOG's role in regional transportation planning	Attachment 1
Lori De La Cruz	Citizen	Transit	Attachment 2



## Public Meeting Comment Form

### Instructions:

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

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

Name David S. Arbuckle  
 Organization Texas Central  
 Date 6-14-17  
 Meeting Location Arlington, TX NCT COG

### Please provide written comments below:

The NCTCOG plays a vital role in coordinating and completing regional transportation and mobility projects in a timely and efficient method. By harnessing the large and small cities across the metropolitan expanse of DFW, the region benefits much more than it would with disparate singular efforts. It provides a platform for cohesion and cooperation which would be extremely difficult to achieve without the existence of the NCTCOG.



## Public Meeting Comment Form

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

Name Lori De La Cruz  
 Organization \_\_\_\_\_  
 Date June 20, 2017  
 Meeting Location Hurst Public Library

**Please provide written comments below:**

1. Please bring mass transit to Hurst-Euless-Bedford + North Richland Hills area - NE Tarrant County.
2. Excited about Cotton Belt coming through NRH!!
3. Need a TRE stop in Fort Worth between Euless and Arlington.



## WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

**Jenifer Reiner, June 1, 2017**

[http://www.nctcog.org/trans/maps/documents/Corridor\\_Studies\\_Status\\_Map\\_011714.pdf](http://www.nctcog.org/trans/maps/documents/Corridor_Studies_Status_Map_011714.pdf)  
Is there a more current map?

**Response by Carli Baylor, NCTCOG**

Hi, Jenifer

Thank you for contacting the NCTCOG Transportation Department. Please find attached the most current corridor studies map.

Let us know if you have any additional questions.

**Jenifer Reiner, June 6, 2017**

Please send the link to the SH 199 project webpage, as well as, the presentation made on May 31, 2017. Also, please send the contact information or project name and number for the TXDOT study of the interchange of Loop 820 and SH 199. Thank you!

**Response by Carli Baylor, NCTCOG**

Hi, Jenifer

You can obtain a copy of the presentation from last week's meeting on our webpage: [www.nctcog.org/planningprojects](http://www.nctcog.org/planningprojects).

**Emmanuel Lewis, June 6, 2017**

How is our air?

**Elaine Laisure, June 10, 2017**

What plans do you have for I20/I30 between Weatherford and Fort Worth? It is often grid locked or accidents back up for hours. There is NO OTHER MAIN ROAD from Weatherford to Fort Worth. Thousands of houses are being built in Brock, Aledo, Walsch Ranch, Morningstar Willow Park and other communities, yet no short term fix for Traffic!! Build a NTTA or non-Foreign run Toll Road SOON!

**Robert Porter, June 14, 2017**

Good morning. I attended a public meeting yesterday (June 13, 2017) in Dallas and made an oral suggestion to the panel. This email is intended to follow up on and expand the suggestion a bit.

The purposes of this suggestion are to promote the reduction of congestion, crashes and air pollution; and to improve the use of our transportation budgets through the adoption of a policy for the distribution of Transportation Development Credits (TDCs).

When the RTC considers how to distribute TDCs among NCTCOG members, include a policy to promote the awareness and practical uses of vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communications in our local communities.

Assumption: V2V deployment will precede V2I, so emphasis on adoption of various V2V devices will help to drive the justification of V2I implementations where they will be most beneficial.

Examples of promoting the awareness and practical uses of V2V and V2I:

Pilot projects that measure the impact on congestion for selected intersections when various types of V2V devices (e.g. Vehicle Awareness Devices [VAD], Aftermarket Safety Devices [ASD] and factory installed) are present at various penetration levels.

Program to install VADs or ASDs in portions of a member's fleet.

Program to encourage deployment of V2V devices in commercial fleets.

A public information program that increases awareness of the driving public of the value of V2V in new vehicles and aftermarket devices in existing vehicles.

Program that engages members with other entities throughout the US that are piloting projects which are likely to have applicable results for our local communities.

**Tanda Rasco, June 14, 2017**

Dear Mr. Kessler:


I appreciate the public hearings you are having and enjoyed attending Tuesday's meeting. At the meeting I mentioned electric vehicle charging infrastructure. I wonder if NCTCOG (or other entities, such as city and county governments) could pay charging stations such as at high speed rail terminals, park & ride lots, etc...? Just food for thought. I am also sending this to the public comment e-mail on the form you provided.

Thank you all again!

## COMMENTS SUBMITTED VIA SOCIAL MEDIA

### Transit Comments

1. 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)



**21st Century City @urbanthoughts11**  
If anyone ever claims that just one more lane/road will solve the problem  
-remind them of #induceddemand  
vid @NBCDFW

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

**Don Kostelec @KostelecPlan**  
Great convo on why we must tweet bike/ped issues at agencies: It's aired in public. Most ignore emails & requests for face to face meetings


3. Here in North Texas, our transport dictator, @NCTCOGtrans' Michael Morris, keeps telling us we have to keep building/expanding highways. — Wylie H Dallas (@Wylie\_H\_Dallas)



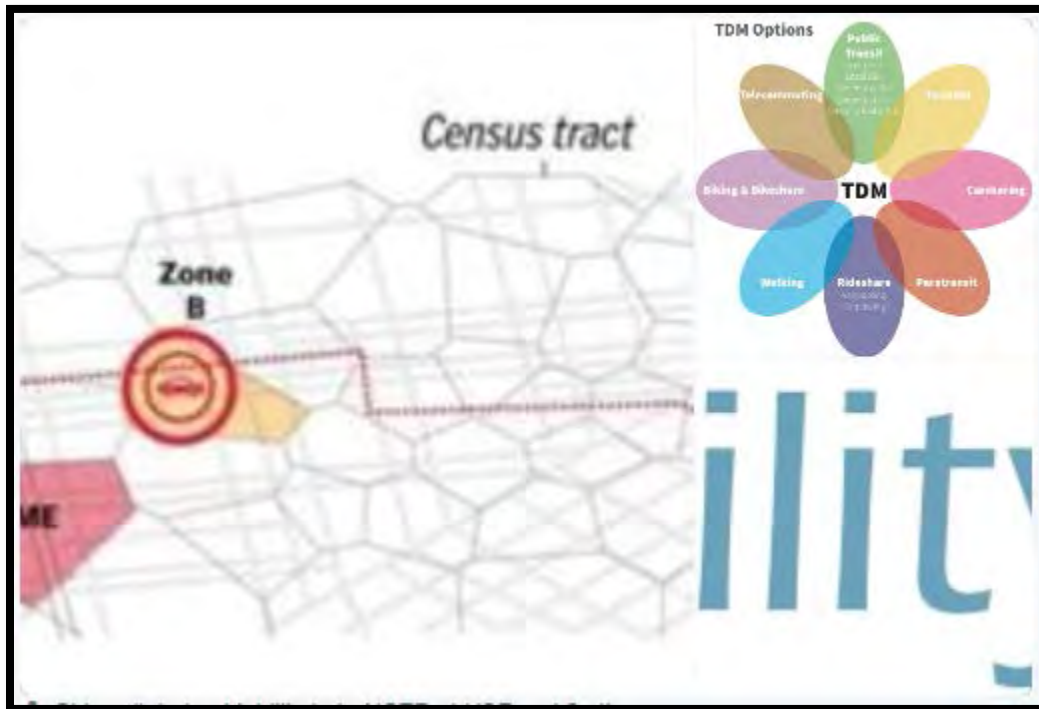
**Smart Growth America @SmartGrowthUSA**  
In the early 2000s, Denver knew its economic future depended on investing in transit. So that's exactly what it did [t4america.org/maps-tools/loc...](http://t4america.org/maps-tools/loc...)

4. Dump the Pump. Ride Transit! — The T Fort Worth (@TheTFortWorth)

**NCTCOG Transportation @NCTCOGtrans**  
Today is #DumpthePump Day—a day to save \$\$, gas & improve #airquality.  
Ditch the car. Ride with @dartmedia , @RideDCTA or @TheTFortWorth!




5. If as little as 1% of car commuters switched modes an entire traffic network can reap huge dividends. TDM is answer! <http://www.bostonglobe.com/ideas/2013/02/17/traffic-which-boston-area-neighborhoods-are-blame/h5qqR3CrHDM3xCNsTqdYxH/story.html> ... — Chris Hamilton (@ChrisRHamilton)



6. I dump the pump every day and you can too! If you're in Fort Worth, take advantage of bike share, @TheTFortWorth bus routes, and walk! — Meghan Riddlespurger (@meghan\_ridds)

**NCTCOG Transportation @NCTCOGtrans**  
 Today is #DumpthePump Day—a day to save \$\$, gas & improve #airquality.  
 Ditch the car. Ride with @dartmedia , @RideDCTA or @TheTFortWorth!



**Bike/Ped Comments**

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

**NCTCOG Transportation @NCTCOGtrans**  
 How a volcano eruption inspired one man to invent the bicycle:  
[bit.ly/2rq9ta3](http://bit.ly/2rq9ta3)  
 #BikeMonth



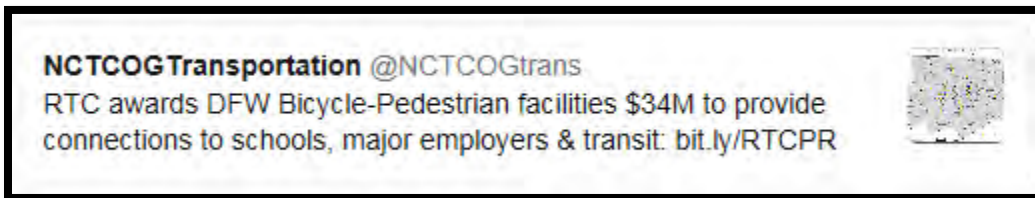
2. Data on actual bike riding, not commute trips? Also ideally we need goals achieved by bike, not distance or time spent. — Jay Blazek Crossley (@JayCrossley)

More likely to find a stats/method geek @Valhalla to mine&adapt existing data than a new valid run. — james myers (@arsetechnica)

not seen what's current in modeling, recent Kinder study was a mess. @NCTCOGtrans had better avail info than @hgaccog last I played — james myers (@arsetechnica)

3. Dallas-Fort Worth Bicycle-Pedestrian Facilities Awarded \$34 million @CityOfDallas @NCTCOGtrans <http://www.nctcog.org/trans/outreach/media/pr/2017/TransAlt.asp> ... — Lee M. Kleinman (@LeeforDallas)

4. Seems like some good news today in the fight for better #TransitAlternatives — Loren S. (@txbornviking)



5. Your tips are out of sync!!! What are you thinking when you wait for tip 21 “watch for children in school zones — Joni Hester

6. n.pr/2sKGQkF @NCDOT @NCTCOGtrans @nevadadot @NewHavenDOT @NottmTravelwise @NUSDTransDept @OakDOT @PadresTraffic @ParkingatAU #cx



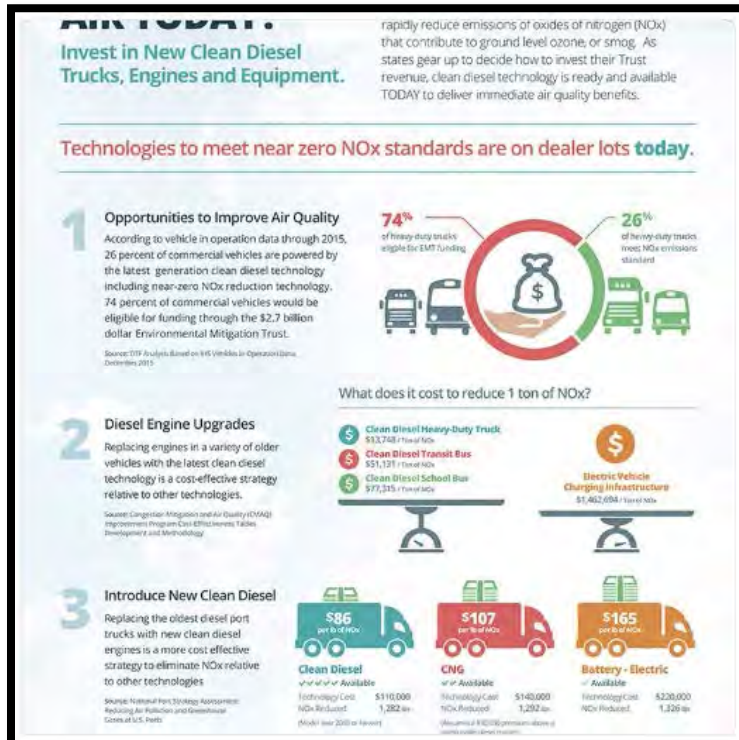
## Air Quality

1. Happy #WorldEnvironmentDay! Learn how we can lower ozone levels in the region here: <http://bit.ly/2qZ0mZI> — NCTCOGTransportation (@NCTCOGtrans)



@NCTCOGtrans We know how to lower ozone: prioritize funding for electric rail over highway expansion! — Texans for HSR (@TXforHSR)

2. @NCTCOGtrans Clean diesel provides most bang for buck for #cleanair for Texas w/ VW funds – Webinar June 8 <http://www.dieselforum.org/webinar/making-the-most-of-the-vw-settlement-in-texas-more-clean-air-for-the-dollar> ... — Diesel Tech Forum (@DieselTechForum)



3. Taking Steps Toward Improving Air Quality <http://www.nadallas.com/DAL/May-2017/Taking-Steps-Toward-Improving-Air-Quality/> ... #AirPollution #AirQuality @NCTCOGtrans — Natural Awakenings (@NaturalDallas)



4. 23 June, @CleanAirTexas Action Day, @NCTCOGtrans, #CAAD2017, take a step toward improved air quality. Carpool, bike, walk or public transit. — Seagoville EDC (@SeagovilleE)

5. What steps will you take to improve air quality on Clean Air Action Day, 6/23? Share your action on our website at <http://bit.ly/2pSFeDM> — NCTCOGTransportation (@NCTCOGtrans)



NCTCOGtrans 1) Credit-based congestion pricing on all freeway lanes 2) Transpo Impact Fees on inefficient housing locations 3) Safe streets #CAAD2017 — Jay Blazek Crossley (@JayCrossley)

6. Take the pledge to make a difference for cleaner air in North Texas. #CleanAirActionDay is June 23! NCTCOG Transportation Department — Green Scene Home Inspections



## High-speed Rail Comments

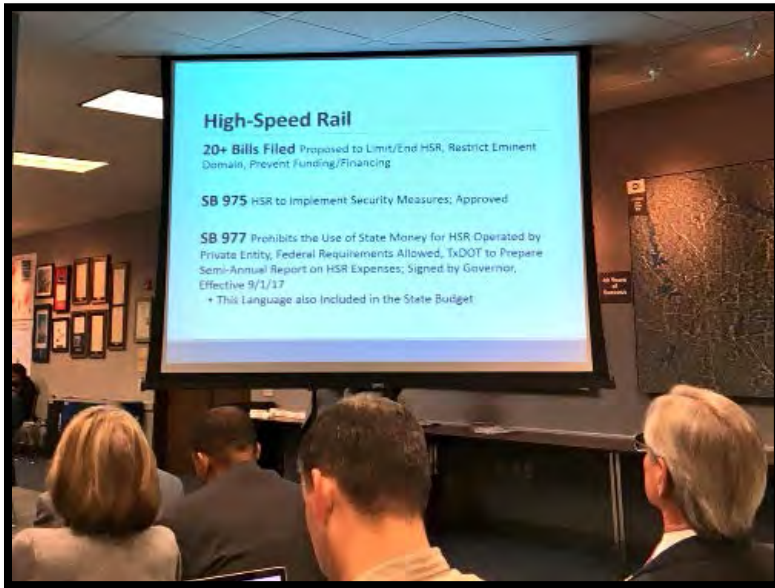
1. Michael Morris @NCTCOGtrans and Brad Lonberger @GatewayPlanning present #Highspeedrail station for @DTFortWorth to link @TexasCentral Rail — Scott Polikov, FAICP (@spolikov)



@spolikov @NCTCOGtrans and 3 others Is this presentation available online? — Fort Worth Urban (@UrbanFortWorth)



2. .@NCTCOGtrans lege review: over 20+ bills filed to inhibit high speed rail, none harmful passed. @TexasCentral's on the move! #txlege — DRC Public Policy (@DRCpublicpolicy)



@DRCpublicpolicy @TexasCentral 🙌👏 — NCTCOG Transportation (@NCTCOGtrans)

3. Retweeted DRC Public Policy (@DRCpublicpolicy): .@NCTCOGtrans lege review: over 20+ bills filed to inhibit high... <http://fb.me/21iplbvDQ> — Wylie H Dallas (@Wylie\_H\_Dallas)

### **RTC Comments**

1. Love the enthusiasm for today's meeting! Welcome to RTC, @PlanoMayorHarry. :) — NCTCOGTransportation (@NCTCOGtrans)



Great! Must meet demands of tollway /121 #thanks — Seddi Said (@Sedsaidit)

2. Thank you for your service and all of your hard work these past nine years, Mayor Maso! — NCTCOGTransportation (@NCTCOGtrans)



3. .@MonicaRAlonzo @sandygreyson @LeeforDallas and I about to get \$35 million for Southern Dallas Gateway @NCTCOGtrans 🙌 — Judge Clay Jenkins (@JudgeClayJ)



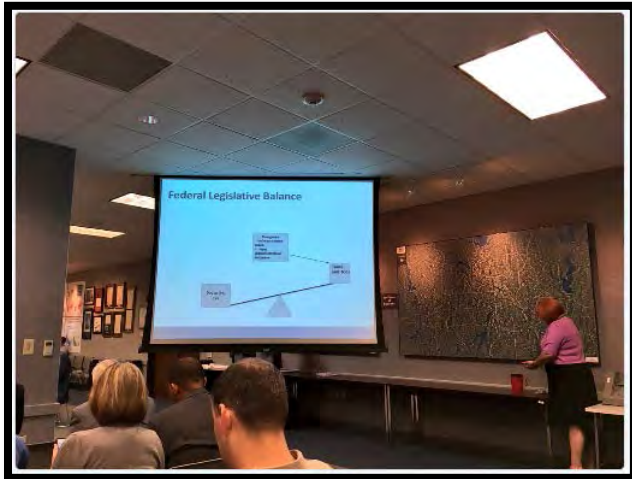
4. Grateful for the opportunity to serve on RTC at @NCTCOGtrans for 9 years. — Matthew Merchant (@MatthewMerchant)



@MatthewMerchant Thank you for your service! — NCTCOG Transportation (@NCTCOGtrans)

### **Funding Comments**

1. MM of @NCTCOGtrans telling 40+ local electeds that by killing HB2861 state lawmakers rejected any federal \$ in Trump's potential \$1T plan — Philip Hiatt Haigh (@philip\_inRL)



@philip\_inRL @NCTCOGtrans What did HB2861 have that was a final deal breaker/maker requirement? — Dallas May (@1DaIM)

@1DaIM @NCTCOGtrans Would've allowed public-private partnerships like the I-635 Texpress lane for 635E (75 to I-30). Now project is \$400M short — Philip Hiatt Haigh (@philip\_inRL)

2. Retweeted Philip Hiatt Haigh (@philip\_inRL): MM of @NCTCOGtrans telling 40+ local electeds that by killing... <http://fb.me/8GH8ptOo2> — Wylie H Dallas (@Wylie\_H\_Dallas)

@Wylie\_H\_Dallas @NCTCOGtrans @philip\_inRL Scare tactics. CLOG pwned by road lobby, TTI. — larry (@LarryBrautigam)

### **Aviation Comments**

1. RT @evankirstel @NCTCOGtrans @Airbus @FAANews #commercial #UAS #laws soon to favor business like #Amazon #UPS. Need revenue generating plans — Marko Sakal (@markosakal)



2. #Argodesign Air #Ambulance #UAS #Drone coming to the skies over you @NCTCOGtrans [https://m.facebook.com/story.php?story\\_fbid=138051900081684&id=137187660126037](https://m.facebook.com/story.php?story_fbid=138051900081684&id=137187660126037) ... — Marko Sakal (@markosakal)

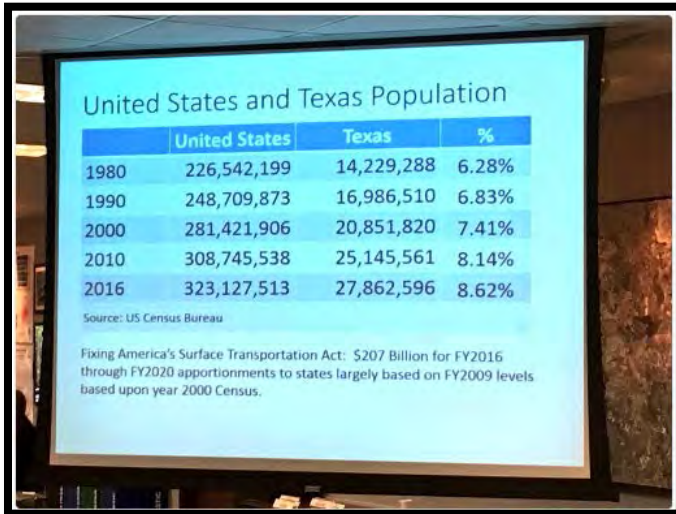
### **Other Comments**

1. Check out the latest NCTCOG "Know Your Region" <http://www.nctcog.org/pa/YourRegion/YourRegion.pdf> ... @NCTCOG911 @NCTCOGtrans @NCTCOGenv @NCTCOGEP #regionalism — TARC (@txregionalism)

2. .@CarriePrysock honored by @NCTCOGtrans on great work at NTTA. Now @CityOfDallas  
👍❤️ — Judge Clay Jenkins (@JudgeClayJ)



3. .@NCTCOGtrans review of TX pop as relates to US - we're only getting bigger! 🏠🏢🏭  
— DRC Public Policy (@DRCpublicpolicy)



4. It's Public Meeting Day! 😊 — NCTCOGTransportation (@NCTCOGtrans)



@NCTCOGtrans Great #GIF use there. — Southwest ELGL (@SWELGL)



@SWELGL Back at ya! — NCTCOGTransportation (@NCTCOGtrans)

5. Thank you to all who came out to the public meeting today. 😊



Thank you for all of the information. — Kenneth Jackson

Of course! We're so glad you came, Kenneth! — NCTCOG Transportation Department

# **TOLL MANAGED LANE DATA MONITORING**

**Regional Transportation Council**

**July 13, 2017**

**Dan Lamers, P.E.**



*North Central Texas Council of Governments  
Transportation Department*



# Near Term Managed Lane System Openings

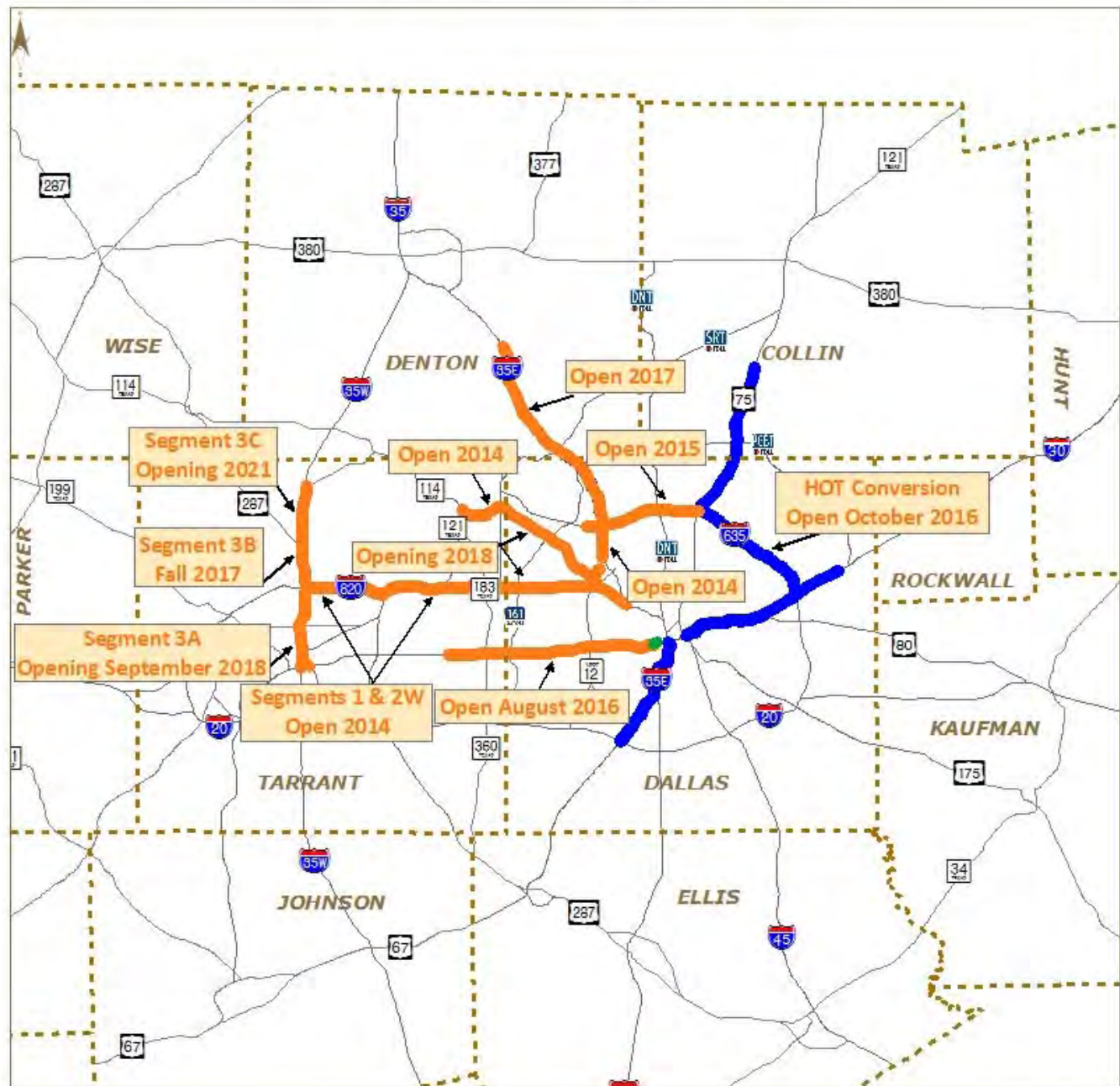
**Current Express/HOV + New Managed Lanes**

- Current Express/HOV Lanes
- New TExpress Managed Lanes
- Transitional High - Occupancy Vehicle Lane
- Major Roadways

Fort Worth CBD



Dallas CBD



# TOLL MANAGED LANE DATA MONITORING

*Cumulative December 2013 – April 2017*

How much HOV 2+ Subsidy has the RTC been responsible for?

*\$1,349,808 as of April 2017*

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

*\$ 2,717 from October 2014 – April 2017*

How long can the RTC keep the HOV policy at 2+?

*For now, it remains 2+ and it will continue to be monitored quarterly*

Have there been any additional NTTA customer service needs?

*No, minimal impact*

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

*No*

# TOLL MANAGED LANE DATA MONITORING

*Cumulative December 2013 – April 2017*

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <i>SH 183/121 from IH 35W to SH 121</i>	\$606,303	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• <i>IH 635 from Preston Road to Greenville Avenue</i></li> <li>• <i>IH 35E from Loop 12 to IH 635</i></li> </ul>	\$743,505	Negligible	0
<b>DFW Connector</b> <i>SH 114 from Kimball Avenue to Freeport Parkway</i>	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> <i>IH 30 from SH 161 to Westmoreland Road</i>	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> <i>IH 35E from FM 2181 (Teasley) to LBJ</i>	N/A	Negligible	0



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

July 5, 2017

The Honorable Eddie Bernice Johnson  
Congresswoman, Texas 30<sup>th</sup> District  
US House of Representatives  
1826 Market Center Blvd., Suite 440  
Dallas, TX 75207

Dear Congresswoman Johnson:


Thank you for your interest and support for transportation projects in North Central Texas. The North Central Texas Council of Governments (NCTCOG) staff is active with many initiatives providing choices and connections for the region's residents. Of the many initiatives, I would like to highlight one particular effort.

NCTCOG staff has collaborated with Dallas County, the city of Dallas, Dallas Area Rapid Transit (DART), and the University of Texas Southwestern Medical District (Medical District) representatives to identify the need and develop a strategy for a "Next Generation" people mover system for the Medical District. The concept encompasses several components:

- "Next Generation" people mover – characterized by a dedicated roadway facility used by autonomous vehicles
- Connected circulator systems – systems designed to circulate within the District while connecting the District with external high density land uses and regional transportation systems (i.e., Trinity Railway Express, DART Light Rail)
- Multipurpose systems – the dedicated roadway would be used by several systems designed specifically for various patrons (i.e., doctors, staff, visitors, and goods)
- Parking Garage/People Mover Station – smart parking garage which also serves as a station on the people mover system

The proposed Next Generation people mover system for the Medical District is conceived as a pilot project intended to identify how technology and collaboration can be married to serve many needs. NCTCOG staff is currently leading the effort to jointly develop the project with the city of Dallas, Dallas County, DART, and the Medical District.

A successful collaboration meeting was held on June 6, 2017 with all parties strongly supporting the pilot project. NCTCOG has pledged \$500,000 to initial project development activities with additional funding needed to complete the efforts. Please call me if you can think of any partnerships that may assist.

Sincerely,  
  
 Michael Morris, P.E.  
 Director of Transportation

KF:cmg



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

July 5, 2017

Mr. James Bass  
Executive Director  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, TX 78701

Dear Mr. Bass:

The North Central Texas Council of Governments and the Regional Transportation Council (RTC) was initially awarded 465,486,222 Transportation Development Credits (TDC) from the Texas Transportation Commission (TTC) as part of the Federal Highway Administration's (FHWA) toll credit program. In the four years since that initial award, no additional TDCs have been awarded to the Dallas-Fort Worth (DFW) region. The TDC Program has been a valuable tool for the region over those years, and recently, the RTC took action to expand their use. Therefore, the RTC requests information regarding the future allocation of TDCs to the region.

The following are the categories that have been approved by the RTC and the number of credits allocated to each to date:

- Strategic Awards to Small Transit Providers (26,000,000)
- "RTC Has Revenue" (20,000,000)
- "Local Agency Has Revenue" (16,691,115)
- Selling TDCs to Other MPOs/TxDOT (150,000,000)
- Regional Programs/Management and Operations (30,000,000)
- Metropolitan Transportation Plan (MTP) Policy Bundle (100,000,000)

Based on correspondence received from the Texas Department of Transportation (TxDOT) in May 2016, it is our understanding that the maintenance of effort (MOE) requirement was fulfilled for Fiscal Years 2013 and 2014, but TDCs were not requested from FHWA. The letter also indicates that the numbers necessary to demonstrate MOE are still being calculated. According to these calculations, has maintenance of effort been maintained in Fiscal Years 2015, 2016, and 2017 so that a request for more credits could be made?

The accrual of TDCs should be maximized while toll proceeds are being used on-system and while the construction of tolled facilities is occurring. Investments in those facilities to date should be maximized. The TDC Program is an important tool made available by FHWA. The RTC has made a concerted effort to utilize its initial allocation of TDCs and wishes to continue utilizing them for the foreseeable future. In fact, the RTC has allocated 342,691,115 TDCs to categories with only 122,795,107 TDCs held in reserve for the future.

July 5, 2017

To summarize, can TxDOT confirm if the State is meeting MOE requirements, and if so, can the State submit the necessary documentation to secure additional TDCs?

We will be sending an additional letter regarding TDCs and redirecting the local funds that they replace as well. We look forward to continuing our partnership with TxDOT to expedite the delivery of critical transportation projects in the region. If you have any questions, please contact Christie Gotti at (817) 608-2338.

Sincerely,



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

BD:tw

cc: Marc Williams, P.E., Deputy Executive Director, Texas Department of Transportation  
Lauren Garduño, P.E., Director of Project Planning and Development, Texas Department of Transportation  
Bill Hale, P.E., Chief Engineer, Texas Department of Transportation  
Brian Barth, P.E., Transportation Program Officer, Texas Department of Transportation  
Kelly Selman, P.E., District Engineer, Texas Department of Transportation, Dallas District  
Loyl Bussell, P.E., Interim District Engineer, Texas Department of Transportation, Fort Worth District  
Noel Paramanatham, P.E., District Engineer, Texas Department of Transportation, Paris District



Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, TX 75266-0163  
214-749-3278

June 30, 2017

Michael Morris  
Director of Transportation  
North Central Texas Council  
Of Governments  
PO Box 5888  
Arlington, TX 76005-5888

RE: Dallas Area Rapid Transit – Transit Asset Management Performance Targets / Accountable Executive Statement

Dear Mr. Morris:

As requested in Ms. Chadderdon's letter of June 8<sup>th</sup> you will find enclosed the DART Transit Asset Management Performance Targets for year-end fiscal year 2017. These targets were developed consistent with the regulations and subsequent guidance published by the Federal Transit Administration; and, in collaboration with FTA staff where further interpretation was necessary.

In addition, you will find the executed Accountable Executive Statement. If you need any further information feel free to contact the DART liaison to NCTCOG, Chad Edwards.

Sincerely,

A handwritten signature in cursive script that reads "David Keiminger".

*for* Gary C. Thomas  
President / Executive Director

c: Sarah Chadderdon, Program Manager, NCTCOG  
DART Executive Management Team  
Chad Edwards

Final 6/28/2017

Asset Class / NTD - DAART	Asset Sub-Class	# of Units	ULB ->Yrs <sup>1</sup>	Goal Description	% Asset Not in SGR - Department of Primary Responsibility							
					Maintenance	Computer Rail	Mobility Management <sup>5</sup>	Information Technology <sup>2</sup>	Finance <sup>6</sup>	Real Estate <sup>7</sup>	Marketing (Vanguard) <sup>8</sup>	GB&D (MATA) <sup>4</sup>
Rolling Stock - Revenue Vehicles				% of revenue vehicles that have met or exceeded their useful life benchmark (ULB)								
	Bus - Bus	537	14		0%							
	CR - Cutaway <sup>3</sup>	124	10		0%							
	LR - Light Rail Vehicle	183	31		0%							
	AL - Commuter Rail Locomotive	9	36		41%							
CR - Commuter Rail Passenger Coach <sup>11</sup>	27	54		25%								
SR - Streetcar Rail <sup>11</sup>	4											
Equipment - Non-Revenue Vehicles				% of service vehicles that have met or exceeded their useful life benchmark (ULB)								
	Automobiles	447	8		44%							
	Trucks & Other Rubber Tire Vehicles	119	8		47%							
	Steel Wheel Vehicles	8	25		0%							
Facility - Passenger / Parking Facilities				% of facilities rated below 3 on the condition scale (TERMS)								
	Passenger / Parking Facilities <sup>10</sup>	71		Includes TRE platforms @ stations within DAART service area	0%							
	Administrative Facilities	2		Admin HQ & Policy HQT	0%							
Maintenance Facilities	8		Includes DAART bus, LRT, NRV, Mobility Mgmt & TRE facilities	0%	0%							
Infrastructure - Rail Track Segments				% of track segments with performance restrictions								
	CR - Commuter Rail	23				2%						
	LR - Light Rail	189				3%						
SR - Street Car Rail	4											

Footnotes:

1. Based on FTA certification to DAART questions received 5/2017
2. Useful Life Benchmark (ULB) applicable only to vehicles & FTA default ULB used except as noted
3. ULB is not the same as FTA Grant Program Useful Life definition
4. ULB for NRVs varies by class type, refer to DAART Administrative Policy - ADMIN 02 <https://www.darttrans.org/resources/default.aspx?switch=display&resources=assets&nav=2141218592>
5. Facilities rated using FTA Transit Economic Performance Model (TERMS) 2.5 scale
6. DAART has no capital obligation for Mobility Mgmt, Vanguard & Street Car vehicles except for 11 ASROCs run in On-Car services
7. Rail track segments defined by revenue track miles with restrictions/total revenue track miles, performance data captured monthly @ 3a on 1st Wednesday & reported annually as monthly average in 0.1 mile increments
8. FTA eliminated \$50,000 equipment category Non-SGR goal process
9. Only facilities/trail estate included in 3 asset sub-classes noted above need to be included in SGR goal process
10. Initial goal based on results of 2013 supplemental DAART facilities condition assessment - next asset assessment due in 2018 by DAART policy
11. In 2009-2009 a life extension/rehabilitation project completed on each car extending life 15 yrs



# Dallas Area Rapid Transit (DART) Transit Asset Management/State of Good Repair Policy

## Overview

Dallas Area Rapid Transit (DART) has designated the President / Executive Director as the Accountable Executive to ensure necessary resources are available to carry out the Transit Asset Management Plan. As that accountable executive, I understand those responsibilities and given the basic management tenet that accountabilities flow downward throughout the DART organization, I will work with the entire DART executive team to ensure this plan is carried out across all modes of transportation services for which DART is the primary service provider. Additionally, this includes the Trinity Railway Express (TRE), the commuter railroad jointly owned and operated between DART and the Fort Worth Transportation Authority (FWTA).

DART has developed the Transit Asset Management Plan (TAMP) to provide safe and reliable transportation services throughout the Northeast Texas region in full compliance with the 2016 revisions contained in 49 CFR Parts 625 and 630 as it applies to effective management of DART assets and maintaining those assets in a state of good repair (SGR), as defined by these regulations.

## SGR Management

The DART governing board adopted financial planning parameters that include the annual adoption of a twenty-year financial plan forecasting revenues and expenses to support operating the myriad of services, systems capital expansion and asset replacement; limitations of operating costs escalation and administrative cost ratio increases; formulas for escalation of future capital programs; establishment of reserve funding for asset maintenance (SGR) and replacement; and, periodic asset condition assessments for validation of funding reserves.

These financial planning parameters set forth the foundation for the ongoing balance and recalibration of revenues, capital systems expansion, operating costs, and asset condition/replacement. This process has allowed DART to meet the challenge of both maintaining the current assets in a state adequate to provide existing services and meet its commitments to the community for further expansion of our regional transportation network.


## Asset Management Approach

The key elements of this TAMP will include:

- A comprehensive asset inventory and management process;
- An asset condition assessment;
- Refinement of the existing project prioritization process;
- Forecasting of the financial capacity to support the long range state of good repair requirements; and,
- State of good repair targets, goals and objectives by asset class

## TAM Responsibilities

DART's Senior Management Team (SMT) is responsible for providing leadership in continuing to promote effective asset management principles, the state of good repair of all DART assets and the key elements of the TAMP.

*for*   
\_\_\_\_\_  
Gary C. Thomas  
President / Executive Director  
Dallas Area Rapid Transit

6/30/2017  
Date



North Central Texas Council Of Governments

June 28, 2017

Mr. Steve Salin, AICP  
Vice President, Rail Planning  
Dallas Area Rapid Transit  
PO Box 660163  
Dallas, TX 75266-0163

RE: Regional Coordination to Implement the Cotton Belt Commuter Rail and Cotton Belt Trail

Dear Mr. Salin: *Steve*

As you aware, the North Central Texas Council of Governments (NCTCOG) has been coordinating with Dallas County, City of Dallas, City of Coppell, and Billingsley Development concerning Regional Veloweb trail connections to the future Cypress Waters Cotton Belt rail station in Dallas. These Regional Veloweb trails are reflected in Mobility 2040 adopted by the Regional Transportation Council, and are intended to provide connectivity between cities and counties throughout the region. They also provide direct linkage to major destinations including employment centers and transit stations.

Mobility 2040 identifies a Regional Veloweb alignment generally along the Cotton Belt Rail Corridor from Plano to Dallas Fort Worth International Airport (DFW Airport), as well as continuing westward along the TexRail Corridor from DFW Airport to Fort Worth. Much of the Cotton Belt Trail through Tarrant County is existing or is funded for construction. Attached is a map of the Cotton Belt trail corridor as included in Mobility 2040's Regional Veloweb, which is consistent with local adopted plans. NCTCOG would like to coordinate closely with the Dallas Area Rapid Transit (DART) team as the preliminary engineering and environmental impact statement is being prepared for the Cotton Belt Commuter Rail corridor from Plano to DFW Airport. NCTCOG wants to ensure adequate pedestrian and bicycle accommodations are considered for access to the future rail stations and for seamless construction of the Cotton Belt Regional Trail through each of the cities (Plano, Richardson, Dallas, Addison, Carrollton, Coppell, and Grapevine) as funding is identified.

The design of the rail line should address the following items with the goal to ensure the harmonious implementation of the regional trail with the commuter rail facilities:

- necessary right-of-way to accommodate a minimum 12-ft. wide shared use path (trail) along the rail line;
- drainage, grading, and other physical obstructions will not impact the construction of the trail;
- appropriate trail crossings of the rail line (at-grade and grade separated) and roadways where they are necessary; and
- continuation of the 12-ft. wide trail through each of the rail station areas with appropriately designed bicycle and pedestrian connections to the station platforms.

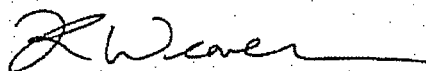
Mr. Steve Salin  
Page Two

June 28, 2017

Many of these issues may be underway. However, we request a meeting in the near future with DART and the appropriate NCTCOG staff, and also include representatives of each local community in the corridor so these design issues can be addressed jointly and in a timely manner. NCTCOG will be happy to arrange an initial meeting for such collaboration.

Please let me know at your earliest convenience the timeframe and location in which DART staff would be available to participate in this coordination effort for the Cotton Belt corridor. You can reach me any time at 817-608-2376 or [kweaver@nctcoq.org](mailto:kweaver@nctcoq.org).

Sincerely,



Karla Weaver, AICP  
Senior Program Manager  
Sustainable Development

KK:bw  
Attachment

cc: Tim McKay, Sr. Vice President – Rail Program Development, DART  
Todd Plesko, Vice President – Planning and Development, DART  
Jory Dille, Project Manager, DART  
John Hoppie, Systems Planner, DART  
Dave Carter, Asst. Director of Development Services, City of Richardson  
Andrew Combs, Capital Improvements Manager, City of Carrollton  
John Elias, Park Operations Manager, City of Coppell  
Michael Kashuba, Director of Parks & Recreation, City of Addison  
Kathy Nelson, Capital Improvement Projects Manager, City of Grapevine  
Christian Sebastian, Trail System Planner, City of Plano  
Jared White, Bicycle Transportation Manager, City of Dallas  
✓ Michael Morris, P.E., Director of Transportation, NCTCOG  
Dan Lamers, P.E., Senior Program Manager, NCTCOG  
Sarah Chadderdon, AICP, Program Manager, NCTCOG  
Kevin Feldt, AICP, Program Manager, NCTCOG  
Kevin Kokes, AICP, Principal Transportation Planner, NCTCOG



June 16, 2017

Mr. Michael Morris  
Director of Transportation  
North Central Texas Council of Governments  
616 Six Flags Drive, P.O. Box 5888  
Arlington, TX 76005-5888

Dear Mr. Morris:

On Fort Worth's southwest side, Highway 377, Highway 183 and Camp Bowie Boulevard all converge in a configuration that is commonly known as the Weatherford Traffic Circle.

Because it is large enough to accommodate higher speeds, it is the source of an unbalanced number of traffic accidents. Many of the nearby residents have expressed that they are frightened to use it. The traffic circle uses a significant amount of land that is unavailable for development. The entire area is devoid of landscaping, streetscaping or anything that resembles beauty.

Given the advances in best practices for road construction and roundabout design which have occurred over the last 60 years, it would greatly benefit Fort Worth to study, design and build an alternate solution. I am requesting that the Regional Transportation Committee (RTC) consider replacing it with a design that diminishes the number of accidents, maintains adequate traffic flows, possibly allows for the development of a portion of the currently unused land and lends itself to beautification efforts.

Thank you and I look forward to your response.

Sincerely,



Brian Byrd  
District 3

**CITY COUNCIL**

THE CITY OF FORT WORTH ★ 1000 THROCKMORTON STREET ★ FORT WORTH, TEXAS 76102  
817-392-6193 ★ FAX 817-392-6187



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

June 15, 2017

The Honorable Chris Turner  
Texas House of Representatives  
P.O. Box 2910  
Austin, TX 78768

Dear Representative Turner:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to thank you for your support in the Texas Legislature on transportation and air quality issues.

The RTC specifically thanks you for authoring House Bill 2321 on the Low Income Vehicle Repair, Assistance, Retrofit, and Accelerated Vehicle Retirement Program and for supporting our ability to meet Environmental Protection Agency ozone standards. We appreciate your hard work, as well as the instrumental assistance of Kylie Calabrese, Hira Saleem and other staff, throughout the entire legislative session. Although the bill did not pass and funding was vetoed from the State budget for fiscal years 2018-19, the program will continue to work to improve air quality in the DFW, Austin, and Houston regions with current available funding.

If you have any questions, please feel free to contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at [mmorris@nctcog.org](mailto:mmorris@nctcog.org) or (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Franke". The signature is fluid and cursive, with a large initial "R" and "F".

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

RH:ch

cc: Ron Jensen, Mayor, City of Grand Prairie  
Michael Morris, P.E., Director of Transportation, NCTCOG



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

June 15, 2017

The Honorable Kirk Watson  
Texas Senate  
P.O. Box 12068, Capitol Station  
Austin, TX 78711

Dear Senator Watson:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to thank you for your support in the Texas Legislature on transportation and air quality issues.

The RTC specifically thanks you for authoring Senate Bill 2003 and sponsoring House Bill 2321 on the Low Income Vehicle Repair, Assistance, Retrofit, and Accelerated Vehicle Retirement Program and for supporting our ability to meet Environmental Protection Agency ozone standards. We appreciate your hard work, as well as the instrumental assistance of Lauren Cacheaux and other staff members, throughout the entire legislative session. Although the bill did not pass and funding was vetoed from the State budget for fiscal years 2018-19, the program will continue to work to improve air quality in the DFW, Austin, and Houston regions with current available funding.

If you have any questions, please feel free to contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at [mmorris@nctcog.org](mailto:mmorris@nctcog.org) or (817) 695-9241.

Sincerely,

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

RH:ch

cc: Ron Jensen, Mayor, City of Grand Prairie  
Michael Morris, P.E., Director of Transportation, NCTCOG



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

June 14, 2017

Councilmember Phillip Kingston  
Dallas City Council, District 14  
1500 Marilla Street  
Room 5FN  
Dallas, Texas 75201

Councilmember Lee Kleinman  
Dallas City Council, District 11  
Transportation and Trinity River Project Committee  
1500 Marilla Street  
Room 5FS  
Dallas, Texas 75201

Dear Councilmembers Kingston and Kleinman,

This letter is in response to your correspondence dated February 28, 2017, regarding the McKinney Avenue Trolley Authority M-Line Extension funding proposal. Specifically, you requested \$1 Million to perform a feasibility study for the proposed McKinney Avenue Trolley Authority M-Line Extension to Knox.

The North Central Texas Council of Governments (NCTCOG) staff proposes to recommend this feasibility study in the Regional Transportation Council's (RTC) current 2017-2018 Congestion Mitigation Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program, and in coordination with the Unified Planning Work Program (UPWP) for Fiscal Year 2018. The City may wish to use Transportation Development Credits being allocated to the City of Dallas through the Metropolitan Transportation Plan Policy Bundle Program in lieu of a local match in order to expedite the study. If not, a 20 percent cash match will be required of the City.

We anticipate the following schedule for approving the funding for this study:

- May 26, 2017: Information Item to the Surface Transportation Technical Committee (STTC)
- June 8, 2017: Information Item to the RTC
- Week of June 12: Public Meetings
- June 23, 2017: Action Item to STTC
- July 13, 2017: Action Item to RTC

Further information on the UPWP is available here: <http://www.nctcog.org/trans/admin/upwp/>.  
Additional information on the 2017-2018 CMAQ/STBG Funding Program is available here: [http://www.nctcog.org/trans/committees/rtc/documents/Item\\_12 rtc041317.pdf](http://www.nctcog.org/trans/committees/rtc/documents/Item_12 rtc041317.pdf)

June 14, 2017

We look forward to coordinating with you on this feasibility study. Should you have any questions, please contact the project manager, Sarah Chadderdon at (817) 695-9180. In addition, please contact Christie Gotti at (817) 608-2338 about questions specific to the project funding.

Sincerely,

A handwritten signature in cursive script that reads "Michael Morris".

Michael Morris, P.E.  
Director of Transportation

ALR:tw

Cc: Majed Al-Ghafry, Assistant City Manager, City of Dallas  
Tanya Brooks, Assistant Director, City of Dallas  
Vickie Alexander, Administrative Program Coordinator, NCTCOG  
Dan Lamers, Senior Program Manager, NCTCOG





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

June 14, 2017

The Honorable Roger Williams  
US House of Representatives  
1323 Longworth House Office Building  
Washington, DC 20515

Dear Congressman Williams:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to thank you for your service in the United States Congress.

The RTC was shocked and saddened to hear that one of your staff members was injured during the shooting at the Congressional baseball practice in Alexandria, VA. We were glad to hear that your legislative correspondent, Zach Barth, will make a full recovery and wish him the best. Our thoughts and prayers continue to be with Zach, his family, you and your staff.

Again, thank you for your service and your leadership. If needed, feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Franke". The signature is written in a cursive style with a prominent "R" and "F".

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

RH:ch

cc: Michael Morris, P.E., Director of Transportation, NCTCOG



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

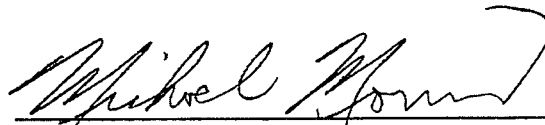
TO: Texas Metropolitan Planning Organization Directors      DATE: June 9, 2017  
FROM: Michael Morris, P.E.  
Director of Transportation  
SUBJECT: Transportation Development Credits

In 2013, the North Central Texas Council of Governments (NCTCOG), Houston-Galveston Area Council of Governments (H-GAC), and the Capital Area Metropolitan Planning Organization (CAMPO) were awarded toll credits by the Federal Highway Administration (FHWA) via the Texas Transportation Commission (TTC). These credits, also known as Transportation Development Credits (TDC), are earned by metropolitan planning organizations (MPO) when revenues from tolled facilities are used to fund capital expenditures on public highways. According to Texas Administrative Code Title 43, Rule 5.111, "An MPO may transfer transportation development credits allocated to it under §5.105 of this subchapter (relating to Regional Allocation) to another MPO or to the commission." It is via this mechanism that NCTCOG recently entered into a partnership with the Texas Department of Transportation (TxDOT) and exchanged TDCs for cash to provide a revolving fund to cash flow certain regional projects. This letter is designed to gauge potential interest in entering into a similar partnership with other MPOs across the state.

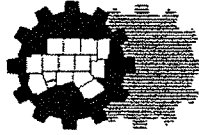
Once acquired, TDCs can be utilized to offset the required 20 percent local match for federal funding. Replacing local funds with TDCs frees up that money for use on other transportation projects or programs that may not be eligible for federal funding. It should be emphasized that the credits are not cash, and they do not increase funding for a project or program. However, the MPO can choose to increase the federal funding to cover the difference. An example of how TDCs are applied to a project would be the following:

- Funding split without TDCs: \$1,000,000 Federal + \$250,000 Local = \$1,250,000
- Funding split with TDCs Option #1: Smaller Program - \$1,000,000 Federal + 200,000 TDCs (TDCs are applied as 20% of the federal amount) = \$1,000,000
- Funding split with TDCs Option #2: Additional Federal Funds - \$1,250,000 Federal + 250,000 TDCs = \$1,250,000

In the four years since that initial award, the Regional Transportation Council (RTC) has employed TDCs to assist local agencies and expedite the delivery of numerous transportation projects and regional programs. TDCs have been utilized by the RTC to assist with efforts including supporting small transit providers in the region, implementing sidewalk and trail improvements, installing intelligent transportation systems (ITS), and conducting data collection and planning efforts. We believe that TDCs are a valuable tool and can help to advance federally funded projects within your jurisdictions as well. If you have interest in a partnership or have any questions about TDCs or what a potential partnership might consist of, please contact Christie Gotti at (817) 608-2338 or [cgotti@nctcog.org](mailto:cgotti@nctcog.org).

  
Michael Morris, P.E.  
Director of Transportation

BD:tw



North Central Texas Council Of Governments

TO: Gary Thomas, Dallas Area Rapid Transit  
Jim Cline, Denton County Transportation Authority  
Paul Ballard, Fort Worth Transportation Authority  
Trey Yelverton, City of Arlington  
Steve Polasek, City of Cleburne  
Tom Hart, City of Grand Prairie  
Paul Grimes, City of McKinney  
Cliff Keheley, City of Mesquite  
Daniel Edwards, Sr., Community Transit Services  
Carla Forman, Fort Worth Transportation Authority (for Northeast Transportation Services)  
Reta Brooks, Public Transit Services  
Deborah Robertson, Span, Inc.  
Omega Hawkins, STAR Transit

DATE: June 5, 2017

FROM: Sarah Chadderdon  
Program Manager, Transit Planning

SUBJECT: Transit Asset Management Performance Targets for the North Central Texas Region

As you are aware, the Federal Transit Administration published its Final Rule on Transit Asset Management last year, creating 49 CFR Part 625, which was effective October 1, 2016. Subpart D lays out the requirements for transit providers to set performance targets for capital assets, including the following provisions:

Providers must set one or more performance targets annually for each applicable performance measure based on realistic expectations, the most recent data available, and the financial resources from all sources that the provider reasonably expects will be available.

Providers must have an Accountable Executive approve annual performance targets.

Providers must coordinate with States and Metropolitan Planning Organizations in the selection of State and Metropolitan Planning Organization performance targets to the maximum extent practicable.

Initial targets (for FY2017) were to be set by January 1, 2017.

The North Central Texas Council of Governments (NCTCOG), as the Metropolitan Planning Organization, has related requirements outlined in 23 CFR 450. Specifically, NCTCOG must establish performance targets for the region that address the performance measures or standards established by transit providers. NCTCOG must coordinate the selection of regional performance targets with public transportation providers to ensure consistency with their performance targets. The guidance requires that NCTCOG set these performance targets not later than 180 days after the date on which transit providers establish their performance targets.

June 5, 2017


NCTCOG staff is aware that some transit providers may have already established targets and others may still be in the process of setting targets. Via this letter, we would like to request information from you related to transit asset management performance targets. This information will help us initiate a coordination process to set regional targets.

Please send the following information by June 30, 2017.

1. Staff contact at your agency for future Transit Asset Management coordination.
2. Performance targets established by your agency for each asset class within the four asset categories: rolling stock, equipment, facilities, and infrastructure.
3. Description of each asset class for which your agency established targets and number of assets in that category.
4. The name of the Accountable Executive for your agency's Transit Asset Management performance measures.
5. The date on which your Accountable Executive approved (or will approve) the annual performance target.

As we receive information from you, we will continue our communication in order to cooperatively select regional performance targets within the 180-day requirement. The process will balance the requirements that transit agencies have to report on performance in the National Transit Database with the requirements for setting and tracking regional targets in the Metropolitan Transportation Plan and the Transportation Improvement Program.

Please contact me at [schadderdon@nctcog.org](mailto:schadderdon@nctcog.org) or (817) 695-9180 if you have any questions or need additional information. I look forward to working with you and your staff on this initiative.

  
Sarah Chadderdon

SJC:tmb

cc: Eric Gleason, TxDOT  
Michael Morris, P.E., NCTCOG ✓

## Oak Cliff deck park inches closer to reality

Filed under [Oak Cliff](#) at 14 hrs ago

Written by

[Julie Fancher, Staff Writer](#)

A sometimes-contentious proposal to build a deck park over Interstate 35 in Oak Cliff is moving forward to the full Dallas City Council for a vote.

Last week, the [transportation committee](#) voted 5-1 to send a recommendation to the council that would propose building the full foundations for the project, but only half the deck, from Ewing Avenue to Lancaster Road.

“The plan is absolutely for council to come back in the future,” council member Lee Kleinman said. Kleinman, chair of the transportation committee, said that the council could ask for more money in a future bond package to complete the full park.

The proposed project, in its entirety, would be a 5.5-acre deck park that would physically reconnect north and east Oak Cliff, areas that had been torn apart decades ago by years of highway building. The full project would connect Marsalis Avenue to Ewing Avenue.

The deck park was part of recommendations from the Texas Department of Transportation's CityMAP report last year that suggested a revamp of that part of I-35E now dubbed the Southern Gateway, as well as the city streets around it. The study estimated the changes could spur more than \$166 million in development for one of the poorest parts of Dallas.

A rendering shows a conceptual plan for the Southern Gateway Public Green, a deck park over I-35E from South Marsalis Avenue to South Ewing Avenue, adjacent to the Dallas Zoo.

(City of Dallas)

The cost to build the full foundations but only half the deck park is about \$38.5 million, though the city would only pay for 20 percent, or about \$7 million. The rest of the project would be paid for by the North Central Texas Council of Governments.

[Critics of the project](#), including council member Carolyn King Arnold — who represents the east side of the proposed bridge park — have said they would rather see money put toward fixing aging streets and sidewalks. Earlier estimates of the full project ranged from \$90 million to \$135 million.

Though the park would be built within TxDOT's right of way, it would be owned and operated by Dallas. City officials would later have to identify a funding source for the park's amenities and programs.

The city's ability to fund the project has been difficult to nail down. At one point, it was expected to be part of a major bond proposal this year, but the council chose to postpone the election.

But Dallas must have its part of the funding identified by July because TxDOT wants to start work on the whole Southern Gateway project later this year.

Dallas could pay for its share of the park through bonds, private partnerships or general funds.

Jason Medina, an Oak Cliff resident, looked at plans on the proposed Oak Cliff deck park before a public hearing on the project in April.  
(Rose Baca/Staff Photographer)

At the transportation committee meeting, Michael Morris, director of transportation for the Council of Governments, proposed a new way to fund the \$7 million needed for the project.

Morris suggested the city use transportation development credits, given to the city by the Regional Transportation Committee, as a contingency under the assumption that the city would include the project as part of the bond program now expected to be taken to voters in November.

The credits would come from money held by the Council of Governments that is earmarked for local governments that develop policies related to air quality, sustainable development, travel demand and other issues.

As part of this plan, Dallas would be eligible for \$8 million in transportation development credits. Smaller cities, such as Plano and Frisco, would be eligible for \$5 million, and even smaller cities would be eligible for \$3 million in credits.

If the council approves using the credits and the bond later passes, the \$8 million in credits could then be used for other projects.

If the bond fails, Kleinman said, the credits would remain committed to building the park, but the city wouldn't have that money for other future projects, such as improving intersections.

The City Council is expected to vote on this proposal June 28.

# In Most States, a Spike in ‘Super Commuters’

- June 05, 2017
- By [Tim Henderson](#)

The number of commuters who travel 90 minutes or more to get to work increased sharply between 2010 and 2015, a shift that traffic experts, real estate analysts and others attribute to skyrocketing housing costs and a reluctance to move, born of memories of the 2008 financial crisis.

In all but 10 states, the number of “super commuters” increased over the period, and in California, Hawaii, Massachusetts, North Dakota and Rhode Island, it grew by more than 40 percent, according to census data. The growth came amid an overall increase in the number of commuters as the economy improved, but the increase in the number of people with the longest rides, 23 percent, was almost three times the increase in the number of those with shorter commutes, close to 8 percent.

People with 90-minute commutes still represent a small share of commuters — ranging from 1 percent in Nebraska to nearly 6 percent in New York. But analysts say the spike in long trips reflects several broader trends in the economy.

After years of sharp rent increases, service workers can’t compete for urban apartments near their jobs. Those who found new jobs after the recession may not feel secure enough yet to move closer to work, especially as prices soar near job centers.

The term “commuter” includes anybody who has a job and doesn’t work at home.

In tech job centers like Seattle and San Francisco, low-income workers are moving farther and farther away while high-income workers can still afford to live close to work, according to [a 2015 Zillow study](#) that looked at changes through 2014.

“While commute times for higher-income earners hasn’t changed much over the past 10 years, commutes are getting longer and longer for low-income workers,” said Lauren Braun, a Zillow spokeswoman.

Even among those who could afford to live anywhere, more are choosing faraway places because they can telecommute much of the time, said Mitchell Moss, an urban policy professor at New York University’s Rudin Center for Transportation Policy and Management who has studied super commuters.

“The real change is that the suburbs have been eclipsed,” Moss said. “People are moving directly from the city to the hinterlands.”

The number of super commuters grew in a variety of jobs, from lawyers and computer scientists to teachers, cooks, janitors and maids, according to a *Stateline* analysis of census data provided by ipums.org at the University of Minnesota.

Among elementary and middle school teachers, for instance, super commuters increased by 26 percent from 2010 to 2015. Police officers similarly saw a 31 percent increase in super commuters.

Oil and gas workers were the most likely to have super commutes, at 19 percent in 2015, while 18 percent of aircraft pilots and 16 percent of elevator repairmen faced rides of 90 minutes or more. On the other hand, fewer than 1 percent of telemarketers and funeral embalmers who commute to work faced rides of 90 minutes or more.

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# President Trump Launches \$1 Trillion Initiative to Fix America's Infrastructure

[Ken Thomas and Josh Boak / AP](#)

Jun 05, 2017

(WASHINGTON) — President Donald Trump is launching a major push for a \$1 trillion overhaul of the nation's roads and bridges, a key item on his domestic agenda that's gained little traction amid a slew of controversies that have engulfed the White House.

Trump plans a series of events this coming week to highlight his effort to modernize American infrastructure — the highway, waterway, electrical and airway systems on which the nation operates. His campaign for public and private funding for the projects is expected to run from the White House, where he'll speak about upgrading air traffic control, to Ohio on inland waterways and through meetings with mayors, governors and Transportation Department officials.

The Trump administration has struggled to gain traction on many of its economic policies. Job growth has slowed in recent months instead of accelerating as the president predicted. Trump has said he has tax legislation moving through Congress but his effort has been stalled and no bill has been written. His budget plan released during his foreign trip included math errors that enabled the White House to falsely claim that its tax plan would deliver both faster growth and a balanced budget.

Trump's agenda has been overshadowed by ongoing probes into whether Trump campaign officials or associates colluded with Russian officials to influence the 2016 election, as well as scrutiny over Trump's firing of FBI Director James Comey — who is scheduled to testify on Capitol Hill on Thursday.

And other policies on the agenda, such as health care and taxes, come first on a fast-closing legislative calendar.

But modernizing the nation's infrastructure remains a challenge with broad public support.

Trump's push to revamp deteriorating roads, bridges, airports and railways aims to unlock economic growth and succeed in an area where his predecessor, former President Barack Obama, was repeatedly thwarted by a Republican-led Congress.

"It doesn't matter who you are, whether you are farmer in the Midwest, or a mother driving your kids to and from school, or a worker or a college kid flying back and forth to school, you're affected by infrastructure," said White House economic adviser Gary Cohn said in a conference call with reporters.

Cohn said the nation was "falling behind and the falling behind is affecting economic growth in the United States. The president wants to fix the problems and he doesn't want to push these liabilities into the future."

On Monday, Trump called for improving the nation's air traffic control system by separating operations from the Federal Aviation Administration, a key priority for U.S. airlines. He said the

current air traffic control system "antiquated" and asserted that his proposed changes would lead to cheaper, safer travel.

The president plans to travel to Ohio on Wednesday to address ways of improving levees, dams and locks along inland waterways that are crucial to agricultural exports. His visit is expected to include a speech likely to touch on partnering with states and local governments.

Cohn said governors and mayors are scheduled meet with Trump at the White House on Thursday for a listening session focused on the efficient use of tax dollars for infrastructure projects.

On Friday, Trump will visit the Transportation Department to discuss regulatory changes related to roads and railways. Trump has noted that the approval process for permits frequently can drag on for a decade and has pressed to shorten the length of the review process.

Trump's focus on infrastructure follows the government's monthly jobs report, which showed hiring slowing down in May. The economy has added an average of 121,000 jobs over the past three months, down from a monthly average of nearly 187,000 last year despite Trump's promotion of his economic prescriptions.

On infrastructure, the administration has pointed to plans for a package of tax breaks meant to help spur \$1 trillion in new spending on roads, bridges and other construction during the next decade. It also would drastically shorten project approval times. According to Trump's budget proposal, the funding would come from \$200 billion in tax breaks over nine years that would then — in theory — leverage \$1 trillion worth of construction.

A senior White House official has said the infrastructure plan might also incentivize local governments to sell their existing infrastructure to private firms.

But Democrats have warned that the Trump budget reduces infrastructure spending elsewhere, including cuts to Amtrak subsidies, the elimination of an infrastructure investment program started under Obama and a more than \$90 billion drop-off in congressional support for the Highway Trust Fund over 10 years.

Democrats have also been critical of Trump's interest in forging public-private partnerships instead of more traditional spending on infrastructure projects. At the same time, many conservative Republicans have been wary of the idea of a massive government investment.

And with Republicans in control of Congress, Democrats have shown little appetite for working with the president as he faces inquiries into Russia and takes a combative approach overall, from Comey's firing to the withdrawal from the Paris climate agreement.

"If the obstructionists want to get together with me, let's make them non-obstructionists," Trump said Thursday, discussing his plans to exit the Paris climate pact. "We will all sit down and we will get back into the deal. And we'll make it good, and we won't be closing up our factories, and we won't be losing our jobs."

# Finally, a sensible ban on texting while driving

JAMES RAGLAND

*jragland@dallasnews.com*

It took a while, not to mention a Sisyphean effort by two lawmakers, but Texas finally embraced a sensible ban on texting while driving.

This would've been done six years ago were it not for then-Gov. Rick Perry dropping his veto hammer on a ban that had cleared both chambers.

Perry didn't want big government to "micromanage the behavior of adults," who already aren't allowed to drink beer or do tequila shots while driving and must wear a seat belt while respecting state-imposed speed limits.

Gov. Greg Abbott expressed no such overwrought nanny-state concerns.

Matter of fact, Abbott wants to micromanage the dozens of cities that imposed stricter texting bans before Texas came to its senses and followed the lead of 46 other states and the District of Columbia.

OK, *micromanage* might be an offensive choice of words to a Republican governor in a red state still obsessing over which bathroom transgender citizens should use.

Let's just say Abbott wants to tidy things up a bit by creating one uniform anti-texting law to avoid confusion.

And in all fairness to the governor, this makes perfect sense.

"We don't need a patchwork quilt of regulations that dictate driving practices in Texas," Abbott explained Tuesday.

Still, I wouldn't be the least bit surprised to see a few cities or counties balk at a Johnny-come-lately state law that would preempt the broader restrictions they've put in place against mobile devices in automobiles.

Take Austin, for example. In 2014, the state's capital city proudly embraced a comprehensive ban on mobile devices in automobiles.

"Austin is leading the state of Texas in the effort to refocus drivers on the task of driving," the Austin Police Department stated in a release at the time. "The hands-free initiative aims to increase safety by decreasing distracted driving, which includes any activity that could divert a person's attention away from the primary task of driving."

That hands-free ordinance prohibits any electronic devices, from cellphones to hand-held games, and even applies to bike riders.

The hard-won statewide texting ban that Abbott just signed doesn't go nearly as far. It simply makes it illegal for drivers to "read, write, or send an electronic message while operating a motor vehicle unless the vehicle is stopped."

Violators face fines of \$25 to \$99 for a first offense.

The ban, which takes effect Sept. 1, marks the end of a decade-long battle by state Sen. Judith Zaffirini, D-Laredo, and state Rep. Tom Craddick, R-Midland, among others.

“By enacting this public safety legislation,” Craddick said in a statement, “the governor is saving lives by deterring this dangerous and deadly behavior. For a long time, Texas has needed this law to prevent the loss of life in unnecessary and preventable crashes and we finally have it.”

The last time I wrote about this, back in March, I wrote a sentence that I soon regretted taking out: “What will it take for Texas to finally realize it must do something about distracted drivers? Guess we’ll have to wait for someone to crash into a school bus full of children.”

That struck me as a bit sensational, so I crafted gentler words.

On the same day my column published online, a pickup truck crashed into a church bus full of seniors down in Uvalde County. Thirteen people were killed. The driver told a witness and later National Transportation Safety Board investigators that he had been checking his phone for a text when the crash occurred.

Jody Kuchler, a witness to the March 29 crash, told the *San Antonio Express News* that he spoke with the driver, Jack Dillon Young, while Young was still pinned in his pickup.

“He said: ‘I’m sorry, I’m sorry. I was texting on my phone,’” Kuchler said. “I told him, ‘Son, do you know what you just did?’ He just kept saying, ‘I’m sorry.’”

Granted, investigators also found several medications in the front seat of Young’s pickup that may have played a role in the accident. In its search warrant affidavit, the Texas Department of Public Safety said Young’s erratic driving could indicate intoxication from “alcohol, a controlled substance, a dangerous drug or a combination.”

Can you imagine someone in that condition trying to text, too, while operating a vehicle?

Ross Allen, who lost his father in that crash, not only filed a lawsuit against the driver but also sounded the alarm for a statewide texting ban.

In 2015, according to the National Highway Traffic Safety Administration, 3,477 people were killed and 391,000 were injured in crashes involving distracted drivers.

A new law won’t put a definitive end to texting while driving, no more than speed limits keep motorists from driving like maniacs at times, or than DWI laws prevent all drivers from drinking too much occasionally and getting behind the wheel.

But the Lone Star State is sending the right message to all drivers, not just minors: Texting while driving will no longer be tolerated anywhere in Texas.

To that, I say, “Better late than never.”

*Twitter: @jamesragland61*

# Fort Worth to Control Stop Lights By Remote Control

City hopes new wireless system will reduce traffic congestion

By [Scott Gordon](#)

The city of Fort Worth is spending millions of dollars to update its traffic lights so they can be programmed by remote control – and drivers will see less red.

The city council this week approved spending \$1.75 million on wireless devices that will send live traffic data to city engineers and allow them to control the timing of signal lights wirelessly and instantaneously.

The devices will be installed at all of the city's 875 intersections over the next two years. At many of the locations, the city also plans to install cameras that also act as traffic sensors. Sam Werschky, assistant director of Fort Worth's Transportation and Public Works Department, said the new system adds high-tech to old-fashioned red lights.

"I think that's going to be the biggest thing, is just having a more intelligent, smarter system that's data driven," he said. "The citizens' frustrations, I understand it. I drive it every day. So anything we can do to help that would be beneficial for the city."

Shaunta Birdwell, who works at a pizza restaurant and drives on congested West Seventh Street every day, said she welcomes the change.

"The lights, they all turn green and red at the same time," she said. "You just have to be patient. And you have to have patience, because if you don't you're going to get yourself in some trouble."

# Why ease of commute should be high on priority list

Lest we forget the hard lessons learned from the cautionary tale told by suburban sprawl, long hauls to work and favorite destinations that are uncomfortably far to drive still make for an unhappy and regretful homeowner.

Recent data by Redfin suggests that this sentiment is more relevant than ever. Consider that over 20 percent of homeowners polled who purchased a home in 2016 said they wish they'd paid greater attention to the length of their commute to work from their new addresses.

Redfin real estate agent Rory Haigler, Atlanta, said ease of commute and access to public transportation should be high on your priority list of desired amenities when shopping for a home for several reasons.

"Efficient public transportation shortens your potential commute and lessens the stress that goes along with heavy traffic and driving in general, and it can make your property more desirable when it comes time to resell," Haigler said.

Sep Niakan, broker with Miami-based HB Roswell Realty, said it comes down to a quality-of-life issue.

"Commute time should be a higher factor in your decision-making," Niakan said. "People often spend hundreds of hours a year in their cars trying to get to and from work and other destinations. If you have the financial ability to avoid that kind of hassle and pursue a home with a shorter transit time and easier walkability, you should consider it."

Interestingly, some of the most expensive metro areas to live in have longer commutes (compared to the national average commute time of 25.7 minutes) than many of the least-expensive markets that benefit from relatively speedy commutes, per Redfin data published last year.

Examples of the former include San Francisco (26.9 minutes, \$1.2 million median sales price); Hudson Valley, N.Y.

(30.9 minutes, \$783,000); Seattle (26.4 minutes, \$430,000); and Boston (28 minutes, \$360,000); examples of the latter include Buffalo, N.Y. (20.5 minutes, \$120,000); Rochester, N.Y. (20.2 minutes, \$125,000); and Tulsa, Okla.

(20.6 minutes, \$146,000). (Note: These commute times reflect driving as well as taking public transit, walking and biking).

Nevertheless, as expensive as they may be when it comes to real estate, many bigger cities have excellent public transportation systems that lessen commuting headaches for train and bus riders; New York City, San Francisco and Boston, for example, were respectively ranked as the top 3 best cities for public transit by Redfin in 2016.

"Many people try to get the most bang for their buck by living far out in the suburbs and then deal with the consequences of a long commute and heavy traffic.

"But recently, I'm seeing more people wanting to be closer to the city center because the public transportation is far easier," Haigler said.

Peter Brennan, president of Foxford Communities, a Hinsdale, Ill.-headquartered home building and development firm, has observed a noticeable shift in buyers' desires to live near mass transit in the 'burbs.

"The trend toward walkability and the desire to live in an urban setting has been rising in popularity for years, which has given rise to transit-oriented developments in the suburbs," Brennan said. "Millennials and boomers alike are finding common ground when it comes to the benefits of these developments, which are located near shopping, dining and transportation."

Michaela Morton, agent with Bohemia Realty Group in New York City, said this decision ultimately comes down to personal preference.

"Some homebuyers treasure an hour's peaceful reading in a guaranteed seat on a train, while for others the joy of walking to work may be a defining factor in ponying up for a home that allows them to skip the frustrations of public transit altogether," said Morton, who recommends closely scrutinizing Google Maps for guidance on helping determine best commute routes before buying a home.

*Erik J. Martin, CTW Features*

# Texas governor signs \$217 billion budget, but cuts \$120 million

BY EDGAR WALTERS *The Texas Tribune*

Texas Gov. Greg Abbott signed the state's two-year budget Monday, giving his approval to the \$217 billion document crafted by the Legislature.

But the governor did cut about \$120 million from various programs through a mechanism known as a line-item veto — including measures meant to improve air quality.

The budget, the product of a compromise agreed to by state lawmakers last month, "addresses the most pressing challenges faced by our state," Abbott said in a prepared statement.

"This budget funds a life-saving overhaul of Child Protective Services, continues to fund the state's role in securing our border, and ensures that the workforce of today and tomorrow have the resources they need to keep Texas' economy growing and thriving," Abbott said.

Environmental programs suffered some of the heftiest cuts.

For example, Abbott cut about \$87 million for the state's Low-Income Vehicle Repair Assistance Program, saying it had done little to improve air quality in Texas. That program helps low-income Texans in some urban counties get funding to help repair or replace their cars after failed emissions tests.

Abbott compared it to the Cash for Clunkers program established under former President Barack Obama, which he called an "ill-conceived and dubious" program.

"That's disappointing," said Cyrus Reed, conservation director for the Texas chapter of the Sierra Club. "He's actually taking the money away that [Texans] paid for a specific purpose and not allowing it to go to that purpose."

Abbott also cut \$6 million for air-quality planning at the Texas Commission on Environmental Quality. The governor said he opposed the program because it would pay for bicycle-use programs, carpooling-awareness campaigns and other environmental items that "can be funded at the local government level."



About \$2 million intended for a study on brackish groundwater was also defunded.

Abbott vetoed about \$860,000 for an initiative to help Texans living in colonias, impoverished areas on the Texas-Mexico border. He said the budget already included other sources of funding.

Other vetoed items include \$150,000 for a Legislative Law Clinic at the University of Texas at Austin, funding for state education employees who study dual-credit programs and about \$4.7 million for “safety education” at the Texas Department of Public Safety.

Abbott’s veto of the environmental programs was made possible by a nonbinding opinion from Texas Attorney General Ken Paxton that expanded the governor’s veto authority. The opinion held that Abbott could defund budget riders — directives to state agencies that are included in the budget but do not actually make any appropriations. The debate over Abbott’s veto power was a point of contention after the 2015 legislative session.

*The Texas Tribune is a nonprofit, nonpartisan media organization that informs Texans, and engages with them, about public policy, politics, government and statewide issues.*

# Southlake considering new trolley system

BY MARK DAVID SMITH [msmith@star-telegram.com](mailto:msmith@star-telegram.com) and  
NICHOLAS SAKELARIS *Special to the Star-Telegram*

## SOUTHLAKE

The city of Southlake is looking into launching a new trolley system to help relieve traffic and aid transportation around the city.

Traffic is the No. 1 issue for residents, according to a recent citizen survey, so the city will be working with a consultant to determine the feasibility of a trolley to help residents and shoppers get around Southlake Town Square and other destinations around the city, according to a city news post.

The study will cost an estimated \$50,000.

The consultant fees and, later the free trolley service would be funded by the city's Hotel Occupancy Tax, which has increased more than 22 percent in the last year. The tax will bring in an estimated \$1.2 million this year fiscal year. The tax just cracked the million-dollar mark for the first time in 2016.

Mayor Laura Hill has been a strong advocate of the trolley for several years.

"I am excited to see the possibilities of a trolley taking people who live, work or play here where they want to go," Hill said. "We will soon be moving forward on working with a consultant to evaluate the feasibility of a trolley system. Their job is to gather information, which will help us determine the best course of action."

The study could be completed by the end of September.

Hill envisions a trolley connecting retail destinations like Southlake Town Square, Park Village, the Shops at Southlake and Kimball Park to the city's hotels and business parks.

The Cambria Hotel & Suites just opened on Kimball Avenue and Texas 114 last year. Future hotels include a Westin Hotel is proposed at 1200 E. State Highway 114, an Indigo Hotel in Carillon at the northeast corner of White Chapel Boulevard and Texas 114 and a Delta Hotel at the southeast corner of White Chapel Boulevard and Texas 114.

Connecting the hotels helps visitors get around town and boosts tourism, which benefits the hotel tax that funds the trolley system. Southlake started collecting the 7 percent tax on hotel rooms in 2000 when the Southlake Hilton Hotel opened.

It could also connect to T.D. Ameritrade's new campus on Texas 114.

Southlake experimented with a trolley in 2008 that took visitors throughout Southlake Town Square and the Shops at Southlake across the street. It was dropped after a few months.

In addition to the new retail, hotel and business parks, Southlake Town Square has added new residences, too.

Destinations would include Town Square, Park Village, TD Ameritrade, Kimball Park and more, Hill said.

The study is expected to be completed before the end of the city's fiscal year, Sept. 30. More details may be announced after the study is done.

# As Texas imposes ban on texting and driving, many cities are way ahead

BY ROBERT CADWALLADER

ARLINGTON

With Texas' new texting-while-driving law kicking off Sept. 1, motorists in many cities with their own laws have had years to acclimate.

Some are adjusting better than others, said Bedford police Sgt. Mike Hager, who still finds many drivers with their noses to their phones.

"I've ridden a mile, two miles beside cars [with texting drivers], and they didn't even know I was there," said Hager, supervisor of the traffic division and its six officers. But when violators do spot him, he added, it's clear they're aware of the law. "You drive up on people with a cellphone and they drop it in their lap."

Bedford is among six Tarrant County cities — Arlington, Grand Prairie, Hurst, Watauga and White Settlement are the others — that have adopted ordinances targeting distracted driving while the Legislature was trying and failing several times to pass its own.

Texas, at the moment, is among four states without a comprehensive texting-and-driving law. But [House Bill 62, signed into law](#) by Gov. Greg Abbott on June 6, will ban texting, reading and writing from a handheld phone while the user is driving. It allows talking on phones and using GPS location features.

Fines range from \$25 to \$99 for first offenses and \$100 to \$200 for subsequent citations.

Violations are misdemeanors that don't affect the status of driver's licenses or insurance rates, said Laura Adams, senior analyst for InsuranceQuote.com. But she said texting and driving that turns into carelessness that endangers others "comes with points, which are red flags to insurance companies."

The law supplements existing regulations, including bans on people under 18 using cellphones while driving and on anyone using cellphones while driving in school zones.

But more than 100 cities in the state have their own distracted-driving ordinances, many deciding the issue was too important to wait.

## Ground swell

State Rep. Tom Craddick, R-Midland,, the state law's author, felt that pressure at home as the Legislature and former Gov. Rick Perry rejected bills in 2009, 2011, 2013 and 2015.

"My city of Midland got tired of me not being able to pass no-texting-and-driving," said Craddick, a former House speaker. "So they passed a local ordinance."

Arlington leaders also were feeling pressure to take action as texting-related accidents became a national and local issue. Residents were asking why the city didn't have regulations, said Councilwoman Sheri Capehart. The council was concerned about the increasing number of tourists to the city "who aren't as familiar with our roadways and get a little lost going to our events," she said, calling it an issue of "safety for our citizens and visitors."

Officials first checked with state legislators, Capehart recalled, “to ask if they were going to do something, and they didn’t seem to have a real good idea if the state was going to address it or not.”

The city ordinance was adopted in September 2011, banning drivers from texting, reading, writing, gaming and other hands-on interaction with cellphones.

Safety advocates say the statistics warrant action. Texting and other distracted-driving behaviors cause more than 420,000 injuries and more than 3,100 deaths every year on U.S. roads, according to the [National Highway Traffic Safety Administration](#). In any given daytime moment, the agency estimates, about 660,000 drivers on the road are using cellphones.

In Texas last year, distracted driving was blamed for 455 fatalities and more than 3,000 serious injuries, including 22 deaths and 236 serious injuries in Tarrant County, according to the Texas Department of Transportation’s [Talk, Text, Crash campaign](#). It says there were 109,658 distracted-driving crashes in Texas last year, a 3 percent increase over 2015.

“The nationwide epidemic of distracted driving is killing people every day,” said Grand Prairie police spokesman Mark Beseda, whose city has had a texting-and-driving ban since December 2013. “It was a no-brainer as to why we adopted it. We’re just one of the few cities that chose to go ahead and get it going. I’m glad the state has finally kicked in.”

### **State law rules**

The Arlington ordinance, like Midland’s, closely resembles the state law, but many cities — including Bedford, Hurst and Watauga — have more restrictive ordinances that ban the use of cellphones outright unless in hands-free mode (or during emergencies). Those conflicts are OK, for now.

But Abbott has called a special session for July 18, and his agenda includes amending the texting law to prevent cities and counties from regulating mobile devices in vehicles at all. With a state law in place, he said, he wants to avoid a “patchwork quilt of regulations that dictate driving practices in Texas.”

Craddick would oppose that measure. Even though his bill mainly outlaws texting and driving, he wants local governments to be free to be tougher if they want to. His West Texas neighbors of Amarillo and El Paso are hands-free only.

Hands-free-only ordinances are much easier to enforce, area police officials say. Under regulations that address texting only, drivers who are pulled over often claim they were just talking on the phone, not texting. And no law empowers police to confiscate a phone to check texts and emails for time stamps at a misdemeanor traffic stop, officials note.

Police observation is enough to write the citations and force the drivers to city court if they want to challenge. In those cases, though, police have the burden of showing up in court.

Drivers “offer all types of other excuses outside of texting,” said Sgt. VaNessa Harrison, an Arlington police spokeswoman. “So the burden of proof is on the officer.”

The number of Arlington citations issued for violating city ordinance versus the state’s hands-only ban in school zones illustrates the difference in burden, Harrison said.

Police wrote 387 tickets under the city ordinance, from its first full year in 2012 through May 2017, compared with 1,467 tickets for school zone infractions over the same period.

### Proving violations

Arlington police declined to make a traffic officer available to comment on enforcement of the texting ban, Harrison said, out of concern it might reveal tips on how officers make citations stick.

“You have to be able to explain how they violated that law,” Harrison said. “We don’t want to give away what we look for because it’s tough enough as it is.”

Police departments get creative. Some have put [officers in big trucks or buses](#) where they can see down into cars and more easily spot violations.

Arlington police wrote 73 text-and-driving citations in 2012, the first full calendar year of the city ordinance. The numbers declined annually to 56 in 2015 and then spiked to 104 last year. This year’s tickets are at half that pace.

Meanwhile, school zone tickets peaked at 480 in 2011 and steadily declined to 165 tickets last year.

Lt. Chris Cook, the department’s chief spokesman, said it’s difficult to explain the 2016 jump in citywide citations.

“Enforcement varies from time to time depending on focused priorities and locations that officers are concentrating on,” Cook said in an email. But on the decline in tickets written near schools, he said, “I believe we have done a great job in educating the public on not using wireless communication devices in school zones.”

Grand Prairie police statistics don’t distinguish between citations written on the city ordinance and the state school zone law. The numbers have increased dramatically from 242 citations in the first full calendar year in 2012 to 1,211 citations last year, generating a total of \$350,163 in fines through June 2.

Beseda, the Grand Prairie police spokesman, said the cause of the ticket increase isn’t clear.

Overall, Grand Prairie police wrote 64,605 traffic tickets last year, including 1,089 for speeding in school zones.

Bedford police statistics also are not separated by city and state law. Officers wrote 211 tickets during the first 12 months after the law took effect in November 2014, 255 tickets the second year and 124 through last November.

### **Distracted driving**

Jennifer Smith was a real estate agent in Grapevine when her mother was killed in a 2008 crash in Oklahoma with a pickup driven by a college student who was talking on his cellphone. She became an advocate, rallying families of victims of distracted-driving accidents to support the several previous legislative efforts that ended up failing.

Smith, who founded the [StopDistractions.org](http://StopDistractions.org) advocacy organization in 2012, noted that cellphones are infinitely more distracting than they were in 2008, just a year after Apple rolled out the first smartphone.

“We’re not just fighting against texting and making phone calls while driving,” said Smith, he said. “They’re videoing themselves, taking selfies; they’re on Facebook Live, Instagram, Twitter. They’re watching Netflix while they’re driving. There’s no limit to what people can do with their phones now.”

So while the Texas law isn’t as tough as she and other advocates might want, she supports it — but she’ll rally her families to fight any attempt in special session to override stricter local ordinances.

“This is a long-overdue step for Texas,” she said. “But it’s just a start. If we really want to reduce these fatalities because of distracted driving, we know we have to do more.”

Link: <http://www.star-telegram.com/news/local/community/arlington/article156889079.html>

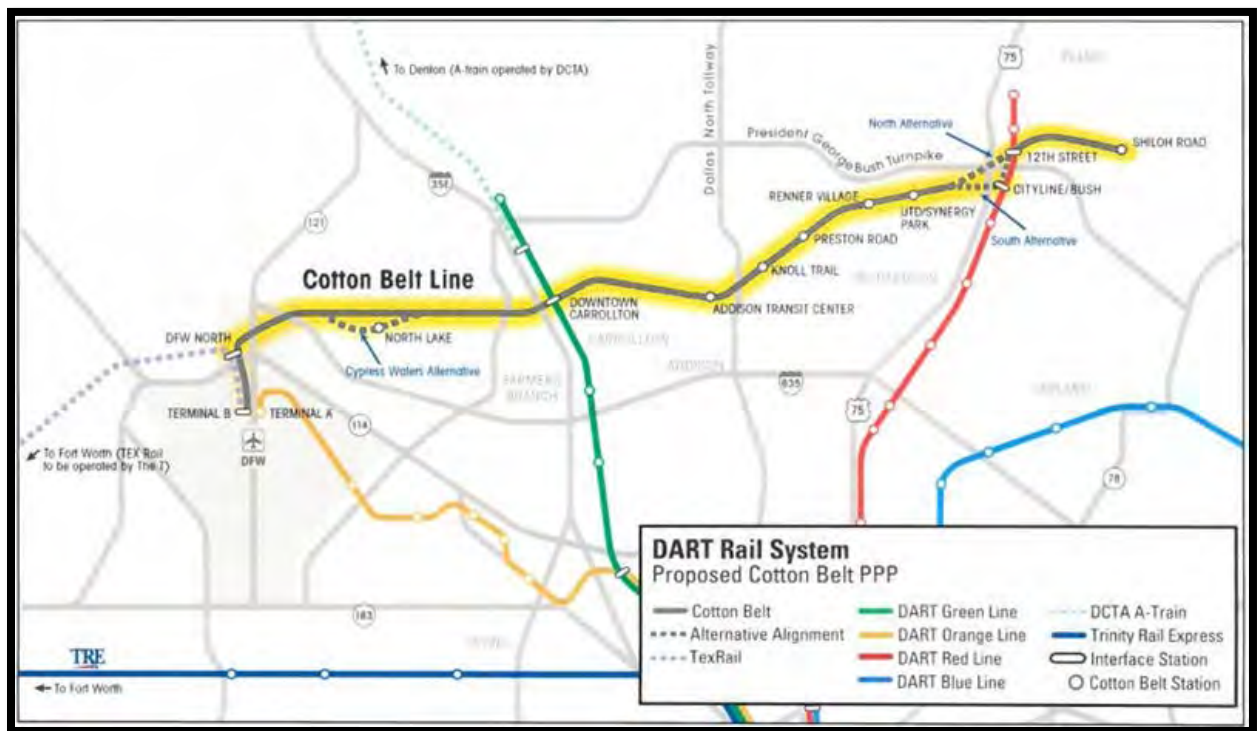
# Dallas must show commitment to regional transportation with DART appointments

By Ron Whitehead

A little more than 35 years ago, the suburbs bought into this idea that the Dallas area needed a regional transportation system to grow, prosper and compete with other cities internationally. The cities were told we would build a hub-and-spoke system, with the hub in downtown Dallas.

Building out from the hub would mean all of the money for light rail for the first 20 years of DART's existence would be spent entirely within Dallas. The suburbs would get connectivity through bus service until the spokes could be built out to them in the future. That was what happened for 20 years and we continued to pay our part and believe in the concept of regional transit.

The recent rhetoric in Dallas pitting plans for the D2 downtown subway line against plans to build the suburban Cotton Belt line is disheartening to many of us who have been here from the beginning. We know the promises that were made and that Dallas could not have built the system that exists inside Dallas in a timely manner without the commitment of the suburbs.



I was the only representative from the suburbs on the D2 committee, so I am familiar with all of those conversations. The DART Board has recommended that both the Cotton Belt and the D2 line be pursued. I agree. Don't be fooled though, the goal among some people in Dallas is to kill the Cotton Belt so that it won't go through North Dallas.

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Right now in order ride DART to Carrollton from North Dallas you need to get over to Forest Lane or one of the Richardson stations and take the Red Line to downtown Dallas and change to the Green Line and take it all the way out to Carrollton. The Cotton Belt would provide a cross-town route to D/FW International Airport. This might even relieve some use of downtown lines, and might not even need the second downtown line as quickly.

The Cotton Belt has been queued up for three decades and every time we think it is going to happen someone finds a project to move in front of it. DART built a line to serve the University of North Texas campus in southern Dallas which was a facility that didn't even exist when Addison and the suburbs joined DART. How did that get moved ahead of the Cotton Belt? I went to North Texas, and I am glad it is there, but it is an example of the flexibility that exists when Dallas wants something.

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Where now is the leadership that will talk about the region? We don't build transportation systems that end at the city limits. Isolationism is absurd in this region. Connectivity is our strength and it is going to take roads and rail and buses and cars and things we haven't even thought of to accommodate all the people that want to come to this area for jobs and opportunity.

Everyone is watching to see who the Dallas City Council will name the DART Board this week. Will Dallas appoint members who always favor the city council's position, or will they select representatives who will do what is right for the entire region? This is why many of the suburbs didn't join DART originally.

The DART system is admired by many other parts of the country. Built in it required leaders from Dallas setting a vision and convincing the suburbs of a big regional idea. The Cotton Belt has been part of that vision for 30 years and I hope Dallas representatives will seek honest solutions to the D2 line and the Cotton Belt, because the region needs both.

*Ron Whitehead was the city manager of Addison from 1982 to 2014. Email: [rwhitehead49@gmail.com](mailto:rwhitehead49@gmail.com)*

Link: <https://www.dallasnews.com/opinion/commentary/2017/06/19/dallas-must-show-commitment-regional-transportation-dart-appointments>

## New law clears the way for driverless cars on Texas roads

Gov. Greg Abbott signed a bill backed by auto manufacturers that explicitly allows autonomous vehicles to operate on Texas roads without a driver inside.

By [Brandon Formby](#) June 15, 2017 3 PM

The Alliance for Transportation Innovation in February 2016 offered Texans trips in a driverless shuttle that maneuvered along a pre-programmed route in parking lots near Globe Life Park in Arlington. Brandon Formby

The Texas Tribune thanks its sponsors.

Gov. [Greg Abbott](#) signed a bill Thursday that signals to Google, Uber and carmakers that they are welcome to test self-driving cars on the state's roads and highways without a driver behind the wheel.

There was nothing in existing law that banned autonomous vehicles from Texas roads. After all, Google has been testing them since 2015 in [Austin](#), and [Arlington is rolling them out](#). And several Texas sites were chosen by the U.S. Department of Transportation to test the technology in closed-course settings. Yet because state statutes didn't address the emerging technology at all, some manufacturers have told state officials they were wary about testing vehicles alongside street and highway traffic in Texas.

"The lack of laws created a need for clarity," state Sen. [Kelly Hancock](#), R-North Richland Hills, said at an April hearing on his bill.

Senate Bill 2205 requires driverless vehicles used on highways be capable of complying with all traffic laws, be equipped with video recording devices and be insured just like other cars. It also makes the manufacturer responsible for any broken traffic laws or car wrecks, as long as the automated driving system hasn't been modified by anyone else.

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It's unclear if the new law will lead to Texans regularly commuting next to cars that don't have an operator — or anyone — inside.

Texas is now among 18 states that have passed bills related to autonomous vehicles. It's among three states that have done so in recent months. Many manufacturers, including General Motors and Toyota, backed the bill.

"It sends all the right signals to GM or anybody else that's embracing the technology," said Harry Lightsey, GM's executive director of emerging technologies policy.

Does that mean the auto manufacturer will soon be operating empty vehicles on Texas highways?

"We have not publicly said what our plans may or not be for the future," Lightsey said.

The company is testing autonomous cars in three other states. But there's always an operator in their vehicles in case a human needs to take over driving. Lightsey said it could be a while before the company feels comfortable operating a vehicle in traffic without anyone inside.

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“We’re not going to do it until we have the data that fully convinces us we can do that safely,” he said.

AAA Texas would have preferred that the new state law required a human operator be in the vehicle. The group also wanted minimum insurance coverage to be \$1 million, instead of the lower coverage levels all other cars on Texas roads are required to maintain. But the bill made it through both chambers without the organized opposition a similar attempt [faced two years ago](#).

Lawmakers and experts said the technology has the potential to dramatically reduce road fatalities and provide a new transportation option to disabled Texans.

“The technology has tremendous potential to make everybody safer on the road,” Lightsey said. “It also has tremendous potential to enhance quality of life for a lot of people.”

*Disclosure: Google, Uber, General Motors, Toyota and AAA Texas have been financial supporters of The Texas Tribune. A complete list of Tribune donors and sponsors is available [here](#).*

# Denton gets \$1.5 million grant for sidewalk, bicycle improvements

Staff report

Denton Record-Chronicle

The North Central Texas Council of Governments announced Friday three grants totaling \$1.5 million to help Denton pay for bicycle lanes and sidewalks.

One grant will help pay for bicycle lanes along Sycamore and Welch streets between the University of North Texas and the Downtown Denton Transit Center. The lanes, which are part of the city's 2012 bike plan, will cost about \$950,000 and will also be connected to other cycling lanes at Hickory Street, Mulberry Street and Eagle Drive.

The grant will pay for 80 percent of the cost, and the balance will be paid by the city's bike fund.

Another grant will help pay for sidewalks to Ginnings Elementary and Lee Elementary schools. The sidewalks to Ginnings is expected to cost about \$656,000. The sidewalks to Lee are expected to cost about \$296,000.

The grants will reimburse 80 percent of the cost and the remainder will be paid by city bond funds.

The grants come from federal transportation taxes awarded to the state and the regional agency. Construction on the projects is expected to begin in late summer 2018.

## **Take the regional approach**

DART needs to build Cotton Belt line, says Ron Whitehead

Cotton Belt corridor

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# NEW: A toll on a toll road... yes and it's coming to Palm Beach County

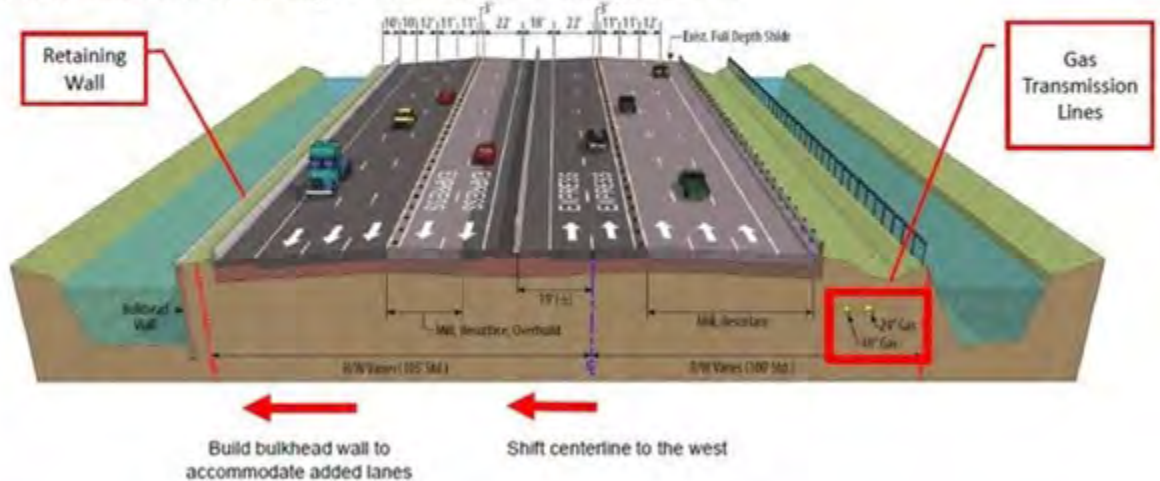
local

By **Lulu Ramadan** - Palm Beach Post Staff Writer

8

## Alignment – with expansion

- 10 lane widening
- Shift alignment to the west to avoid FGT
- Build bulkhead wall on west edge of the Turnpike along the canal



Florida's Turnpike after express lanes and widening. (FDOT)

Posted: 11:55 a.m. Tuesday, June 20, 2017

An additional toll on a toll road?

Yes it'll be a first in the United States and it's coming to Palm Beach County.

Residents in southern Palm Beach County learned the details Monday night of the expansion of Florida's Turnpike from six to 10 lanes between Glades Road and Boynton Beach Boulevard **with the addition of express lanes.**

The Alliance of Delray Beach, an association of residents west of Delray and Boca Raton, was presented **the long-term plans to expand the Turnpike** by Florida Department of Transportation

officials. More than two dozen residents attended the meeting, many of whom shared concerns about added traffic noise the highway expansion would cause.

» **READ: 7 things to know about the I-95 express lanes planned for Palm Beach County**

Express lanes on the turnpike are planned for stretches in Miami-Dade, Broward and Palm Beach counties.

By 2023, construction will likely begin on the project between Glades Road and Atlantic Avenue, said Michael Shannon, the department's director of transportation development.

Construction **on Atlantic Avenue to Boynton Beach Boulevard** won't start for at least the next five years.

The north stretch of the turnpike in Palm Beach County will see expansion and express lane work as early as 2018. The highway will expand from **four to eight lanes from Boynton Beach Boulevard** north to Indiantown Road.

There are also plans to build an interchange at Hypoluxo Road.

To avoid a gas line just east of Florida's Turnpike, the lanes will shift and additional lanes will be added west, Shannon said.

Two center express lanes will be added in both the south and northbound directions between Glades and Atlantic, similar to the express lanes in place on Interstate 95. Florida will be the first state in the U.S. to enact an additional toll on top of an existing one.

While residents were assured the heavy daily traffic flow on the highway meant necessary expansion, many shared worries of added traffic noise.

"It's loud there now," said Cherie Gross, a realtor west of Delray Beach.

» **RELATED: What do turnpike express lanes have to do with bicycles and sidewalks?**

A noise analysis will be performed within a year or two to determine the expansion's effect on neighboring communities, FDOT officials said. The department is exploring the potential for noise walls, concrete barriers between the highway and communities that would absorb and reflect some of the noise.

"If you want to sit outside on your patio, (the noise) becomes a problem," said Michele Fingerman, a resident of **the Addison Reserve community** just east of Florida's Turnpike.

Noise barriers, however, have their limitation, Shannon said. The noise is often decreased in homes immediately adjacent to the highway, but bounces over to homes farther away from the highway.

"Noise walls are more of a perception benefit than an actual benefit," Shannon said.

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# Cotton Belt Debt Issuance Fails to Pass DART Board

As Dallas support shifts away from sprawling light rail system, the future of the \$1 billion project is in doubt.

By [Peter Simek](#) Published in [FrontBurner](#) June 20, 2017 2:23 pm  
[12](#)

After a long, grueling, frank, and often contentious meeting of the Dallas Area Rapid Transit board this morning, a resolution that would have seen the agency take out \$1 billion in low-interest, federally backed loans to pay for the Cotton Belt light rail extension failed to receive the two-thirds majority support necessary for approval.

The vote leaves in doubt the future of the long-awaited light rail line, which would extend east from Plano, through the northern suburbs and parts of Dallas, toward DFW Airport. Cities such as Addison have been pushing for the rail line to be built for decades, but critics argue it would not produce ridership sufficient to justify its costs and would direct resources away from fixing DART's [inefficient transit system](#).

Today's meeting was [specially called](#) to reconsider the motion that failed to pass at the last DART board meeting. The meeting also came a day before the Dallas City Council is [set to vote to replace](#) upwards of seven of its representatives on the DART board, potentially remaking the character of the body that governs the region's public transportation system.

Suburban DART members openly expressed their fears at today's meeting that new Dallas representation would no longer be committed to pursuing their priority projects, like the Cotton Belt. In a Dallas City Council transportation committee meeting held two weeks ago to interview new DART board representatives, only three of 14 nominees received the full support of the committee, and of those who did, most spoke of a desire to refocus DART's efforts on bus service and overall system ridership and reliability, rather than continuing to build expensive light rail extensions that have not been able to reverse a downtrend in ridership.

Today's meeting's final moments were the most dramatic of a lively session overall, and they well-illustrated the stakes of the decision.

Speaking in support of the Cotton Belt line, Dallas DART board representative Pamela Gates read from a prepared statement, citing her fears that a vote against issuing the Cotton Belt debt would result in some of the suburban member cities holding referendums to pull out of the regional transit agency. The loss of sales tax revenue, Gates argued, would most burden those low-income residents, particularly those living in the southern sector who rely on DART to get to jobs, school, and medical appointments.

“I will vote for these taxpaying citizens,” Gates said. “I vote for an intact DART and voting against the risk of a crippled DART.”

But the nightmare scenario Gates described — a crippled public transit system in which residents have to endure the burden of impossibly long commutes and little access to employment or opportunity — sounded very much like DART as it exists today. In its 30-year blitz to build out the nation’s longest light rail network, DART has created a public transit system that is inefficient and unreliable, a system that has contributed to Dallas’ enduring struggles with upward mobility, high rate of neighborhood income inequality, and a burdensome cost of living when transportation costs are taken into consideration.

Also, to vote for the Cotton Belt out of fears that not supporting the project would result in the loss of DART member cities, and the sales tax revenue they represented, laid bare the kind of horse trading by which decisions about public transit are made by the DART board, pursuing ever more light rail extensions often at the cost of building a system that could increase ridership and improve mobility throughout the region.

This was on full display this morning. Representatives of Dallas and the suburban cities expressed their distrust in each other’s commitment to either the Cotton Belt line or the eagerly sought second downtown subway alignment, called D2. Suburban cities feared that a delay in the vote of the Cotton Belt debt issuance was just a backhanded way of stifling the project. Some Dallas board members feared that committing the agency to a billion dollars of debt could result in over-stretching DART’s borrowing capacity and hamper its ability to deliver on D2.

Specifically, Dallas rep Sue Bauman wanted to know from DART staff how the agency would fund D2 if the federal grant program DART is seeking to fund half of the cost of the proposed downtown subway is eliminated by the Trump administration. She also wanted assurance from her fellow board members that they would continue to support a downtown subway in return for support for the Cotton Belt.

Even though the agenda only called for a discussion of the Cotton Belt debt issuance, Garland, Rowlett, and Glenn Height’s board representative Mark Enoch invited DART CFO David Leininger to address the board and answer questions about how DART might fund D2 if the federal grant opportunities were eliminated. Leininger had a presentation prepared for the occasion.

The challenge, Leininger explained, is that if DART issued \$2 billion in debt to build both the Cotton Belt and D2, the transit agency could begin to run out of cash in the mid-2020s. To solve this potential insolvency, Leininger proposed to pay for D2 by issuing \$650 million in Capital Appreciation Bonds, which would push out DART’s requirement to pay debt service on the loan until the 2030s.

“Is it legal? Yes,” Leininger said of the CABs. “Are they dangerous? They can be.”

Not only would CAB funding increase the amount of interest paid on the loan for D2 and push the debt obligation out into the far-off uncertain future, funding both the Cotton Belt and D2 with

debt would limit DART's capacity to pursue other transit improvements, including an improved bus network.

To the suburban representatives, Leininger's presentation answered what, in their minds, was the question that was causing the Dallas DART board members to drag their feet on the Cotton Belt vote. Could DART afford to build both the Cotton Belt and D2? Technically yes, Leininger explained. But that was not enough to sway the five Dallas DART board representatives needed to commit to locking DART into a \$1 billion loan to build a new light rail line whose projected return on fare revenue would only be a small fraction of that amount.

In the end, board members Sue Bauman, Patrick Kennedy, Michele Wong Krause, and Amanda Moreno voted against the resolution, joined by Dallas and Cockrell Hill representative William Velasco.

Where today's vote leaves the Cotton Belt project — as well as D2, and the entire future of the public transit system — is yet to be seen. Changes in representation, ongoing feuding between suburban and urban board representatives, and a desire to shift the focus of the transit agency from building light rail lines to providing reliable and usable public transit create the potential for stalemate on the board.

For now, DART says it will continue to look into funding sources and options for D2 and the Cotton Belt. In other words, as always, DART staff plugs on.

# Cedar Hill Mayor Rob Franke Elected Chair of Regional Transportation Council

By

**Jo Ann Holt**

-

June 21, 2017

CEDAR HILL—Mayor Rob Franke was recently took the helm of the Regional Transportation Council (RTC). The governing body comprised of 44 members decides policy for the Dallas-Fort Worth area. Tarrant County Commissioner Gary Fickes serves as vice chair and Denton County Commissioner Andy Eads is secretary.

“It’s a real honor to be elected by my peers to serve as RTC chair for the next year. I have served on the RTC since 2008. I also chaired their multimodal/intermodal/high-speed rail/freight subcommittee, said Mayor Franke, now in his eighth term as mayor of Cedar Hill.

“It’s a pleasure to advocate for the cities of DeSoto, Duncanville, Lancaster, Cedar Hill, Glenn Heights and Hutchins. Also to work for the benefit of our entire 12-county area of Dallas-Fort Worth.”

The RTC oversees transportation planning for twelve counties within the Dallas-Fort Worth region. RTC guides development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission.

“Our biggest concern is how to manage our rapid growth in the best possible way. We’re now the largest metropolitan area in the country, with a population of over seven million people. If we were a nation, we’d rank number 20 in economic output.”

## Loop 9 Project Impact

Two projects of special interest to Best Southwest cities are the proposed Loop 9 project and [high speed rail service](#). Franke says the Loop 9 outer loop has been “on the books” since the late 1950s and early 1960s. However, it has been re-evaluated a number of times due to demographic changes, economic downturns and budget constraints.

After years of feasibility and environmental studies, in 2014 TxDOT downgraded the proposed plans from a 6-lane tollway between U.S. 287 and I-20 to a possible two-lane road or access road. North Central Texas Council of Governments (NCTCOG) prepared the

Regional Outer Loop Corridor Feasibility Study, which did not recommend a continuous outer loop. Reasons given were low traffic volumes and a lack of statewide connections.

But as population and truck traffic continue to increase, including a heavy influx of commercial trucks from the Inland Port freight facility near I-45, TxDOT and NCTCOG more recently prepared a Corridor/Feasibility Study for Loop 9 southeast area from US 67 to I-20.

They recommend using available funding to start engineering and environmental studies for the section of Loop 9 from I-35E to I-45 first.

A section about 10 miles long, the project is estimated to cost \$116 million. TxDOT began development of the schematic and Environmental Assessment (EA) for the section of Loop 9 from I-35E to I-45 in April of 2014.

## Pros and Cons of High Speed Rail

Franke says one of the obstacles to getting high speed trains in the U.S. has been the fear of many people that the railroad would divide their counties. They also worried about losing some of their land, or endangering people or animals. Franke says, "High speed rail would have 60% of the tracks elevated so people, roads and animals would still have the right of way."

With high speed rail being funded by private investors or grants, the RTC would like to see a high speed train from Dallas to Houston by 2020. Franke says the high-speed railway station stop in Dallas would probably be at a DART station near Interstate-30 in East Dallas.

"We all know how difficult it is now to take a family vacation traveling south on I-45 to Houston or on I-35 to Austin and San Antonio. Traffic has become so congested and construction delays make the trip much longer than before. Flying to one of those Texas cities isn't as convenient as it should be, either. Trains, on the other hand, can get closer to downtown areas to make a family vacation trip a lot less stressful."

"Wouldn't it be great," Franke asked, "If our region is the first in the U.S. to have high speed rail?"

In addition to high-speed rail, North Central Texas Council of Governments is about to undertake a Metropolitan Transportation Plan. Specifically known as 'Mobility 2045.' The plan will serve as a blueprint for transportation projects through 2045. The anticipated date when the region is expected to hold over 11 million people.

## **Bond plan grows to \$1 billion**

Council finds tentative solution for gridlock: Spend more

By TRISTAN HALLMAN Staff Writer thallman@dallasnews.com

DALLAS

Dallas City Council members appear to have finally found a way to agree on the contents of an \$800 million bond package: spending another \$225 million.

City staff on Wednesday initially proposed throwing \$125 million more at the bond. But council members still didn't like the way that staff had divvied up the projects. Eventually, in a straw vote, the council's majority supported spending another \$100 million on top of that.

Council member Scott Griggs and Mayor Mike Rawlings suggested a bond package of \$1.025 billion after a lengthy discussion in which council members expressed frustrations about the process of allocating potential bond dollars. The Aug. 9 deadline for putting the bond on the November ballot was beginning to loom over the council members, who don't meet in July.

"We've got to fish or cut bait, and I'm for fishing," Rawlings said. "Let's get on with this."

Until recently, council members had balked at getting close to the city's \$1.2 billion borrowing capacity in the bond package. Some last year had even proposed spending only \$500 million on the bond program.

Now, that will be the amount the city spends on streets alone in the bond package.

The rest of the bond will likely be made up of around \$170 million or more for parks and trails, \$67 million for drainage projects, more than \$80 million for city facilities, about \$65 million for housing and economic development and other money left to be finalized.

Voters will also get to vote separately on tens of millions in funding for Fair Park facilities.

Council members hemmed and hawed for two hours about the makeup of the bond package.

Some wanted the bond to be split equally among their 14 districts. Others didn't. Some wanted more for traffic signals and senior programs and recreation centers. Others had different projects in mind.

That led to finger-pointing and frustration with city staff.

Council member Adam Medrano asked Assistant City Manager Majed Al-Ghafry if he determined the package based on "the last council person you talked to." Al-Ghafry later denied that was the case.

City Manager T.C. Broadnax told council members they needed to give a clear direction "other than you don't like what we've presented."

Council member Adam McGough said the higher number is probably necessary to get a consensus because many districts have had to wait for projects and repairs for years.

"We're in a situation where we have way too many needs and there's no way to get there," said Adam McGough.

The bond is only the beginning of hard financial choices the council will have to make in the coming months. In August, the city will begin to discuss its annual budget for next fiscal year, which begins Oct. 1.

The budget will be tight.

The city will spend roughly \$40 million more next year on the Dallas Police and Fire Pension System, and council members are hoping to soon raise the property tax homestead exemption for seniors and disabled residents. Doing so would mean the city would forgo millions more in revenue.

The bond package is the council's chance to bring progress to their districts in tight financial times. And despite the discontent with the bond package, Rawlings said he found the process healthy because he learned about his colleagues' priorities.

Al-Ghafry, who only joined the city a few months ago, said the feedback helps him and the city staff learn what's important, too.

"And at the end of the day, a great bond program will be passed," Al-Ghafry said.

"There's a great opportunity for us to learn from that process and do better at it. Next week, I think we'll come in with a much better proposal than we came in with today."

Twitter: @TristanHallman

## Driverless vehicles head to Globe Life Park

They'll get folks from lots to games; officials mum on stadium plans

By LOYD BRUMFIELD Staff Writer lbrumfield@dallasnews.com

ARLINGTON

ARLINGTON — There was a discussion about the future Wednesday night — a future that includes a Loews luxury hotel coming to Arlington's entertainment district, an entertainment and retail center, and a new ballpark for the Texas Rangers that will anchor it all.

But one part of that future has arrived — at the old ballpark.

"In the next 30 days, autonomous people movers are going to be in use at Globe Life Park," Mayor Jeff Williams said in a free-wheeling discussion of the \$1 billion, retractable-roof Rangers stadium and the \$250 million Texas Live! entertainment complex going up next to it.

Williams appeared before members of the Texo Association Young Constructors Council along with Jack Hill, the Rangers' senior vice president of project development, and Mark Penny, senior vice president for Texas of Manhattan Construction.

Williams said pre-programmed routes for the driverless vehicles are being worked out but would likely include off-street trails in the entertainment district, as well as getting people from parking lots to Globe Life Park for Rangers games or events at AT&T Stadium.

Earlier this year, Arlington was one of five cities in Texas chosen for a pilot program testing the effectiveness of autonomous vehicles.

Although the 12-person shuttles as part of the test program will be driverless, operators will be on board to watch over things.

The Rangers' new ballpark, paid for in part by \$500 million in taxpayer funds, was approved by a public referendum in November and is scheduled to open in 2020.

The conversation at the DoubleTree Hotel on Wednesday — moderated by Candace Carlisle of the Dallas Business Journal — touched on economic development, the importance of the Rangers to Arlington, the cost of the new stadium, possible uses for a repurposed Globe Life Park and transportation.

Hill promised that the Rangers would hold fast to the stadium's \$1 billion price tag.

"It won't be a billion-plus, or even a plus-plus — it'll be a billion dollars," he said.

While Hill, Williams and Penny were tight-lipped about what the new stadium might look like, they did offer some thoughts about the reuse of the old stadium.

"Obviously you need a need," Hill said. "We've had lots of suggestions — some of them pretty silly. I think it will sell itself, but we need that idea. In fact, it will probably be multiple ideas — retail space, office space and maybe even some residential."



As far as the new place is concerned, fans will just have to wait and see what it will look like.

“It’s going to have a lot of unique features,” Hill said.

Care to offer specifics? “Nope.”

Twitter: @LoydBrumfield

## **Committee shake-up is aimed at fixing broken city**

He's just five months on the job as Dallas' new boss, and already T.C.

Broadnax has run out of City Hall many of the lifers who'd toiled too long inside I.M.

Pei's upside-down bunker on Marilla Street.

Out with the weary insiders making the same old mistakes and peddling the same old excuses; in with the bright outsiders who, we've been promised, come with big ideas about how to fix our broken city.

It's too soon to tell if this ongoing progress is real progress or just change; Molly Ivins, let's remember, once said that Dallas is a city that can't tell the difference. But it's a sure sign your municipal government has grown stagnant when the know-it-alls who keep an eye on City Hall get turned on by a new org chart and overhauled Dallas City Council committees.

I'm just as guilty of getting all worked up over this stuff, which I guess you could dismiss as inside baseball till you realize it has everything to do with how safe you are and how awful your drive to work is and whether your trash gets picked up on time and whether your neighborhood's overrun with loose dogs. Then it's game seven of the World Series.

I spent most of Friday night poring over Mayor Mike Rawlings' memo to the City Council announcing new council committees — strongly suggested by Broadnax — and parsing the meaning of it all. The document reads like the handiwork of a former adman who knows it's time for a rebranding.

For those fortunate or sane enough to avoid the city's day-to-day minutiae, the City Council is divvied into committees tasked with debating policies and upcoming expenditures before sending them along to the full council for a final yay or nay. At the moment they have generic, humdrum names like the Quality of Life Committee or the Public Safety Committee or the Transportation and Trinity River Project Committee or the Budget, Finance and Audit Committee, always referred to as "BF'n'A."

No longer. According to the mayor's memo, here are the proposed new names: Economic Development and Housing Committee; Government Performance and Financial Management Committee; Quality of Life, Arts and Culture Committee; Public Safety and Criminal Justice Committee; Mobility Solutions, Infrastructure and Sustainability Committee; and Human and Social Needs Committee.

Some are surface makeovers.

But Human and Social Needs, for instance, is a brand-new thing — the umbrella with which council will oversee everything from the recently announced Office of Welcoming Communities and Immigrant Affairs and newly formed Office of Homeless Services to issues involving poverty and education. And for the first time since I can recall, council will have a committee (Government Performance and Financial Management) tasked with making sure citizens' openrecords requests are being filled.

"I do think committees now will have oversight they haven't had before," said northwest Dallas' Jennifer Staubach Gates, for now, at least, chair of BF'n'A.

"This is an effort to bring accountability to city functions."

Longtime observers will note some rather dramatic shake-ups, such as the merging of housing and economic development — finally. For years the Economic Development Committee was where

developers came to get their handouts, such as the tax breaks they claimed they needed to build a handful of affordable housing units in mixed-use complexes only \$30,000 millionaires could afford. The Housing Committee was where the council performed the postmortem when those projects failed to deliver.

Broadnax, who just cut loose the city's longtime heads of economic development and housing, has merged those two positions under one title: chief of economic development and neighborhood services, worn by Raquel Favela.

She spent a decade preaching at the National Development Council that growing neighborhoods leads to economic development and not the other way around.

North Dallas council member Lee Kleinman, for now chair of transportation, said Saturday that what Broadnax's staff considers economic development "is really neighborhood revitalization, neighborhood growth and less about giving money to developers. And I think it's necessary. One thing that Raquel has said to me a couple of times is we're no longer going to have developers come in and pick off the menus of subsidies."

You could easily make the case that council committees aren't especially relevant; from the city's own rule book: "committee recommendation is not necessary for a matter to be placed on the city council agenda." And meetings are often canceled for lack of content; most of the time they're just feedback loops and PR presentations anyway.

But Rawlings, who will stock those committees with council members by mid-July, writes that this shake-up is yet another sign that the city manager is not to be trifled with.

So far, what T.C. wants, T.C. gets.

"At times it has felt like we are just checking boxes,"

Lake Highlands' rep Adam McGough said over the weekend.

The new committees, he said, should be more "collaborative" and let the council "refine meaningful policy that will best serve the people."

That's right, City Hall.

Serve the people. Or you can forget about checking the boxes and start packing them.

Twitter: @RobertWilonsky

COMMUNITY BRIEFS  
Dallas Morning News

**Transit panel funds bike, pedestrian projects**

The Regional Transportation Council has allocated \$12.2 million to 22 Safe Routes to School projects.

The projects range from sidewalks and crosswalks to bicycle-pedestrian trails providing better access to schools.

An additional \$22 million was awarded to 12 active transportation projects, consisting mainly of shared-use paths and on-street bike lanes. In all, 34 projects spanning 16 communities and eight North Texas counties received \$34.2 million through the Transportation Alternatives Set-Aside Program Call for Projects in North Texas.

The entities awarded funding will contribute \$12.4 million in local matching funds, bringing the total investment in the region's bicycle and pedestrian facilities to \$46.6 million.

Deborah Fleck

## Want to go green? Then go home

Growing telecommuting trend will reduce pollution, Joel Kotkin says

Expanding mass-transit systems is a pillar of green and “new urbanist” thinking, but with few exceptions, the idea of ever-larger numbers of people commuting into an urban core ignores a major shift in the labor economy: More people are working from home.

True, in a handful of large metropolitan regions, what we might call “legacy cities,” trains and buses remain essential. This is particularly true of New York City, which accounts for a remarkable 43 percent of the nation’s mass-transit commuters, and of other venerable cities, such as San Francisco, Washington, Boston, Philadelphia and Chicago. Together, these metros account for 56 percent of all mass-transit commuting.

But for most of the rest of the country, transit use, despite often-massive infrastructure investment, has either stagnated or declined. Among the 21 metropolitan areas that have opened substantially new urban-rail systems since 1970, mass transit’s share of work trips has declined, on average, from 5.3 percent to 5 percent. During the same period, the drive-alone share of work trips, notes demographer Wendell Cox, has gone up from 71.9 percent to 76.1 percent.

Meantime, the proportion of the labor force working from home continues to grow. In 1980, 2.3 percent of workers performed their duties primarily at home; by 2015, this figure had doubled to 4.6 percent, only slightly behind the proportion of people who commute via mass transit. In legacy core-metropolitan statistical areas (MSAs), the number of people working from home is not quite half that of those commuting by transit. In the 47 MSAs without legacy cores, according to the American Community Survey, the number of people working from home was nearly 250 percent higher than people going to work on trains or buses.

The areas with the thickest presence of telecommuters, including cities such as Austin, Raleigh-Durham, San Diego, Denver, and Seattle, tend to have the greatest concentration of tech-related industries, which function well with off-site workers. In San Jose, Calif., the epicenter of the nation’s tech industry, 4.6 percent of people work from home, exceeding the 3.4 percent who take mass transit. Other telecommuting hot spots include college towns like Boulder, Colo., where over 11.6 percent of workers work from home, and Berkeley, Calif., where the share is 10.6 percent.

Leading telecommuting centers tend to be home to many well-educated, older and wealthy residents.

Communities such as San Clemente, Newport Beach and Encinitas in Southern California, as well as Boca Raton in Florida, all have telecommuting shares over 10 percent. Perhaps older, well-connected people are more inclined to avoid miserable commutes, given the chance to do so. As the American population skews older, the economy is likely to see more workers making such choices.

Another important demographic force contributing to the work-from-home inclination is Americans’ continuing move to lower-density cities, which usually lack effective transit, and to the suburbs and exurbs, where 81 percent of job growth occurred between 2010 and 2014. While most metropolitan regions can be called polycentric, they are actually better described as dispersed, with central business districts and suburban centers now accounting for only a minority of employment. By 2000, more than

three-quarters of all employment in metropolitan areas with populations higher than 1 million was outside central business districts and suburban centers.

Home-based work could be the logical extension of this dispersal, and modern technologies, from ride-sharing services to automated cars, will probably accelerate the trend. A recent report by the global consulting firm Bain suggested that greater decentralization is likely in the coming decades. A 2015 National League of Cities report observes that traditional nine-to-five jobs are on the decline and that many white-collar jobs will involve office-sharing and telecommuting in the future. The report also predicts that more workers will act as contractors, taking on multiple positions at once.

Some see these developments as ominous, but greens and urbanists shouldn't. Telecommuting will, among other things, reduce pollution. It may be that the shift to home-based work will prove the ultimate in mixed use — albeit for workers in their pajamas.

## Timing is key for bond

Panel split on how to proceed with \$500M proposal for highways

By VALERIE WIGGLESWORTH Staff Writer vwigglesworth@dallasnews.com

### COLLIN COUNTY

MCKINNEY— Collin County commissioners are committed to spending more than half a billion dollars on new freeways in the coming years. But pinpointing the timing of that expense is the looming question.

With a recommendation from the county planning board, the commission was poised on Monday to consider calling a bond election for November. But discussions revealed a split on how to proceed.

Commissioners Duncan Webb and Susan Fletcher wanted an election this fall so money would be available sooner to improve mobility. But the remaining three commissioners wanted more specifics in the plan to ensure buy-in from taxpayers.

“We need consensus on this court before we move forward,” County Judge Keith Self said. “We ought to have a county vision to build these new highways.”

The focus has been on the extension of U.S. Highway 380, particularly west of U.S.

Highway 75, an extension of Spur 399 east of the end of the Sam Rayburn Tollway, a north-south route in the peninsula of Lake Lavon and the Outer Loop west of U.S. Highway 75.

But exact routes are on hold until the Texas Department of Transportation conducts feasibility studies. That could take months.

And citizen support could depend on which routes are chosen. Commissioners talked about waiting until November 2018 to hold a bond election, but no decision was made.

Collin County is one of the fastest-growing counties in the nation with Frisco and McKinney among the nation’s fastest growing cities.

Projections show the county’s population will reach between 2.5 million and 3.5 million people by 2050. As of Jan.

1, its population was estimated at 932,530.

“We have more people moving here to Collin County than currently live here now,”

Fletcher said in urging the county to act now.

“We know about how much money it’s going to cost, and no bonds would be sold until we knew exactly where that money would be spent,” she said. “We’ve earned the respect and the trust of our constituency to make those decisions.”

Postponing the vote also means that the county’s costs will likely be higher, Webb said, whether it’s in right-of-way purchases, engineering costs or interest payments.

“I’m real concerned that if we don’t keep pushing the accelerator here... we’re going to send a message to our residents that transportation infrastructure is not as important as we led everyone to believe over the last year and a half,” he said.

Shep Stahel is a member of the county’s planning board that recommended the bond election be held this fall. And while the board’s recommendation has not changed, Stahel said his opinion has. The success of Collin College in winning voter approval for a \$600 million bond package last month suggested to him that the county needed a more detailed transportation plan.

“In order to increase the odds of success, if possible, we need to better define the routes, particularly the route of 380 through the McKinney- Farmersville area and particularly the north-south route from 380 down to the Wylie- Murphy area,” Stahel said.

Commissioner Cheryl Williams said there are too many unanswered questions.

“I’m just not prepared to ask people to vote on something without a lot more specificity and clarity to it,” she said.

Commissioner Chris Hill acknowledged that there is a danger in moving too slow and losing momentum for new highways. But being too aggressive and not getting enough buy-in also carries risks.

“In the end it’s our citizens that are going to have to embrace this vision,” he said. “It’s the citizens who will have to vote for a \$500 million-plus bond, and it’s the citizens who will have to pay those taxes.”

Twitter: @vlwigg



# Dallas City Council overhauls DART board amid tensions over downtown, suburban projects

[Julie Fancher, Staff Writer](#)

The Dallas Morning News

By shaking up the Dallas Area Rapid Transit board on Wednesday, the Dallas City Council sent a message to its representatives that they [need to prioritize the council's wishes](#), which don't include expanding suburban rail.

Three Dallas-appointed DART board members who voted in October to fund the Cotton Belt commuter rail line, to stretch across parts of North Dallas and northern suburbs, were ousted Tuesday, replaced with new blood. A fourth was removed last month.

All four voted in favor of DART's most recent 20-year financial plan back in October. In doing so, they not only backed a new council-favored [downtown Dallas subway](#) line, but also the Cotton Belt commuter rail line that will stretch from Plano to DFW International Airport.

The projects will cost about \$1 billion each, and some area politicians are worried that there may not be enough financing to pay for both, especially if some of President Donald Trump's budget priorities pass muster with Congress.

The City Council did not publicly discuss the nominees for the DART seats before voting on Wednesday. Dallas appoints seven of the 15 DART board members and shares another seat with Cockrell Hill.

Jerry Christian and Pamela Dunlop Gates were not selected to continue their roles on the DART board. Christian, a pastor, and Gates, an attorney, have been on the board since 2007. Bill Velasco, who was appointed in 2001 for the seat shared by Cockrell Hill and Dallas, was also voted out.

The new faces are Catherine Cuellar, the former Arts District director; attorney Ray Jackson; attorney Dominique Torres, who recently lost a bid for Rickey Callahan's council seat; and data consultant Jon-Bertrell Killen.

Cuellar was nominated to serve the shared seat, so her appointment will still need to be approved by the Cockrell Hill City Council.

The Dallas City Council [voted last month to remove board member](#) Richard Carrizales one year into his two-year term. The council voted to appoint Dominique Torres to serve out the remaining year of that term.

The Dallas council on Wednesday also voted to keep three board members. Patrick Kennedy, who was appointed in December; Amanda Moreno, who was appointed in 2013; and Michelle Wong Krause, appointed in 2014, will stay.

Krause and Moreno voted against against the financial plan authorizing both the Cotton Belt and subway projects. Kennedy didn't start his term until January but has viewed improving the city's bus system, instead of building major capital projects, as one of his top priorities.

In interviews with the Dallas council's transportation committees, all of the DART appointees said they were frequent DART users and would focus on improving DART's bus service, something the council has been [particularly frustrated with](#).

Carrizales said last month his removal was put up for a vote because some council members were upset over his October vote to fund the Cotton Belt commuter rail line. He was one of 12 members of the board who voted to fund the Cotton Belt and a downtown Dallas subway at the same time.

Council members, including Sandy Greyson, said publicly that was not the main factor in the council's decision. She said the council was looking for more engaged board members.

But the Cotton Belt rail line has been a sticking point between the city and the suburbs. Last September, the City Council unanimously passed a resolution that directed the city's priorities, which included the downtown subway, improved bus service and the streetcar.

Wednesday's meeting comes [one week after a contentious DART board special session](#) where the DART board, including five Dallas members facing reappointment or rejection by the Dallas council, voted down a resolution that would have authorized DART to issue bonds to fund the estimated \$1.1 billion Cotton Belt rail line.

After the DART vote, Addison officials publicly threatened to consider withdrawing from the multi-city DART authority. The Cotton Belt line would bring rail service to Addison, which it currently lacks.

DART officials say they are working to find alternative funding for the Cotton Belt, as well as the downtown Dallas subway in case federal funding doesn't come through.

The DART board, and the Dallas City Council, are expected to vote on a preferred alignment for the downtown subway in August.

# Texting while driving is already illegal in some Texas cities, but citations are rare

BY ROBERT CADWALLADER [rcadwallader@star-telegram.com](mailto:rcadwallader@star-telegram.com)

With Texas' new texting-while-driving law kicking off Sept. 1, motorists in many cities with their own laws have had years to acclimate.

Some are adjusting better than others, said Bedford police Sgt. Mike Hager, who still finds many drivers with their noses to their phones.

"I've ridden a mile, two miles beside cars [with texting drivers], and they didn't even know I was there," said Hager, supervisor of the traffic division and its six officers. But when violators do spot him, he added, it's clear they're aware of the law. "You drive up on people with a cellphone and they drop it in their lap."

Bedford is among six Tarrant County cities — Arlington, Grand Prairie, Hurst, Watauga and White Settlement are the others — that have adopted ordinances targeting distracted driving while the Legislature was trying and failing several times to pass its own.

Texas, at the moment, is among four states without a comprehensive texting-and-driving law. But House Bill 62, signed into law by Gov. Greg Abbott on June 6, will ban texting, reading and writing from a handheld phone while the user is driving. It allows talking on phones and using GPS location features.

Fines range from \$25 to \$99 for first offenses and \$100 to \$200 for subsequent citations.

But based on the number of tickets already being written in cities that already have ordinances, chances are slim that you'll get a ticket.

In Arlington, about 400 citations were issued from 2012 through May 2017.

Even if are ticketed, violations are misdemeanors that don't affect the status of driver's licenses or insurance rates, said Laura Adams, senior analyst for InsuranceQuotes.com. But she said texting and driving that turns into carelessness that endangers others "comes with points, which are red flags to insurance companies."

The law supplements existing regulations, including bans on people under 18 using cellphones while driving and on anyone using cellphones while driving in school zones.

But more than 100 cities in the state have their own distracted-driving ordinances, many deciding the issue was too important to wait.

**GROUND SWELL**

State Rep. Tom Craddick, R-Midland,, the state law's author, felt that pressure at home as the Legislature and former Gov. Rick Perry rejected bills in 2009, 2011, 2013 and 2015.

"My city of Midland got tired of me not being able to pass no-texting-and-driving," said Craddick, a former House speaker. "So they passed a local ordinance."

Arlington leaders also were feeling pressure to take action as texting-related accidents became a national and local issue. Residents were asking why the city didn't have regulations, said Councilwoman Sheri Capehart. The council was concerned about the increasing number of tourists to the city "who aren't as familiar with our roadways and get a little lost going to our events," she said, calling it an issue of "safety for our citizens and visitors."

Officials first checked with state legislators, Capehart recalled, "to ask if they were going to do something, and they didn't seem to have a real good idea if the state was going to address it or not."

The city ordinance was adopted in September 2011, banning drivers from texting, reading, writing, gaming and other hands-on interaction with cellphones.

Safety advocates say the statistics warrant action. Texting and other distracted-driving behaviors cause more than 420,000 injuries and more than 3,100 deaths every year on U.S. roads, according to the National Highway Traffic Safety Administration. In any given daytime moment, the agency estimates, about 660,000 drivers on the road are using cellphones.

In Texas last year, distracted driving was blamed for 455 fatalities and more than 3,000 serious injuries, including 22 deaths and 236 serious injuries in Tarrant County, according to the Texas Department of Transportation's Talk, Text, Crash campaign. It says there were 109,658 distracted-driving crashes in Texas last year, a 3 percent increase over 2015.

"The nationwide epidemic of distracted driving is killing people every day," said Grand Prairie police spokesman Mark Beseda, whose city has had a texting-and-driving ban since December 2013. "It was a no-brainer as to why we adopted it. We're just one of the few cities that chose to go ahead and get it going. I'm glad the state has finally kicked in."

## **STATE LAW RULES**

The Arlington ordinance, like Midland's, closely resembles the state law, but many cities — including Bedford, Hurst and Watauga — have more restrictive ordinances that ban the use of cellphones outright unless in hands-free mode (or during emergencies). Those conflicts are OK, for now.

But Abbott has called a special session for July 18, and his agenda includes amending the texting law to prevent cities and counties from regulating mobile devices in vehicles at all. With a state law in place, he said, he wants to avoid a "patchwork quilt of regulations that dictate driving practices in Texas."

Craddick would oppose that measure. Even though his bill mainly outlaws texting and driving, he wants local governments to be free to be tougher if they want to. His West Texas neighbors of Amarillo and El Paso are hands-free only.

Hands-free-only ordinances are much easier to enforce, area police officials say. Under regulations that address texting only, drivers who are pulled over often claim they were just talking on the phone, not texting. And no law empowers police to confiscate a phone to check texts and emails for time stamps at a misdemeanor traffic stop, officials note.

Police observation is enough to write the citations and force the drivers to city court if they want to challenge. In those cases, though, police have the burden of showing up in court.

Drivers “offer all types of other excuses outside of texting,” said Sgt. Va-Nessa Harrison, an Arlington police spokeswoman. “So the burden of proof is on the officer.”

The number of Arlington citations issued for violating city ordinance versus the state’s hands-only ban in school zones illustrates the difference in burden, Harrison said.

While 387 tickets were written under the city ordinance from 2012 through May, 1,467 tickets were issued for school zone infractions over the same period.

## **PROVING VIOLATIONS**

Arlington police declined to make a traffic officer available to comment on enforcement of the texting ban, Harrison said, out of concern it might reveal tips on how officers make citations stick.

“You have to be able to explain how they violated that law,” Harrison said. “We don’t want to give away what we look for because it’s tough enough as it is.”

Police departments get creative. Some have put officers in big trucks or buses where they can see down into cars and more easily spot violations.

Arlington police wrote 73 text-and-driving citations in 2012, the first full calendar year of the city ordinance. The numbers declined annually to 56 in 2015 and then spiked to 104 last year. This year’s tickets are at half that pace.

Meanwhile, school zone tickets peaked at 480 in 2011 and steadily declined to 165 tickets last year.

Lt. Chris Cook, the department’s chief spokesman, said it’s difficult to explain the 2016 jump in citywide citations.

“Enforcement varies from time to time depending on focused priorities and locations that officers are concentrating on,” Cook said in an email. But on the decline in tickets written near

schools, he said, “I believe we have done a great job in educating the public on not using wireless communication devices in school zones.”

Grand Prairie police statistics don’t distinguish between citations written on the city ordinance and the state school zone law. The numbers have increased dramatically from 242 citations in the first full calendar year in 2012 to 1,211 citations last year, generating a total of \$350,163 in fines through June 2.

Beseda, the Grand Prairie police spokesman, said the cause of the ticket increase isn’t clear.

Overall, Grand Prairie police wrote 64,605 traffic tickets last year, including 1,089 for speeding in school zones.

Bedford police statistics also are not separated by city and state law. Officers wrote 211 tickets during the first 12 months after the law took effect in November 2014, 255 tickets the second year and 124 through last November.

## **DISTRACTED DRIVING**

Jennifer Smith was a real estate agent in Grapevine when her mother was killed in a 2008 crash in Oklahoma with a pickup driven by a college student who was talking on his cellphone. She became an advocate, rallying families of victims of distracted-driving accidents to support the several previous legislative efforts that ended up failing.

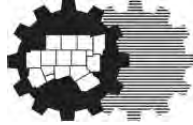
Smith, who founded the StopDistractions.org advocacy organization in 2012, noted that cellphones are infinitely more distracting than they were in 2008, just a year after Apple rolled out the first smartphone.

“We’re not just fighting against texting and making phone calls while driving,” said Smith. “They’re videoing themselves, taking selfies; they’re on Facebook Live, Instagram, Twitter. They’re watching Netflix while they’re driving. There’s no limit to what people can do with their phones now.”

So while the Texas law isn’t as tough as she and other advocates might want, she supports it — but she’ll rally her families to fight any attempt in special session to override stricter local ordinances.

“This is a long-overdue step for Texas,” she said. “But it’s just a start. If we really want to reduce these fatalities because of distracted driving, we know we have to do more.”

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**North Central Texas  
Council of Governments**

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## **North Texans Take Action for Clean Air June 23**

Annual Clean Air Action Day highlights nearly 20 easy ways to improve air quality

**June 19, 2017** (Arlington, Texas) – For the eighth consecutive year, North Texans will join in taking action for clean air and log commitments at [www.airnorthtexas.org](http://www.airnorthtexas.org). Clean Air Action Day, the first Friday of summer every year, celebrates ways North Texans can help improve air quality.

Across the region June 23, North Texans will do something extra to reduce ozone-causing pollution. 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.

Air North Texas, the region's clean air campaign, is sponsoring a social media contest to encourage residents to share steps they will take to improve air quality. To participate, simply post with #CAAD2017 to be entered into a prize drawing. Visit [www.airnorthtexas.org](http://www.airnorthtexas.org) for details.

Also on June 23, Air North Texas will unveil an online widget featuring the campaign mascot, Arlo the Airmadillo. As ozone levels rise and fall, Arlo's shell will change colors to reflect the Air Quality Index. Download the free widget for your website at [www.airnorthtexas.org/links](http://www.airnorthtexas.org/links).

When encouraging friends, family, neighbors and coworkers to take steps and participate in Clean Air Action Day, North Texans have several clean air choices:

### **Get from place to place**

Carpooling; riding mass transit; bicycling; walking; calling for an alternative fuel or hybrid taxi or limousine; using vehicle-approved biofuels; choosing a clean option if purchasing a new vehicle.

### **Drive when more air-friendly travel options do not meet needs**

Combining trips; reducing idling; maintaining consistent driving speed by avoiding quick accelerations and hard braking; eating at work or walking to a restaurant for lunch; working from home at least one day a week.

### **Tackle chores**

Pursuing energy-efficient home improvements; switching to energy-efficient light bulbs; using an electric, hand or alternative fuel lawnmower; confirming vehicle safety and emissions inspection is current; performing regular vehicle maintenance checks for tire pressure and oil and air filters.

### **Explore North Texas**

Buying local; dining at and patronizing walkable areas or places where less driving is required.

Clean Air Action Day, established by the 34 Air North Texas partners, which include local governments, transportation partners and other organizations, takes place at the height of ozone season to remind North Texans to take action for clean air.

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 from Steel City Pops, 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.

Beyond June 23, Air North Texas partners are challenging individuals, businesses and local governments to commit to focused strategies on Ozone Action Days.

Improving air quality is the responsibility of everyone, from the more than 7 million residents to the businesses employing them and the governments making decisions every day. Air quality impacts every North Texan, and the entire region must work together to continue to improve it.

Meeting the federal air quality standard is important for residents' health and quality of life. High ozone levels can make it more difficult to breathe deeply, causing shortness of breath, pain when taking a deep breath or coughing with a sore throat. Ozone-polluted air also aggravates lung diseases such as asthma, emphysema and chronic bronchitis. Children, elderly and people with these conditions are more sensitive to ozone, but even healthy adults can be affected.

The annual Clean Air Action Day is an opportunity to do something extra to improve air quality and help protect the health of North Texans and preserve the economic vitality of the region.

**About the North Central Texas Council of Governments:**

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 170 cities, 24 school districts and 30 special districts. For more information on the NCTCOG Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).

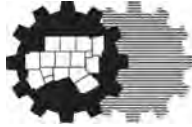
**About Air North Texas:**

Air North Texas is a regional air quality partnership and general public outreach effort. Air North Texas leverages existing resources and program strengths to offer the public a comprehensive resource for air quality information. Collaborative efforts focus on reducing harmful emissions,



protecting public health and welfare, motivating residents to make choices that improve air quality and preserving the economic vitality of the region. Learn more at [www.airnorthtexas.org](http://www.airnorthtexas.org).

# # #



North Central Texas  
Council of Governments

## PRESS RELEASE

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## Dallas-Fort Worth Bicycle-Pedestrian Facilities Awarded \$34 million

Many projects will provide connections to schools, major employers and transit

**June 16, 2017** (Arlington, Texas) – Projects intended to help students across the Dallas-Fort Worth area ride their bicycles or walk to school more safely received a significant boost from the Regional Transportation Council recently.

The RTC allocated \$12.2 million to 22 Safe Routes to School projects on June 8. The projects, range from sidewalks and crosswalks to bicycle-pedestrian trails providing better access to schools.

An additional \$22 million was awarded to 12 Active Transportation projects, consisting mainly of shared-use paths and on-street bike lanes. In all, 34 projects spanning 16 communities and eight North Texas counties received a total of \$34.2 million through the Transportation Alternatives Set-Aside Program Call for Projects in North Texas. The entities awarded funding will contribute \$12.4 million in local match, bringing the total investment in the region's bicycle and pedestrian facilities to \$46.6 million.

Projects providing enhanced regional connectivity, as well as connections to schools and large employment centers and transit stations were prioritized during the evaluation and scoring of 61 applications submitted to the call for projects. Two projects will receive the maximum award of \$5 million. Phase 2 of the Trinity Strand Trail in west Dallas is a 2.4-mile extension of the existing shared-use path in the Design District, which will now connect bicyclists and pedestrians to the Southwest Medical District/Parkland DART Station and the Inwood/Love Field DART Station.

On the western side of the region, the 1.5-mile Dallas Road Transit-Oriented Development Corridor/Cotton Belt Trail extension in Grapevine will connect the Cotton Belt and Links trails, and also provide pedestrian and safety improvements along West Dallas Road. This will make it easier for nearby residents to use bicycle and pedestrian facilities to reach the TEX Rail station when the commuter line opens late next year.

A noteworthy project receiving funding on the northern side of the region was the Sycamore-Welch Active Transportation Connection in Denton. This 1.6-mile extension was awarded \$762,508 and will provide a combination of a shared-use path and bike lanes to link the University of North Texas to the Denton County Transportation Authority's downtown Denton station.

The money for the Transportation Alternatives Set-Aside Program was provided through the Fixing America's Surface Transportation (FAST) Act. A full list of approved projects, the funding they were awarded and a map of their locations are available below and at [www.nctcog.org/tap](http://www.nctcog.org/tap).

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###

## 2017 Transportation Alternatives Set-Aside Program Projects in the Dallas - Fort Worth Metropolitan Area

Funded and Approved by the Regional Transportation Council (06/08/17)

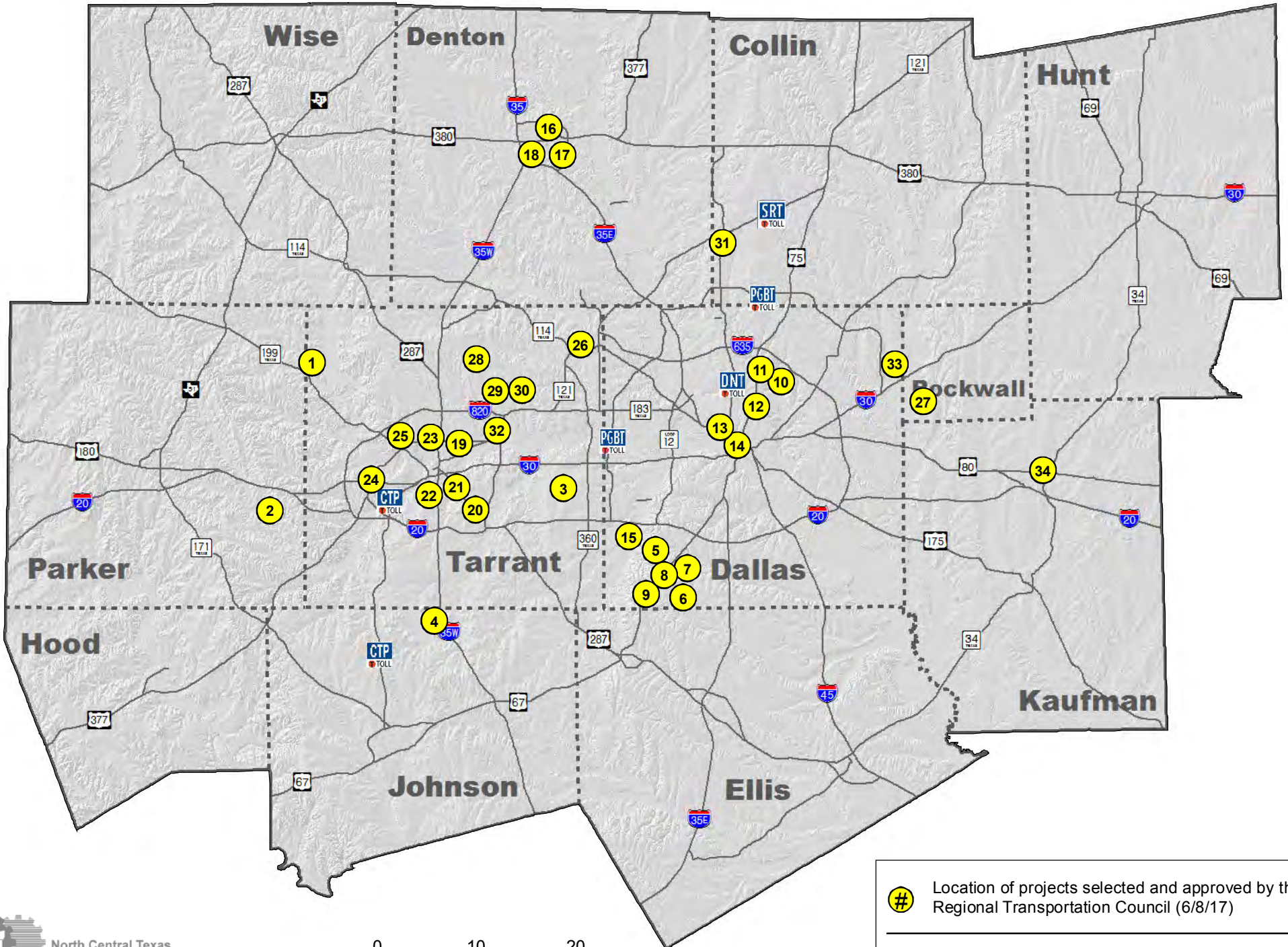
#	Nominating Entity	Project Name	Project Category	Project Description	Federal Funding Award	Local Match	Project Total
1	Azle Independent School District	Walnut Creek Elementary Pedestrian Walkway	Safe Routes to School	Safe routes to school pedestrian improvements near Walnut Creek Elementary School.	\$ 301,116	\$ 75,279	\$ 376,395
2	City of Aledo	Old Annetta Road - Safe Route to School	Safe Routes to School	Safe routes to school pedestrian improvements near Vandergriff Elementary and Aledo Middle School.	\$ 833,880	\$ 208,470	\$ 1,042,350
3	City of Arlington	Julia Burgen Linear Park Trail System	Active Transportation	Shared-use path from the existing path east of S. Mary St. to S. Pecan St.	\$ 542,568	\$ 542,568	\$ 1,085,136
4	City of Burleson	Irene Street & Gardens to Johnson Safe Routes Project	Safe Routes to School	Shared-use paths, bikeways, and safe routes to school pedestrian improvements near Kerr Middle School and J.W. Norwood Elementary School.	\$ 1,721,019	\$ 430,255	\$ 2,151,274
5	City of Cedar Hill	Group 1 - Sidewalk and Crosswalk Improvements	Safe Routes to School	Safe routes to school pedestrian improvements near Life School.	\$ 757,518	\$ 189,379	\$ 946,897
6	City of Cedar Hill	Group 2 - Sidewalk and Crosswalk Improvements	Safe Routes to School	Safe routes to school pedestrian improvements near Collegiate Prep Elementary School and Village Tech Academy.	\$ 594,745	\$ 148,686	\$ 743,431
7	City of Cedar Hill	Group 3 - Sidewalk and Crosswalk Improvements	Safe Routes to School	Safe routes to school pedestrian improvements near Waterford Oaks Elementary School.	\$ 77,616	\$ 19,404	\$ 97,020
8	City of Cedar Hill	Group 4 - Sidewalk and Crosswalk Improvements	Safe Routes to School	Safe routes to school pedestrian improvements near Highlands Elementary School.	\$ 129,981	\$ 32,495	\$ 162,476
9	City of Cedar Hill	South Clark Rd. Trail Veloweb Connection	Active Transportation	Shared-use path and pedestrian improvements from the existing Red Oak Creek Trail to E. Belt Line Rd.	\$ 1,053,151	\$ 451,350	\$ 1,504,501
10	City of Dallas	Lake Highlands Trail Northern Extension	Safe Routes to School	Shared-use path, bikeway, and pedestrian improvements from the Lake Highlands DART station to the intersection of the existing Lake Highlands Trail and White Rock Trail roadway.	\$ 1,597,200	\$ 399,300	\$ 1,996,500
11	City of Dallas	Lake Highlands Trail Phase 2A, 2B	Active Transportation	Shared-use path from existing Lake Highlands Trail at White Rock Trl. roadway to existing White Rock Creek Trail near Walnut Hill Ln.	\$ 4,079,294	\$ 1,359,856	\$ 5,439,150
12	City of Dallas	Ridgewood Trail Lighting	Active Transportation	Safety lighting along existing Ridgewood Trail from Ellsworth Ave. to Skillman St.	\$ 687,280	\$ 171,820	\$ 859,100
13	City of Dallas	Trinity Strand Trail Phase 2	Active Transportation	Shared-use path from existing Trinity Strand Trail at the intersection of Market Center Blvd. and Turtle Creek Blvd. to Inwood / Love Field DART Station.	\$ 5,000,000	\$ 2,074,496	\$ 7,074,496
14	City of Dallas	Union Bikeway Connector	Active Transportation	On-street bikeway from Houston St. to N. Harwood St. at Woodall Rodgers Fwy.	\$ 610,150	\$ 152,537	\$ 762,687
15	Dallas County	FM 1382 Sidepath	Active Transportation	Shared-use path from intersection of FM1382 and Camp Wisdom Rd. to Mansfield Rd.	\$ 1,628,951	\$ 407,238	\$ 2,036,189
16	City of Denton	Ginnings Elementary School Sidewalk Project	Safe Routes to School	Safe routes to school pedestrian improvements near Ginnings Elementary School.	\$ 525,142	\$ 131,285	\$ 656,427
17	City of Denton	Lee Elementary School Sidewalk Project	Safe Routes to School	Safe routes to school pedestrian improvements near Lee Elementary School.	\$ 237,169	\$ 59,292	\$ 296,461
18	City of Denton	Sycamore - Welch Active Transportation Connection	Active Transportation	Bike lanes on Welch St. from W. Hickory St. to Eagle Dr. and shared-use path along S. Sycamore St. from Welch St. to Railroad Ave.	\$ 762,508	\$ 190,627	\$ 953,135
19	City of Fort Worth	Bonnie Brae Elementary School SRTS	Safe Routes to School	Safe routes to school pedestrian improvements near Bonnie Brae Elementary School.	\$ 310,677	\$ 159,271	\$ 469,948
20	City of Fort Worth	CC Moss Elementary School SRTS	Safe Routes to School	Safe routes to school pedestrian improvements near C.C. Moss Elementary School.	\$ 310,736	\$ 324,150	\$ 634,886
21	City of Fort Worth	D. McRae Elementary School SRTS	Safe Routes to School	Safe routes to school pedestrian improvements near D. McRae Elementary School.	\$ 383,734	\$ 301,131	\$ 684,865

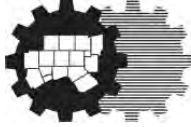
## 2017 Transportation Alternatives Set-Aside Program Projects in the Dallas - Fort Worth Metropolitan Area, continued

Funded and Approved by the Regional Transportation Council (06/08/17)

#	Nominating Entity	Project Name	Project Category	Project Description	Federal Funding Award	Local Match	Project Total
22	City of Fort Worth	Daggett Elementary/ Montessori School SRTS	Safe Routes to School	Safe routes to school pedestrian improvements near Daggett Elementary and Montessori Schools.	\$ 428,775	\$ 324,566	\$ 753,341
23	City of Fort Worth	Diamond Hill Elementary School SRTS	Safe Routes to School	Safe routes to school pedestrian improvements near Diamond Hill Elementary School.	\$ 676,906	\$ 311,260	\$ 988,166
24	City of Fort Worth	ML Phillips Elementary School SRTS	Safe Routes to School	Safe routes to school pedestrian improvements near M.L. Philips Elementary School.	\$ 551,405	\$ 190,851	\$ 742,256
25	City of Fort Worth	WJ Turner Elementary School SRTS	Safe Routes to School	Safe routes to school pedestrian improvements near W.J. Turner Elementary School.	\$ 541,572	\$ 189,368	\$ 730,940
26	City of Grapevine	Dallas Road TOD Corridor / Cotton Belt Trail Extension	Active Transportation	Shared-use path from the existing Cotton Belt Trail at William D. Tate Ave. to the existing Links Trail at SH 26. Pedestrian and safety improvements along W. Dallas Rd. from William D. Tate Ave. to Dooley St.	\$ 5,000,000	\$ 2,246,135	\$ 7,246,135
27	City of Heath	SRTS Trail Project - Smirl & Hubbard	Safe Routes to School	Shared-use path along Hubbard Dr. from existing path at FM 740 to existing path west of Dunford Drive.	\$ 380,228	\$ 126,742	\$ 506,970
28	City of Keller	Whitley Road Safe Routes to School	Safe Routes to School	Shared-use path and safe routes to school pedestrian improvements along Whitley Rd. from Edenderry Dr. to existing path near Rapp Rd. at Willis Ln near Willis Lane Elementary School.	\$ 775,039	\$ 193,760	\$ 968,799
29	City of North Richland Hills	NRH Active Transportation Project for Trail / On-Road	Active Transportation	Bicycle and pedestrian safety improvements to various shared-use paths. Installation of shared-lane markings on various streets.	\$ 617,294	\$ 154,324	\$ 771,618
30	City of North Richland Hills	Smithfield Middle School	Safe Routes to School	Safe routes to school pedestrian improvements near Smithfield Middle School.	\$ 211,137	\$ 52,784	\$ 263,921
31	City of Plano	Legacy Drive / Dallas Parkway Pedestrian / Bicycle Crossing	Active Transportation	Bicycle and pedestrian improvements on Legacy Drive bridge at the Dallas North Tollway.	\$ 355,784	\$ 88,946	\$ 444,730
32	City of Richland Hills	Richland Hills TRE Connection	Active Transportation	Shared-use path and pedestrian improvements from the intersection of Glenview Dr. and Ruth Rd. to intersection of SH 121 and Handley Ederville Rd.	\$ 1,677,121	\$ 419,280	\$ 2,096,401
33	City of Rowlett	Miller Rd. and Chiesa Rd. Sidewalk	Safe Routes to School	Safe routes to school pedestrian improvements near Hefurth Elementary School.	\$ 349,348	\$ 87,337	\$ 436,685
34	City of Terrell	Dr. Bruce Wood ES Connection Extensions	Safe Routes to School	Safe routes to school pedestrian improvements near Dr. Bruce Wood Elementary and John F. Kennedy Elementary School.	\$ 534,380	\$ 229,020	\$ 763,400
<b>TOTAL</b>					<b>\$ 34,243,424</b>	<b>\$ 12,443,262</b>	<b>\$ 46,686,686</b>

# 2017 Transportation Alternatives Set-Aside Program Funded and Approved Projects





North Central Texas  
Council of Governments

## PRESS RELEASE

Contact: Amanda Wilson  
(817) 695-9284  
[awilson@nctcog.org](mailto:awilson@nctcog.org)

### **NCTCOG to Discuss Planning, Transit Projects at Public Meetings**

North Texans can provide input on transportation planning beginning June 13

**June 12, 2017** (Arlington, Texas) – The North Central Texas Council of Governments will present a draft summary of transportation and air quality planning efforts for the next two years, as well as proposed federally funded transit projects for fiscal year 2017 at public meetings in June.

Residents are encouraged to provide input on the Unified Planning Work Program 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.

Additionally, the public is invited to provide feedback on proposed transit projects funded by the Federal Transit Administration 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. Dallas Area Rapid Transit and Denton County Transit Authority will host their own public meetings related to their proposed projects and can be contacted directly for more information.

Finally, the Federal Highway Administration and FTA are conducting a review of the metropolitan planning process for the Dallas-Fort Worth area. A presentation and survey from the federal agencies are available for the public to review and comment on at [www.nctrcog.org/input](http://www.nctrcog.org/input). To receive a copy of each by mail, call 817-608-2365. There will not be a formal presentation of this topic at public meetings, but information will be highlighted and copies available.

Information on proposed modifications to funded projects, the AirCheckTexas Drive a Clean Machine Program and Clean Air Action Day will also be available. 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 be available at [www.nctcog.org/input](http://www.nctcog.org/input).

#### **Public Meeting Details**

**Tuesday, June 13, 2017**  
**6 p.m.**

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

**Wednesday, June 14, 2017**  
**2:30 p.m.**

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

**Tuesday, June 20, 2017**  
**6 p.m.**

Hurst Public Library  
901 Precinct Line Road  
Hurst, TX 76053

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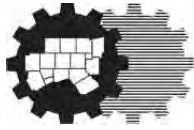
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# # #





North Central Texas  
Council of Governments

**PRESS RELEASE**

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## **Cedar Hill's Franke Elected Chair of Regional Transportation Council**

Tarrant County's Fickes and Denton County's Eads also named officers for 2017-18

**June 9, 2017** (Arlington, Texas) – Cedar Hill Mayor Rob Franke will preside over the Regional Transportation Council for the next year after being elected chair of the 44-member transportation policymaking body for the Dallas-Fort Worth area on Thursday.

Franke assumes leadership of the RTC from Grand Prairie Mayor Ron Jensen, who served as chair over the past year, including during the recently concluded 85<sup>th</sup> Session of the Texas Legislature. Tarrant County Commissioner Gary Fickes is the new vice chair, while Denton County Commissioner Andy Eads was named secretary.

As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a current population of more than 7 million people. The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs.

The policymaking body's collaborative approach has helped the region develop a world-class, multimodal transportation system that provides residents options of how to get to work, school and recreational activities. The RTC also ensures transportation services are coordinated throughout the region and the metropolitan area complies with air quality regulations. Ten Dallas-Fort Worth area counties (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise) are in nonattainment for ozone and are working toward meeting the federal standard.

In his eighth term as Cedar Hill mayor, Franke, has served on the RTC since 2008. He is chair of the RTC's Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee, which is involved in efforts to bring high-speed rail to the Dallas-Fort Worth area. As Texas Central Partners pursues high-speed rail from Dallas to Houston, plans for a separate line connecting Dallas and Fort Worth are underway. The Dallas-Fort Worth Core Express could link the Dallas-to-Houston corridor with another line that would provide access to Oklahoma and South Texas.

In addition to the possibility of high-speed rail, NCTCOG is beginning to undertake a new Metropolitan Transportation Plan, Mobility 2045, which will serve as a blueprint for transportation projects through 2045. By then, the region is expected to be home to more than 11 million people.

The newly elected officers will hold their current positions through June 2018.

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###

**2017-2018 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 \$100M 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.

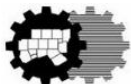
<sup>4</sup> To be refined through future coordination efforts with transit agencies.

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

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

Regional Transportation Council  
July 13, 2017

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



North Central Texas  
Council of Governments  
Transportation Department

# 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 \$100M 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.

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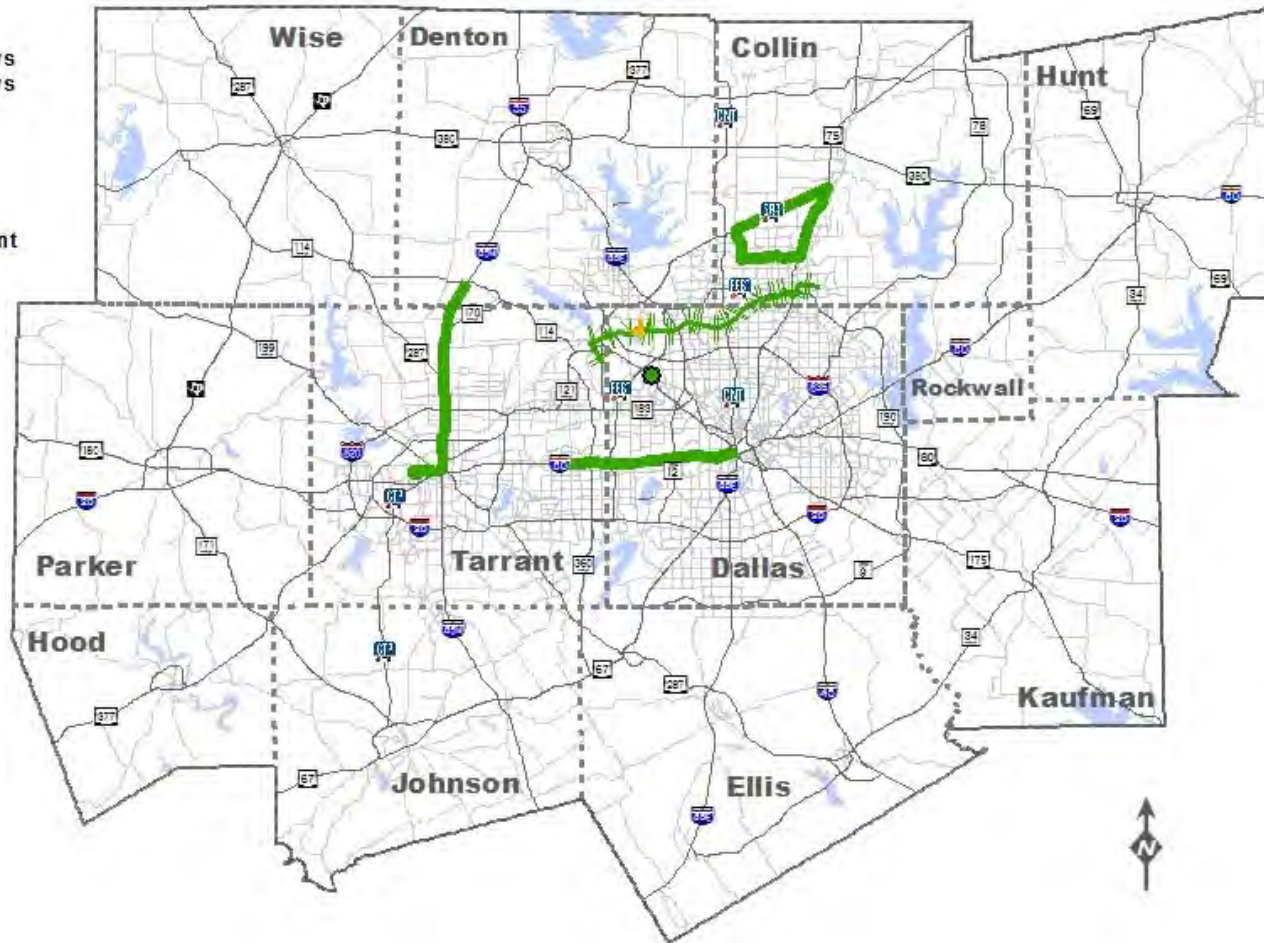
<sup>4</sup> To be refined through future coordination efforts with transit agencies.

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

# 2017-2018 CMAQ/STBG: Transit Program

## Legend

- Major Highways / Roadways
- Other Highways / Roadways
- County Boundary
- Bus Service
- Rail Line
- Rail Station
- Transportation Management Association (TMA)
- Regional Trail Connection to Rail Station



Dallas CBD



Fort Worth CBD





# TIMELINE

STTC Information	May 26, 2017
RTC Information	June 8, 2017
STTC Action	June 23, 2017
Public Meeting on Transit Program of Projects	June 13, 14, & 20, 2017
<b>RTC Action</b>	<b>July 13, 2017</b>
Public Meeting on Cotton Belt and Innovative Funding	August 2017

# ACTION REQUESTED

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

# QUESTIONS?

**Adam Beckom, AICP**

Principal Transportation Planner

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**Christie J. Gotti**

Senior Program Manager

817-608-2338

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RTC Policy Position on Transit Implementation in the Cotton Belt Corridor  
(P16-01)

**Background**

Mobility 2035 proposes regional rail service in the Cotton Belt Corridor from southwest Fort Worth to Plano. The Fort Worth Transportation Authority (the T) is constructing rail service from downtown Fort Worth to the A/B station at the DFW International Airport. It is anticipated that the T will have a full funding grant agreement with the Federal Transit Administration in early 2016. In addition, the Fort Worth Transportation Authority has ordered rail vehicles that have been agreed to by Dallas Area Rapid Transit to operate in the eastern portion of the corridor (east of DFW International Airport). Mobility 2035 calls for a seamless connection of transit service between the two transportation authorities. It is anticipated that rail service will be operating in the western portion of the corridor in 2018. Dallas Area Rapid Transit has approved rail funding in their 2035 financial plan. This would provide full funding for rail by 2035.

**Policy Direction/Context**

The Regional Transportation Council requests in this policy that Dallas Area Rapid Transit explore possibilities in expediting rail service in the eastern side of the corridor. Dallas Area Rapid Transit may wish to consider public and public/private partnerships to advance rail service in a timeframe that closer matches the investment in the western side of the corridor. The Regional Transportation Council stands ready to assist Dallas Area Rapid Transit in any areas that may accomplish this objective. The reason for both a seamless rail connection and an expedited delivery is related to three factors:

- 1) The movement of a greater share of travel in the region by rail transportation aiding in reliability, safety and air quality.
- 2) The significant demand between the two sub-regions that wish to travel between Tarrant and Dallas County. A seamless connection that includes interlining rail service between the sub-systems without forcing a transfer will maximize transit benefits. Expediting service will aid in the meeting of this regional need. In addition to cross-regional transit movements is the desire to go to and from DFW International Airport and to transfer between the Cotton Belt and the Orange Line at the A/B station.
- 3) Investment in the rail component of the Regional Transportation System is essential and needs special focus to offset the magnitude and innovation of roadway investments within the region. Greater and special attention to innovative rail funding and financing is critical to deliver the appropriate balance of transportation investments to a region of 10.7 million person by 2040.

If rail service cannot be expedited, some form of DART selected premium transit service should be implemented to accomplish these policy objectives. Although a rail to bus transfer will reduce the demand for service between the regions (eliminating a one-seat ride) some attention to near term transit investment remains critical. Rail is preferred but some connection by premium bus transit is better than no service.

**Definitions**

Regional Rail - Rail service provided by commuter rail-type vehicles. In the Cotton Belt Corridor, these vehicles will be identical or similar to the FLIRT vehicles purchased by the Fort Worth Transportation Authority.

Seamless Connection – In this policy, seamless connection refers to the coordination of service between the Fort Worth Transportation Authority and DART. This policy anticipates the same technology between the two sub-regions, therefore, rail vehicles will need to have continuous interline scheduling between the areas resulting in no transfers for passengers. This is often referred to as a One Seat Ride. If rail service is delayed and premium transit service is implemented, sensitivity to the customer resulting in efficient transfers will need to be addressed.

Premium Transit Service – This level of service is referred to in Mobility 2040 as High Intensity Bus. This service could include such transit attributes as guaranteed travel times, additional passenger amenities and increased technology.

### **Mobility 2040 Recommendation**

Rail service along the entire corridor. The western sub-region will explore bus service on the Chisholm Trail as an interim measure south of Fort Worth. In the eastern sub-region, rail should be in place by 2035. Rail service may be possible before this timeframe. If rail service cannot be expedited within the next four years, Dallas Area Rapid Transit should explore the introduction of premium transit service in the corridor.

### **“Ten Year Plan” (Consistency with HB 20)**

Rail service along the entire corridor. The western sub-region will explore bus service on the Chisholm Trail as an interim measure south of Fort Worth. In the eastern sub-region, rail should be in place by 2027. Rail service may be possible before this timeframe. If rail service cannot be expedited within the next four years, Dallas Area Rapid Transit should explore the introduction of premium transit service in the corridor.

### **Quarterly Monitoring/Expedited Service**

Dallas Area Rapid Transit and the RTC Staff will present quarterly updates on the status of expediting rail service in the eastern corridor. If rail service cannot be expedited within four years, efforts will transition to premium transit service.

### **Expediting Bus Transit Improvements**

If premium bus transit service in the form of bus rapid transit is advanced, DART will provide additional information on the following questions.

How will bus rapid transit access DFW International Airport?

Where will bus rapid transit meet the western side regional rail line?

How will DART and the T minimize the impact of passenger transfers?

How will bus rapid transit be built in the Cotton Belt Corridor that has active freight service?

Will bus rapid transit cross conflicting north/south thoroughfare streets at-grade? If so, what traffic controls will be used?

How will bus rapid transit be built in the Cotton Belt Corridor that has no freight service?

Will bus rapid transit cross conflicting north/south thoroughfares at-grade in this section? If so, what traffic controls will be used?

If there are going to be arterial grade separations, would those structures be built for bus transit or regional Rail?  
Would DART place all of the bus transit within the Cotton Belt right-of-way, or other parallel facilities?

**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.

**2017-2018 CMAQ/STBG Funding Program  
Planning and Other Studies Program**

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

<sup>1</sup> The City of Dallas may wish to use TDCs being allocated to the City through the MTP Policy Bundle effort.

<sup>2</sup> In addition to the \$3,000,000 previously funded for a total of \$5,000,000

<sup>3</sup> Regional TDCs



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

Regional Transportation Council  
July 13, 2017



North Central Texas  
Council of Governments  
Transportation Department

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

# ***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

**Exhibit I-8 – UPWP Policies**

# ***Cooperative Planning Agreement***

**Memorandum of Agreement Between the Dallas-Fort Worth Metropolitan Planning Organization, the Texas Department of Transportation, and the Public Transportation Operators**

***Metropolitan Planning Organization (Regional Transportation Council with the North Central Texas Council of Governments)***

***Texas Department of Transportation Dallas, Fort Worth, and Paris Districts***

***Dallas Area Rapid Transit***

***Fort Worth Transportation Authority***

***Denton County Transportation Authority***

***North Texas Tollway Authority***

***Collin County Toll Road Authority***

***Dallas Fort Worth International Airport***

***Cities of Arlington, Grand Prairie, McKinney and Mesquite***

# 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

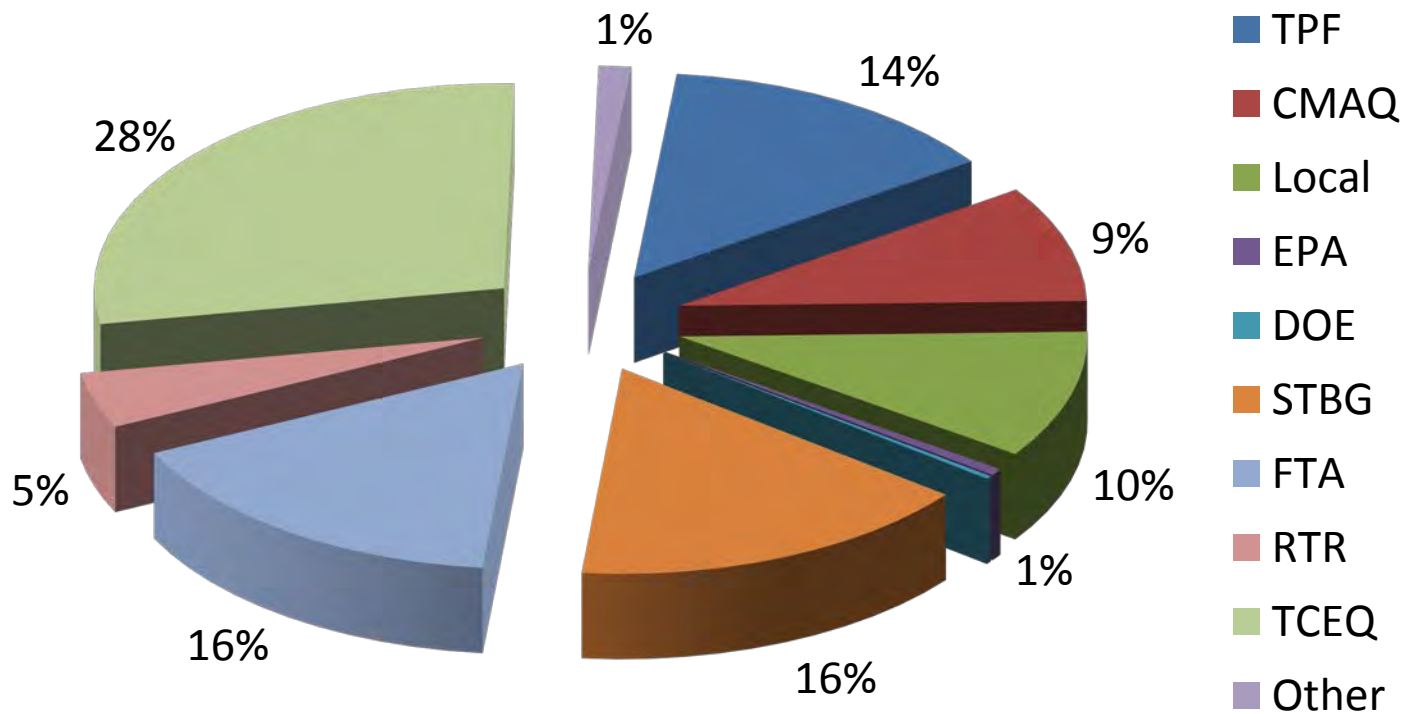
1: The City of Dallas may wish to use TDCs being allocated to the City through the MTP Policy Bundle effort.

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

3: Regional TDCs

# Summary of Total Funding

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



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

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FY2018 and FY2019 US FTA (Sec. 5303)	\$ 5,596,327
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FY2018 and FY2019 US FHWA (Estimated PL)	\$14,910,150
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FY2017 US FHWA (Estimated PL-Carryover)	<u>\$ 5,981,498</u>
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Total Transportation Planning Funds	\$26,487,975
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Anticipated Expenditures	\$22,664,000
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PL Balance to Carry Over to FY2020	\$ 3,823,975
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# ***Requested RTC Action***

Approve the FY2018 and FY2019 Unified Planning Work Program, including:

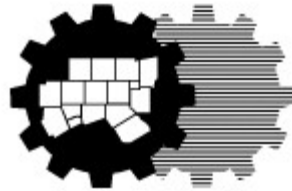
- the three studies proposed for funding under the Planning and Other Studies Portion of the 2017-2018 CMAQ/STBG Funding Program; and
- reaffirmation of the UPWP Policies contained in Exhibit I-8 of the Work Program.

And

Direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program.

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## 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](#)**

### **FY2016 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]

6/20/2017 JH



**DRAFT**

**RESOLUTION APPROVING  
THE FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM  
FOR REGIONAL TRANSPORTATION PLANNING**

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

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

**WHEREAS**, federal law, the Fixing America's Surface Transportation (FAST) Act, assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and operators of publicly owned transit service; and,

**WHEREAS**, FAST assigns the MPO the responsibility for development of a Unified Planning Work Program which addresses the planning priorities of the metropolitan area and describes the metropolitan transportation and related air quality planning activities to be undertaken and capital purchases to be made to support the planning process; and,

**WHEREAS**, the FY2018 and FY2019 Unified Planning Work Program for Regional Transportation Planning was developed in cooperation with local governments, Dallas Area Rapid Transit, the Denton County Transportation Authority, Fort Worth Transportation Authority, Collin County Toll Road Authority, North Texas Tollway Authority, Texas Department of Transportation, and Dallas Fort Worth International Airport; and,

**WHEREAS**, the FY2018 and FY2019 Unified Planning Work Program for Regional Transportation Planning was approved by the Surface Transportation Technical Committee on June 23, 2017.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

- Section 1.** The Regional Transportation Council approves the FY2018 and FY2019 Unified Planning Work Program for Regional Transportation Planning.
- Section 2.** This resolution will be transmitted to the Texas Department of Transportation.
- Section 3.** This resolution shall be in effect immediately upon its adoption.

---

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

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on July 13, 2017.

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Andy Eads, Secretary  
Regional Transportation Council  
Commissioner, Denton County

**DRAFT**

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

July 13, 2017

The Honorable Greg Abbott  
Governor  
State of Texas  
P.O. Box 12428  
Austin, TX 78711

Dear Governor Abbott:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your leadership on transportation issues in the State of Texas. A membership roster of our organization is attached.

As you enter into the First Called Special Session of the 85<sup>th</sup> Texas Legislature, the RTC requests that you consider adding a topic to the agenda for the Legislature to address. As you are aware, the new Administration at the federal level is focused on transportation and plans to submit a proposal to the US Congress later this year. This proposal will likely include the use of tools such as debt financing and public-private partnerships. These are all tools that the State of Texas has historically taken advantage of in order to expedite construction of needed megaprojects as well as leverage scarce public investments with those of the private sector to build more projects that are critical to our growing state. In fact, even before a full infrastructure package has been released, the Administration has changed the focus of a Congressionally-authorized program. Once called FASTLANE, the new program, Infrastructure for Rebuilding America (INFRA), will focus on projects that only require federal funding to fill out a fully-leveraged funding structure with non-federal sources of funds, such as private-sector contributions. Texas is in danger of not qualifying for this funding source; and therefore, sending tax dollars collected from our residents to projects in other states willing to use innovative tools and leveraging.

Although Texas has shifted back to pay-as-you-go as the primary funding mechanism for transportation projects, the DFW area cannot afford to miss any potential funding opportunities that would improve the region's transportation system, such as the new INFRA grants or a subsequent full package proposed by the federal Administration. We urge you to ask the Legislature to address this issue by allowing, as a contingency to take advantage of federal initiatives that arise during the Interim, the tools necessary to make sure North Texas does not get overlooked on any federal transportation initiatives.

The Honorable Governor Greg Abbott  
Page Two

July 13, 2017

If you have any questions, please feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at [mmorris@nctcog.org](mailto:mmorris@nctcog.org) or (817) 695-9241.

Sincerely,

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

AW:ch  
Attachment

cc: The Honorable Robert Nichols, State Senator, Texas Senate  
The Honorable Larry Phillips, State Representative, Texas House of Representatives  
The Honorable Geanie Morrison, State Representative, Texas House of Representatives  
North Central Texas Legislative Delegation  
Michael Morris, P.E., Director of Transportation, NCTCOG

**SUMMARY OF APPROVED TRANSPORTATION AND AIR QUALITY BILLS  
85<sup>TH</sup> TEXAS LEGISLATURE  
JUNE 2017**

**House Bills**

**HB 62 (Craddick) Relating to the use of a wireless communication device while operating a motor vehicle.**

HB 62 amends current law relating to the use of a wireless communication device while operating a motor vehicle, creates a criminal offense, and modifies existing criminal penalties.

The bill requires that the driver's license applicants' exam include a test of the applicant's knowledge of the effect of using a wireless communication device.

Transportation Code is amended to require an officer to issue a written notice to appear for certain offenses, including the use of a wireless communication device. The bill establishes a misdemeanor offense punishable by a fine of not more than \$99 for a first time offense or \$200 if the offender has been previously convicted for the same offense, for using a hand held device to read, write, or send a text based communication while operating a moving vehicle that is not stopped. To be prosecuted, the behavior must be committed in the presence of or within the view of a peace officer or established by other evidence.

The bill includes exceptions and defenses to prosecution for the offense such as, if the cell phone is used in conjunction with a hands free device, to navigate a GPS system, to report illegal activity, to read a text that was an emergency, for occupation duties between an operator and a dispatcher, and to activate music. If the offense causes the death or serious bodily injury of another person, the offense would be punishable as a Class A misdemeanor punishable by a fine not to exceed \$4,000 and confinement in jail for up to one year.

The bill requires the Texas Department of Transportation (TxDOT) to post a sign on each interstate highway or United States highway at the entrance to this state informing drivers of the law.

The bill preempts all local ordinances and rules or other regulations adopted by a political subdivision relating to the use of a portable wireless communication device by the operator of a motor vehicle to read, write, or send an electronic message.

The bill takes effect September 1, 2017.

**HB 100 (Paddie) Relating to the regulation of transportation network companies.**

HB 100 establishes a statewide framework for regulating transportation network companies (TNCs), requires and occupational permit and authorizes a fee.

A transportation network company is defined as a corporation, partnership, sole proprietorship, or other entity that, for compensation, enables a passenger to prearrange a digitally prearranged ride with a driver, exclusively through the entity's digital network.

The bill gives the State exclusive authority to regulate TNCs. Municipalities and local entities would be prohibited from imposing a tax, license, setting rates, or operational requirements. However, an airport operator could establish certain regulations and a reasonable fee for TNCs that provide services at the airport. The bill authorizes a municipality or other local entity to contract with a TNC operating in the municipality's or entity's jurisdiction for the coordination of large events occurring.

### **Permits**

A permit is required before operating a TNC in the state. Permit holders would have to maintain insurance, disclose fares to passengers, accept payments through the digital network, provide an electronic receipt, adopt intoxication policy and post it online, and pay an annual fee of \$5,000 to the Texas Department of Licensing and Regulation (TDLR).

### **Drivers and Vehicles**

A driver must be at least 18 years old, have a valid driver's license and proof of registration and insurance on each vehicle to be used for TNC services. TNCs are also required to review a potential driver's driving record and perform a background check on each driver that searched the national sex offender registry and criminal records in a commercial nationwide database. A TNC could not allow a driver to log in who had been convicted of more than three moving violations in past three years; fleeing or attempting to elude a police officer, reckless driving or driving without a valid driver's license in the past three years; driving while intoxicated, fraud, property damage, theft, use of a motor vehicle to commit a felony, or an act of terrorism or violence in the past seven years.

The bill would require that vehicles used to provide TNC services have four doors, have passed a state inspection, and have a maximum capacity of eight occupants, including the driver. Additionally, a vehicle also used as a taxicab or limousine would not be allowed to provide TNC services.

### **Pilot Program and Report**

The bill prohibits drivers from discriminating on the basis of a passenger's location or destination, race, religion, sex, disability, age, the use of a service animal or physical disabilities. Each TNC is required to conduct an accessibility pilot program in one of the four largest markets in which the company operates in this state to offer their services to disabled persons. In addition, a TNC must also provide a report on the findings of the TNC's pilot program to each legislative standing committee with primary jurisdiction over transportation not later than a certain date.

### **Data Sharing**

A TNC must maintain records showing compliance with the provisions in the bill for two years, individual ride records for at least five years after the date of the ride, and driver records for at least five years after a driver became inactive. TDLR could not disclose records from the TNC to a third party, except in compliance with a court order or subpoena, and is required to take all reasonable measures to secure the information. A municipality and a transportation network company may voluntarily enter into an agreement under which the company shares the company's data with the municipality.

TDLR would be allowed to suspend or revoke the permit of a TNC that did not meet the requirements of the bill.

The bill is effective immediately.

**HB 890 (Geren) relating to providing information to the public and to purchasers of real property regarding the impact of military installations.**

HB 890 amends the Local Government Code by adding a new section, Public Information Regarding Impact of Military Installations. A county and any municipality in which a military installation is located must work closely with the military installation to ensure that the most recent Air Installation Compatible Use Zone Study or Joint Land Use Study applicable to each military installation, or a link to that information is publicly available on the local governmental entity's Internet website.

In addition, a seller's disclosure notice for residential property is now updated to include information about a nearby military installation. The Seller's Disclosure Notice in Section 5.008(b), Property Code, is amended to read as follows:

*This property may be located near a military installation and may be affected by high noise or air installation compatible use zones or other operations. Information relating to high noise and compatible use zones is available in the most recent Air Installation Compatible Use Zone Study or Joint Land Use Study prepared for a military installation and may be accessed on the Internet website of the military installation and of the county and any municipality in which the military installation is located.*

The bill takes effect on September 1, 2017.

**HB 897 (Ashby) Relating to the exemption from the taxes imposed on the sale, use, or rental of certain motor vehicles owned or used by a church, religious society, or open-enrollment charter school and from registration fees for motor vehicles owned by open-enrollment charter schools.**

HB 897 amends the Tax and Transportation Codes, regarding the motor vehicle sales and use tax and registration fees.

The bill exempts trailers purchased by religious organizations from paying the motor vehicle sales and use tax on such purchases and open-enrollment charter schools from paying the motor vehicle sales and use tax or rental taxes. The bill also adds an open-enrollment charter school to the definition of a public agency. In addition, open-enrollment charter schools are exempt from paying registration fees on a motor vehicle, trailer, or semitrailer.

The bill takes effect on September 1, 2017.

**HB 1140 (Anderson) Relating to the allocation categories for state funding of public transportation.**

The bill amends Chapter 456 of the Transportation Code to define urbanized areas under the current state funded public transportation grant program as "large urbanized area" for an area with a population of 200,000 or more and "small urbanized area" for an urbanized area with a population less than 200,000.

The Texas Transportation Commission is required to allocate to large urbanized, small urbanized, and nonurbanized areas, rather than urban, urbanized, and rural areas, under the current formula program.

The bill takes effect on September 1, 2017.

**HB 1424 (Murphy) relating to the operation of an unmanned aircraft over certain facilities or sports venues; creating a criminal offense.**

HB 1424 amends the Government Code by prohibiting the operation of an unmanned aircraft over a correctional or detention facility operated by the federal, state, or local government.

A correctional facility is defined as a confinement facility operated by or under contract with any division of the Texas Department of Criminal Justice, a municipal or county jail, a confinement facility operated by or under contract with the Federal Bureau of Prisons or a secure correctional facility or secure detention facility. A detention facility means a facility operated by or under contract with United States Immigration and Customs Enforcement for the purpose of detaining aliens and placing them in removal proceedings.

This does not apply to an operator of an unmanned aircraft that is being used for a commercial purpose, if the operation is conducted in compliance with each applicable Federal Aviation Administration (FAA) rule, restriction, or exemption and all required FAA authorizations.

In addition, operation of an unmanned aircraft over a sports venue is prohibited. A sports venue is defined as an arena, automobile racetrack, coliseum, stadium, or other type of area or facility that has a seating capacity of 30,000 or more people and is primarily used for one or more professional or amateur sports or athletics events. A person commits an offense if the person intentionally or knowingly operates an unmanned aircraft over a sports venue and the unmanned aircraft is not higher than 400 feet above ground level.

This does not apply to the federal government, the state, or a governmental entity, a law enforcement agency, an operator of an unmanned aircraft that is being used for a commercial purpose, if the operation is conducted in compliance with applicable Federal Aviation Administration rule, an owner or operator of the sports venue, or a person under contract by any of the aforementioned. An offense under this section is a Class B misdemeanor, or Class A misdemeanor if the actor has previously been convicted.

The bill takes effect September 1, 2017.

**HB 1643 (Springer) relating to the regulation of the operation of an unmanned aircraft and the prosecution of a related criminal offense.**

HB 1643 amends the Government Code by prohibiting the operation of an unmanned aircraft over any structure used as part of a system to provide wired or wireless telecommunications services, a concentrated animal feeding operation if enclosed by a fence, an oil or gas drilling site, a group of tanks used to store crude oil, an oil or gas wellhead, or any oil and gas facility that has an active flare.

In addition, a political subdivision may not adopt or enforce any ordinance, order, or other similar measure regarding the operation of an unmanned aircraft. A political subdivision is defined as a county, a joint board (as defined in Transportation Code, Title 3. Aviation, Chapter 22. County and Municipal Airports, Section 22.074) and a municipality.

A political subdivision may only adopt and enforce an ordinance, order, or other similar measure if the political subdivision applies for and receives authorization from the Federal Aviation Administration to adopt the regulation and after providing reasonable notice, holding a public hearing on the political

subdivision's intent to apply for the authorization, and only for the following purposes: (1) the use of an unmanned aircraft during a special event, (2) the political subdivision's use of an unmanned aircraft; or (3) the use of an unmanned aircraft near a facility or infrastructure owned by the political subdivision. An ordinance, order, or other similar measure in violation is void and unenforceable.

The bill takes effect September 1, 2017.

**HB 1791 (Pickett) Relating to the use of connected braking systems to maintain distance between vehicles.**

HB 1791 defines a connected braking system as a system by which the braking of one vehicle is electronically coordinated with the braking system of a following vehicle.

An operator of a vehicle equipped with a connected braking system that is following another vehicle equipped with that system may be assisted by the system to maintain an assured clear distance or sufficient space.

The bill is effective immediately.

**HB 1959 (Thompson) Relating to a study by the Texas Department of Motor Vehicles of alternative registration technologies for commercial motor vehicles.**

HB 1959 amends current law relating to alternative registration technologies for commercial motor vehicles.

The Texas Department of Motor Vehicles (DMV) is required to conduct a study that identifies and assesses alternative technologies for registering commercial motor vehicles to replace license plates, permits, and other existing documentation and registration methods currently in use in this state. The study must also evaluate the safety and suitability for use on roadways of those technologies. The bill requires the DMV to submit a report on the results of the study not later than December 1, 2021.

The DMV, in consultation with a state agency or research division of an institution of higher education, may establish a limited pilot program that identifies, implements, and assesses alternative technologies for registering commercial motor vehicles to replace license plates, permits, and other existing documentation and registration methods currently in use if the department determines that the program can be implemented at no cost to the state and that the results of the study conducted indicate that the program is feasible.

No later than December 1, 2022, the DMV must submit a report on the results of the program to the Governor, Lieutenant Governor, Speaker of the House, and presiding officer of each legislative standing committee with primary jurisdiction over transportation issues.

The bill is effective immediately.

**HB 2319 (Paddie) Relating to weight limitations for natural gas motor vehicles.**

HB 2319 authorizes a vehicle fueled primarily by natural gas to exceed any weight limitation by an amount equal to the difference between the weight attributable to the vehicle's natural gas tank and fueling system and the weight of a comparable diesel tank and fueling system, provided that the gross weight of the vehicle or combination of vehicles does not exceed 82,000 pounds.



### **Permits and Fees**

The bill also authorizes the Texas Department of Motor Vehicles (DMV) to issue an annual permit for the international transportation of intermodal shipping containers moving by a truck-tractor and semitrailer combination that has six axles, is equipped with a roll stability support safety system and truck blind spot system, and does not exceed 93,000 pounds, along with other axle distance limits and weights.

The DMV shall restrict vehicles operating under a permit to routes that are located in a county with a population of more than 90,000, on highways in the state highway system and not more than five miles from the border between this state and Arkansas. An intermodal shipping container being moved under a permit issued under this section must be continuously sealed from the point of origin to the point of destination.

The DMV is required to set the amount of the permit fee in an initial amount not to exceed \$2,000. Of that fee, 90 percent would be deposited to the State Highway Fund, five percent deposited to the DMV Fund, and five percent to the appropriate county road and bridge fund. A fee may only be used for transportation projects in the Texas Department of Transportation (TxDOT) district designated in the permit application for which the fee was assessed.

### **Study**

Beginning in 2022 on September 1 of each even-numbered year, TxDOT must conduct study concerning vehicles operating under a permit and publish the results of the study. The study will examine: (1) the weight and configuration of vehicles operating under a permit that are involved in a motor vehicle accident, (2) the types of vehicles operating under a permit issued under this section, (3) traffic volumes and variations of vehicles operating under a permit issued under this section, (4) weigh-in-motion data for highways located in and around the area allowed, (5) impacts to state and local bridges, and (6) impacts to state and local roads.

The bill is effective immediately.

### **HB 3964 (Meyer) Relating to the designation of a portion of State Highway 289 in Dallas County as the Harold C. Simmons Memorial Highway.**

HB 3964 designates the portion of State Highway 289 (Preston Road) in Dallas County between its intersection with State Loop 12 (Northwest Highway) and its intersection with Royal Lane as the Harold C. Simmons Memorial Highway. This designation is in addition to any other designation.

The bill is effective immediately.

## **Senate Bills**

### **SB 1 (Nelson) General Appropriations Bill**

#### **OVERVIEW**

The Statewide budget provides \$217 billion for fiscal years 2018-19.

#### **TRANSPORTATION**

Funding includes \$26.6 billion in All Funds provided for all functions of the Department of Transportation (TxDOT); this includes \$2.9 billion in funding from anticipated state sales tax deposits to the State Highway Fund (SHF) associated with voter approval of Proposition 7 in November 2015, \$2.5 billion in funding from oil and natural gas tax-related transfers to the SHF (Proposition 1, 2014), and all available SHF from traditional transportation tax and fee revenue sources (estimated to be \$8.8 billion for the 2018–19 biennium).

Funding of \$23.0 billion in All Funds is provided for highway planning and design, right-of-way acquisition, construction, and maintenance and preservation. The All Funds amount includes \$9.7 billion for maintenance and preservation of the existing transportation system, \$4.5 billion for construction and highway improvements, \$2.3 billion from Proposition 7, 2015, proceeds and \$2.5 billion from Proposition 1, 2014, proceeds for constructing, maintaining, and acquiring rights-of-way for non-tolled public roadways, \$2.3 billion for transportation system planning, design, and management, and \$1.7 billion for right-of-way acquisition.

Funding provides \$2.3 billion in All Funds for debt service payments and other financing costs, including \$1.6 billion in Other Funds from the SHF and Texas Mobility Fund, \$0.6 billion in Other Funds from Proposition 7, 2015, SHF proceeds for general obligation bond debt service, replacing General Revenue Funds for this purpose (decrease of \$0.5 billion in General Revenue Funds), and \$0.1 billion in Federal Funds from Build America Bond interest payment subsidies.

#### **Proposition 1 Appropriations**

Amounts appropriated from State Highway Fund No. 006 - Proposition 1, 2014, include estimated revenue transfers to the State Highway Fund for the 2018-19 biennium pursuant to Article III, Section 49- g(c-1) of the Texas Constitution (estimated to be \$563,000,000 in fiscal year 2018 and \$739,022,000 in fiscal year 2019) to be used for constructing, maintaining, and acquiring rights-of-way for non-tolled public roadways, and unexpended balances remaining from prior fiscal years (estimated to be \$722,223,531 in fiscal year 2018 and \$485,671,609 in fiscal year 2019) for ongoing project development costs and construction contract payments on eligible roadway projects initiated prior to the 2018-19 biennium.

#### **Proposition 7 Appropriations**

Contingent upon the Comptroller transferring the fiscal year 2018 Proposition 7, 2015, amount (estimated to be \$2,205,400,000) to the State Highway Fund pursuant to Article VIII, Sec. 7-c (a) of the Texas Constitution by September 3, 2018, and the Comptroller transferring a portion of the fiscal year 2019 Proposition 7, 2015, amount (estimated to be \$700,000,000) to the State Highway Fund by August 31, 2019, the following amounts are allocated to the strategies above for the following purposes, in accordance with Article VIII, Sec. 7-c, subsection (c), of the Texas Constitution:

(1) \$2,527,698,000 in fiscal year 2019 in Strategy A.1.7, Proposition 7, 2015, for the construction, maintenance, or acquisition of rights-of-way for public roadways other than toll roads; and

(2) \$377,702,000 in fiscal year 2019 in Strategy F.1.1, General Obligation Bonds, for the repayment of principal and interest on general obligation bonds issued as authorized by Article III, Sec. 49-p, of the Texas Constitution.

Pursuant to Texas Constitution, Article VIII, Sec. 7-c (a), the full amount of sales tax proceeds for fiscal year 2018 and an estimated \$700,000,000 for fiscal year 2019 shall be transferred to the State Highway Fund during the biennium. It is the intent of the Legislature that the remaining sales tax proceeds for fiscal year 2019 will transfer to the State Highway Fund in the following year.

In the event that revenue deposited to the State Highway Fund pursuant to Article VIII, Sec. 7- c, of the Texas Constitution is insufficient and/or unavailable at the time when payments of principal or interest are due on general obligation bonds issued as authorized by Article III, Sec. 49-p, of the Texas Constitution, TxDOT may temporarily expend General Revenue Funds for the repayment of principal and interest on those general obligation bonds in accordance with the provisions of Rider 17, Bond Programs, in the TxDOT budget. Any expenditure of General Revenue for the repayment of principal and interest on these general obligation bonds during the 2018-19 biennium shall be repaid to the General Revenue Fund using amounts appropriated above from State Highway Fund No. 006 - Proposition 7, 2015, by the end of the fiscal year in which the General Revenue Funds were expended or as soon as is practicable during the 2018-19 biennium under procedures and standards established by the Comptroller of Public Accounts.

TxDOT is authorized to transfer State Highway Fund No. 006 - Proposition 7, 2015, appropriations from Strategy A.1.7, Proposition 7, 2015, into Strategy F.1.1, General Obligation Bonds, in any amount necessary to repay principal and interest on general obligation bonds. The Department may transfer unexpended balances of State Highway Fund No. 006 - Proposition 7, 2015, appropriations remaining in Strategy F.1.1, General Obligation Bonds, to Strategy A.1.7, Proposition 7, 2015, after expenditures of such funds have been made for payments due on general obligation bonds during each fiscal year.

#### **Limitation on Expenditures for High-speed Rail**

None of the funds appropriated to TxDOT from state funds may be used for the purposes of subsidizing or assisting in the planning, facility construction or maintenance, security for, or operation of high-speed rail operated by a private entity. If the Department acts as a joint-lead agency with a federal agency under federal law, this section does not prevent TxDOT from using state funds to exercise its authority for oversight and coordination of federal processes and programs. For the purposes of this section, high-speed rail means intercity passenger rail service that is reasonably expected to reach speeds of at least 110 miles per hour.

TxDOT must prepare a report every six months summarizing the number of Full-Time-Equivalent (FTE) hours and expenses related to private high-speed rail work. The report shall be distributed to members of the Legislature whose districts include the potential high-speed rail projects and the chairs of relevant policy committees in each chamber.

Nothing in this provision is intended to preclude or limit TxDOT from executing its responsibilities under state or federal law including regulatory responsibilities, oversight of transportation projects, environmental review, policy development, and communication with public officials, or from coordinating with high-speed rail in the same manner as it treats other entities that work with the Department in the planning and coordination of their projects.

## **TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (TCEQ)**

### **Air Quality Planning**

The budget rider for Air Quality Planning was line-item vetoed by the Governor. The following text has been removed from the budget:

~~Amounts appropriated above include \$6,000,500 for the biennium out of the Clean Air Account No. 151 in Strategy A.1.1, Air Quality Assessment and Planning, for air quality planning activities to reduce ozone in areas not designated as nonattainment areas during the 2016-17 biennium and as approved by the Texas Commission on Environmental Quality (TCEQ). These areas may include Waco, El Paso, Beaumont, Austin, Corpus Christi, Granbury, Killeen-Temple, Longview-Tyler-Marshall, San Antonio, and Victoria. These activities may be carried out through interlocal agreements and may include: identifying, inventorying, and monitoring of pollution levels; modeling pollution levels; and the identification, quantification, implementation of appropriate locally enforceable pollution reduction controls; and the submission of work plans to be submitted to the TCEQ. The TCEQ shall allocate \$350,000 to each area and the remaining funds to each area based on population in excess of 350,000. The grant recipients shall channel the funds to those projects most useful for the State Implementation Plan (SIP).~~

*Statement from the Governor:*

*This program funds, among other items, bicycle use programs, carpooling awareness, environmental awareness campaigns, and locally enforceable pollution reduction programs in near non-attainment areas, which can be funded at the local government level. Resources in the Clean Air Account should be prioritized to directly address problems in our non-attainment areas of the state so that we are better positioned to combat the business-stifling regulations imposed on these areas by the Environmental Protection Agency. I therefore object to and disapprove of this appropriation.*

### **Refinement and Enhancement of Modeling to Demonstrate Attainment with the Clean Air Act**

Amounts appropriated above include \$750,000 in fiscal year 2018 out of the Clean Air Account No. 151 in Strategy A.1.1, Air Quality Assessment and Planning, for research to obtain the data and information to refine and enhance any model used to demonstrate attainment with the National Ambient Air Quality Standard (NAAQS) and to assess air quality associated with other pollutants under the Federal Clean Air Act during the biennium beginning on September 1, 2017. These funds may also be used to collect and analyze data and procure appropriate computing tools for modeling to demonstrate attainment with the National Ambient Air Quality Standard for Ozone and other pollutants. TCEQ may contract as necessary to carry out these activities.

### **Texas Emissions Reduction Plan (TERP):**

#### **Grants and Administration**

Amounts appropriated above in Strategy A.1.1, Air Quality Assessment and Planning, include \$77,369,870 in fiscal year 2018 and \$77,369,867 in fiscal year 2019 out of the Texas Emissions Reduction Plan (TERP) Account No. 5071. Pursuant to Health and Safety Code §386.252, the table below provides an estimated allocation for the TERP Account No. 5071 appropriations for each authorized use of the funds for the 2018-19 biennium.

<b>PROGRAMS</b>	<b>2018</b>	<b>2019</b>
TERP Administration	\$ 4,000,000	\$ 4,000,000
Regional Air Monitoring Program	\$ 3,000,000	\$ 3,000,000
Emissions Reduction Incentive Grants	\$ 58,122,089	\$ 61,990,579
Clean School Bus (maximum)	\$ 3,094,795	\$ 3,094,795
Alternative Fueling Facilities Program	\$ 3,868,494	\$ 0
New Technology Implementation Grants (maximum)	\$ 2,321,096	\$ 2,321,096
Health Effects Study (maximum)	\$ 200,000	\$ 200,000
Research	\$ 1,000,000	\$ 1,000,000
Energy Systems Laboratory Contract (maximum)	\$ 216,000	\$ 216,000
Drayage Truck Incentive Program (minimum)	\$ 1,547,397	\$ 1,547,397
<b>TOTAL</b>	<b>\$ 77,369,870</b>	<b>\$ 77,369,867</b>

TCEQ is authorized to reallocate unexpended balances between programs to meet the objectives of the TERP program, provided such reallocations are within the statutory limitations on the use of TERP Account No. 5071 as set forth in Health and Safety Code §386.252.

**Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP)**

The budget rider for LIRAP was line-item vetoed by the Governor. The following text has been removed from the budget:

~~Amounts appropriated above out of the Clean Air Account No. 151 in Strategy A.1.1, Air Quality Assessment and Planning, include \$43,468,055 in each fiscal year of the 2018-19 biennium in estimated fee revenues from vehicle inspection and maintenance fees generated pursuant to Health and Safety Code, §§382.202 and 382.302, to fund the Low-income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP). Out of these amounts, not more than \$253,893 in each fiscal year shall be used by the Texas Commission on Environmental Quality (TCEQ) for costs associated with administering the LIRAP as authorized in Health and Safety Code, §382.202, and all remaining funds shall be used as LIRAP grants to local governments.~~

~~Amounts appropriated above in Strategy A.1.1, Air Quality Assessment and Planning, also include \$4,829,673 in each fiscal year of the 2018-19 biennium out of the Clean Air Account No. 151 to be used only for purposes authorized in Chapter 382 of the Health and Safety Code for county implemented local initiatives projects to reduce air emissions.~~

~~Amounts appropriated above for LIRAP grants and local initiative projects also include an estimated \$1,196,172 each fiscal year in estimated fee revenue generated from Travis County and \$483,736 each fiscal year in estimated LIRAP fee revenue generated from Williamson County. The TCEQ shall allocate, at a minimum, the estimated revenue amounts collected in each of the counties during the 2018-19 biennium to provide LIRAP grants and local initiatives projects in those counties.~~

In addition to the amounts appropriated above, any additional revenues from vehicle inspection and maintenance fees generated from additional counties participating in the LIRAP beginning on or after September 1, 2017 are appropriated to the TCEQ for the biennium. Such funds shall be used to provide grants to local governments and to cover administrative costs of the TCEQ in administering the LIRAP.

*Statement from the Governor:*

*The Low-Income Vehicle Repair Assistance Program (LIRAP) has done little to provide measureable improvements to air quality in our state's non-attainment areas. Additionally, previously approved appropriations for this program have yet to be fully spent by the local entities who administer this program. The LIRAP program is similar to the ill-conceived and dubious Cash Jr Clunkers program and should be abolished. A veto of this appropriation will not only allow local entities to spend previously approved allocations, but will also allow counties an opportunity to reassess if they should continue to charge an optional local fee for this program. I therefore object to and disapprove of this appropriation.*

The bill takes effect September 1, 2017.

**SB 79 (Nelson) Relating to the production of public information available on a publicly accessible website.**

SB 79 amends the Government Code to change the term “political subdivision” to a “governmental body” when referring to the entities for which the public information officer is authorized to comply with a public information request. The public information officer of a governmental body may refer a requestor to an exact Internet location or uniform resource locator (URL) on a website maintained by the entity.

The bill takes effect on September 1, 2017.

**SB 82 (Nelson) Relating to prohibiting the temporary closure of segments of the state highway system on days that certain scheduled events are being held.**

SB 82 amends the Transportation Code to require a contract for an improvement to a segment of the state highway system to prohibit a contractor from temporarily closing the highway, including temporarily relocating or changing an entrance or exit ramp to or from the highway, on the date that an event is scheduled to be held in a municipality in which the improvement is being proposed if, not later than 180 days before the date the event is scheduled to be held, the municipality notifies TxDOT and the contractor of the date.

The bill applies only to a municipality that is partially located in three counties, two of which have a population of 1.8 million or more, is primarily located in a county with a population of 1.8 million or more, and has within its boundaries all or part of an international airport operated jointly by two municipalities.

The bill takes effect September 1, 2017.

**SB 277 (Campbell) relating to the eligibility of certain property for certain ad valorem tax incentives relating to wind-powered energy devices.**

SB 277 amends Tax Code by prohibiting wind farm owners from receiving a property tax abatement, or a property tax limitation, if their wind turbines are located 25 nautical miles or less from a military aviation facility located in Texas.

A military aviation facility is defined as a base, station, fort, or camp at which fixed-wing aviation operations or training is conducted by the United States Air Force, the United States Air Force Reserve, the United States Army, the United States Army Reserve, the United States Navy, the United States Navy Reserve, the United States Marine Corps, the United States Marine Corps Reserve, the United States Coast Guard, the United States Coast Guard Reserve, or the Texas National Guard.

An owner or lessee of a parcel of property that is located wholly or partly in a reinvestment zone may not receive an exemption or limitation from taxes of any portion of the value of the property under a tax abatement agreement that is entered into on or after September 1, 2017, if, on or after that date, a wind-powered energy device is installed or constructed on the same parcel of real property at a location that is within 25 nautical miles of the boundaries of a military aviation facility located in this state. The prohibition does not apply if the wind-powered energy device is installed or constructed as part of an expansion or repowering of an existing project.

The bill will take effect September 1, 2017.

#### **SB 312 (Nichols) Relating to the continuation and functions of the Texas Department of Transportation.**

SB 312 continues TxDOT until September 1, 2029. The bill revises provisions governing state aircraft fleets, project selection, contracting, district performance measures, metropolitan planning organizations, and reports of information to the public.

#### **Long-Term Plan for Statewide Passenger Rail**

TxDOT is required to update the long-term plan for statewide passenger rail system at least once every five years. In addition to current requirements, the plan must now include an analysis of short-term and long-term effects of each proposed passenger rail system on state and local road connectivity, including effects on oversize or overweight vehicles and other commercial traffic, as well as an analysis of the effect of each proposed passenger rail system on statewide transportation planning, including the effect on future state and local road construction and road maintenance needs.

#### **Aesthetic Entrances and Ornamental Decorations**

TxDOT may enter into agreements with local governments, convention and visitors bureaus, chambers of commerce, or other governmental or nongovernmental entities for the purpose of purchasing supplies and materials to be used for aesthetic entrances to municipalities or census designated places along interstate highways or highway corridors or ornamental decorations along overpasses, provided that the department may not expend appropriated funds solely to plan, design, or construct aesthetic entrances to municipalities or census designated places along interstate highways or highway corridors or ornamental decorations along overpasses.

#### **Statewide Transportation Plan Dashboard**

TxDOT must develop and prominently display on the department's Internet website a dashboard that clearly communicates to the public the transportation system strategies, goals and measurable targets, and other related performance measures, as well as the department's progress, including trends over

time, in meeting the strategies, goals and targets, and other related performance measures. TxDOT must also semiannually publish on its website a project schedule and budget report on all highway construction projects by district that have been completed.

In addition, TxDOT must conduct an analysis on the effect of funding allocations made in the Unified Transportation Program (UTP) and project selection decisions on accomplishing goals described in the statewide transportation plan and provide this analysis and the department's methodology to metropolitan planning organizations (MPOs), the public, and members of the Texas Transportation Commission (TTC), and publish the information on the TxDOT website.

### **Report On Completed Projects, Public Involvement, Project Portfolios**

TxDOT must semiannually publish website a report on all highway construction projects, listed by department district, that have been completed. The commission must adopt a policy explaining the department's approach to public involvement and transparency related to the UTP. TxDOT is also required to make a report on any change to the UTP available on the department's website and provide the report to the commission in a public meeting. The bill requires TxDOT to develop performance measures for each TxDOT district's project portfolio, track and report district performance, and review and evaluate project development activities in each district's project portfolio. A review of each project in the district is required and, when appropriate, input from key stakeholders such as local government sponsors or MPOs.

Hearings are required for projects that substantially change the layout or function of a connecting roadway or an existing facility, including the addition of managed lanes, high-occupancy vehicle lanes, bicycle lanes, bus lanes, and transit lanes.

### **Metropolitan Planning Organizations**

The Transportation Commission is required to adopt rules governing:

- the alignment of TxDOT's funding forecasts with funding forecasts of MPOs including the funding forecasts used for long-term planning and the ten-year transportation plan
- the alignment of statewide project recommendation criteria developed by TxDOT with the project recommendation criteria of MPOs
- TxDOT's timelines and review process for the ten-year transportation plan
- processes for allowing MPOs access to TxDOT's information systems, software, and technical assistance
- processes for collaborating with MPOs to evaluate data needed to develop a performance-based planning and project selection system

Rules must take into consideration a MPO's other federal deadlines and requirements.

### **Road Designations**

In addition to road designations throughout the state, the portion of State Highway 360 from the municipal limits of Mansfield in Tarrant County to its intersection with East Sublett Road/West Camp Wisdom Road in Tarrant County is designated as the Rosa Parks Memorial Parkway. The portion of State Highway 360 from its intersection with U.S. Highway 287 in Ellis County to the municipal limits of Mansfield in Tarrant County is designated as the Senator Chris Harris Memorial Highway.



### **Toll Payments**

The bill exempts emergency vehicles from paying a toll. TxDOT can send toll invoices by mail and electronically. Requirements of paying tolls are outlined in the bill with the related offenses if not paid.

### **Limitation on Toll Facility Designation; Conversion of Nontolled State Highway**

If a nontolled state highway or a segment of a nontolled state highway was open to traffic as a high-occupancy vehicle lane on May 1, 2005, TxDOT may not operate it as a toll project, and may not transfer a highway or segment to another entity for operation as a toll project.

In determining the number of nontolled lanes, the department may only consider a general-purpose lane that is part of the highway and may not consider a lane of a frontage road to be a nontolled lane before or after reconstruction of the highway.

### **Repayment of Money Contributed by Department**

A toll project entity must repay TxDOT any money that was contributed by TxDOT as participation in the cost of the entity's toll projects, including money from the state highway fund, the Texas Mobility Fund, or other sources available to the department. Funds would be used for transportation projects located in that TxDOT district. If a transportation project that was the subject of repayment of department contributions is located in more than one department district, the department may reasonably allocate the repayments from that project between the districts where the project is located. A toll project entity is not required to repay funds held in a subaccount created under Section 228.012 (Project Subaccounts) or funds contributed by the department for a project if a toll project entity commenced the environmental review process for the project on or before January 1, 2014.

Finally, the bill makes changes to Transportation Code related to the aircraft fleet operated by TxDOT.

The bill takes effect September 1, 2017.

### **SB 402 (Zaffirini) Relating to notice provided to persons with disabilities regarding the eligibility of persons with disabilities to use certain public transportation services.**

SB 402 amends current law relating to notice provided to persons with disabilities regarding the eligibility of persons with disabilities to use certain public transportation services.

The bill requires public transportation providers to notify a person eligible to use the provider's paratransit services and that the person is also eligible to use the services of another provider.

The bill will take effect September 1, 2017.

### **SB 840 (Zaffirini) relating to certain images captured by an unmanned aircraft.**

SB 840 amends Government Code by allowing or removing certain images that are lawful to capture with an unmanned aircraft.

Images captured by telecommunications provider for maintaining telecommunications facilities or inspecting telecommunications facilities, assessing vegetation growth for telecommunications easements or for routing and siting for providing telecommunications service are added to the list of lawful images taken by an unmanned aircraft.

The bill removes the capturing of an image of real property or a person on real property that is within 25 miles of the United States border as a lawful use of an unmanned aircraft. However, property or a person on property that is within 25 miles of the United States border for the sole purpose of ensuring border security is added to the use of lawful images.

Finally, another addition to lawful images is if the image is captured by an employee of an insurance company in connection with the underwriting of an insurance policy, or the rating or adjusting of an insurance claim and the operator of the unmanned aircraft is authorized by the Federal Aviation Administration to conduct operations within the airspace from which the image is captured.

This act takes effect September 1, 2017.

**SB 975 (Birdwell) Relating to the security of high-speed rail operated by a private entity.**

SB 975 creates a new subchapter in Transportation Code to govern security for high-speed rail operated by a private entity.

A private operator of a passenger rail service is required to implement all security requirements of the federal Transportation Security Administration (TSA) or its successor agency, in the manner required by law for intercity passenger railroads. The operator must conduct periodic risk-based threat and vulnerability assessments and, in consultation with TSA, implement appropriate security measures based on results of the assessments. The high-speed rail operator must also collect and investigate security threat reports submitted by members of the public. An operator would require employees who were managers or supervisors and whose position included emergency management responsibilities to complete emergency management training under the Texas Disaster Act of 1975.

A high-speed rail operator is required to coordinate security activities and investigations with federal, state, and local law enforcement agencies, including communication about credible threats, major events, and vulnerable places along the rail line or on a train. The operator also would have to communicate, as appropriate, with the state Emergency Management Council and the Texas Division of Emergency Management.

The services of a peace officer employed by the state or a political subdivision could not be used unless the high-speed rail operator compensated the state or political subdivision for the officer's time. DPS would be required to administer and enforce the provisions of the bill and could adopt rules that were consistent with applicable federal rules, regulations, and standards as necessary to do so. DPS would have the same regulatory authority over railroads granted to the Texas Department of Transportation under state law.

The bill takes effect September 1, 2017.

**SB 977 (Schwertner) Relating to the use of state money for high-speed rail operated by a private entity.**

SB 977 prohibits the Legislature from appropriating money and a state agency from accepting or using state money to pay for a cost of planning, facility construction or maintenance, or security for, promotion of, or operations of high-speed rail operated by a private entity, except as required under federal or other state law.

A state agency is required to prepare a semiannual report of each expense described above and submit a copy to the Texas Transportation Commission, the comptroller, legislative committees with appropriate jurisdiction, the House speaker, the lieutenant governor, and the governor. The bill would not preclude or limit the execution of the Texas Department of Transportation's responsibilities under federal or state law.

The bill takes effect September 1, 2017.

**SB 1102 (Creighton) Relating to weight limitations for natural gas motor vehicles.**

SB 1102 revises vehicle weight limits for vehicles powered by natural gas.

The Transportation Code is amended to authorize a vehicle that is powered by an engine fueled primarily by natural gas may exceed any weight limitation by an amount that is equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system, if the maximum gross weight of the vehicle or combination of vehicles may not exceed 82,000 pounds.

The bill is effective immediately.

**SB 1120 (Zaffirini) Relating to the prohibition of local motor fuel taxes on compressed natural gas and liquefied natural gas.**

SB 1120 extends the prohibition by political subdivision of local motor fuel taxes to the sale, use, or distribution of liquefied natural gas and compressed natural gas.

The bill amends the Tax Code to include any excise or occupation tax imposed by a political subdivision of the state on the sale, use, or distribution of compressed natural gas or liquefied natural gas among the taxes that state motor fuel taxes are imposed.

The bill is effective immediately.

**SB 1305 (Nichols) Relating to the abolishment of the transportation infrastructure fund and the grant program using money from the fund.**

SB 1305 repeals Transportation Code provisions relating to a county energy transportation reinvestment zone and its advisory board and the related grant program.

Chapter 222 of the Transportation Code relating to the authority of counties to create county energy transportation reinvestment zones (CETRZ) is repealed. The bill amends Chapter 256, Transportation Code, to remove the requirement for a county to designate a CETRZ to participate in the Transportation Infrastructure Fund grant program from counties.

The bill takes effect December 31, 2017.

**SB 1522 (Nichols) relating to the composition of the aviation advisory committee.**

SB 1522 amends Transportation Code to remove the specification that the aviation advisory committee has six members and instead requires the Texas Transportation Commission to determine the number of members of the committee by rule.

The bill replaces the requirement for a committee member to have five years of successful experience as an aircraft pilot, an aircraft facilities manager, or a fixed-base operator with a requirement for a majority of the committee members to have five years of such experience. The bill requires the commission to adopt the required rules not later than September 1, 2018.

The bill is effective immediately.

**SB 1523 (Nichols) Relating to the creation of the state safety oversight program for rail fixed guideway public transportation systems.**

SB 1523 amends current law relating to the creation of the state safety oversight program for rail fixed guideway public transportation systems and amends the Transportation Code to designate TxDOT as the agency responsible for implementing a state safety oversight program that satisfies the requirements of applicable federal law.

**State Safety Oversight Requirements and Prohibitions**

The bill requires TxDOT, unless waived under that law, to be financially and legally independent from any rail fixed guideway public transportation system under the oversight of TxDOT and prohibits TxDOT from employing an individual who is also employed by a rail fixed guideway public transportation system under the oversight of TxDOT. The bill prohibits TxDOT from directly providing public transportation services in an area with a rail fixed guideway public transportation system under the oversight of TxDOT and prohibits a public transportation entity from providing funds to TxDOT.

**Oversight and Enforcement**

The bill requires TxDOT to oversee all safety aspects of rail fixed guideway public transportation systems in accordance with federal law, including the development, implementation, and application of the public transportation agency safety plan.

The bill requires TxDOT to enforce federal and state laws on rail fixed guideway public transportation safety, review, revise, approve, oversee, and enforce the public transportation agency safety plan required under federal law, including the implementation by a rail fixed guideway public transportation system of the system's plan; investigate and enforce the safety of rail fixed guideway public transportation systems; and coordinate all enforcement responsibilities with other governmental entities as needed.

**Staffing and Training**

TxDOT must also set staffing levels and training for the state safety oversight program. TxDOT will audit the compliance of the rail fixed guideway public transportation system as required by federal law and provide an annual status report. TxDOT may enter into an agreement with a contractor to carry out duties under the state safety oversight program.

The bill is effective immediately.

**SB 1524 (Nichols) Relating to the movement of certain vehicles transporting an intermodal shipping container.**

SB 1524 amends the Transportation Code to authorize the Texas Department of Motor Vehicles (TxDMV) to issue an annual permit authorizing the movement of a sealed intermodal shipping container moving in international transportation not more than 30 miles from an applicable port of entry.

**Permit Issuance**

The bill sets out the conditions under which such an intermodal shipping container permit may be issued and prohibits the governing body of a municipality from regulating the movement and operation on a state highway or county or municipal road of a combination of vehicles operating under the permit because of weight. A truck-tractor and semitrailer combination with specified configurations must have six total axles with a maximum gross weight of 93,000 pounds or by a truck-tractor and semitrailer combination with specified configurations that has seven total axles with a maximum gross weight of 100,000 pounds, each of which are equipped with a roll stability support safety system and truck blind spot systems.

**County and Municipality Designations**

A permit applicant must designate each county and municipality where the permit will be used. A permit is not valid in a county or municipality that is not designated in the permit application. The bill requires an application for such a permit to be accompanied by a \$5,000 permit fee of which 60 percent must be deposited to the credit of the State Highway Fund, 35 percent must be equally divided among and distributed to each county designated in the permit application, and five percent must be equally divided among and distributed to each municipality designated in the permit application.

**Permit Fee**

The bill requires the comptroller of public accounts, at least once each fiscal year, to send the amount due to each county to the county treasurer or office for deposit to the credit of the county road and bridge fund. The bill requires the comptroller, at least once each fiscal year, to send the amount due to each municipality to the office performing the function of treasurer for the municipality. The bill restricts the use of such funds received by a municipality to fund commercial motor vehicle enforcement programs or road or bridge maintenance or infrastructure projects.

**Route Restrictions**

An intermodal shipping container permit does not authorize the operation of a truck-tractor and semitrailer combination on the national system of interstate and defense highways or load-restricted roads or bridges, including a road or bridge for which a maximum weight and load limit has been established and posted by either TxDOT or a county commissioners court under other law. The bill establishes that a permit authorizes the operation of truck-tractor and semitrailer combination only on highways and roads approved by TxDOT.

**Permit Conditions**

The transportation of a sealed intermodal shipping container can only begin or end at a port of entry that is located in a county contiguous to the Gulf of Mexico. The bill prohibits such transportation from exceeding 30 miles from the port of entry. The bill requires the intermodal shipping container to be continuously sealed from the point of origin to the point of destination and does not authorize the transportation of a hazardous material.

**Offense and Study**

The bill creates a Class C misdemeanor offense for a person who fails to display the permit sticker in the manner required, carry the permit as required, or carry or present the required weight record. TxDOT will conduct a study concerning vehicles operating under a permit issued and publish the results of the study.

The bill takes effect on January 1, 2018.

**SB 1731 (Birdwell) Relating to the repeal of laws governing certain state entities and a state compact, including the functions of those entities.**

SB 1731 amends various statutes to abolish certain state advisory committees and other entities, including the Texas Emissions Reduction Plan (TERP).

**Extension of Programs**

The bill extends TERP, currently set to expire on August 31, 2019, to the end of the biennium in which Texas attains the national ambient air quality standards for ground-level ozone. The Clean School Bus program, the New Technology Implementation Grant program, the Texas Clean Fleet program, and the Texas Natural Gas Vehicle Grant program would each be extended from August 31, 2019, to the end of the biennium in which Texas attains the national ambient air quality standards for ground-level ozone.

**Light-Duty Motor Vehicle Purchase or Lease Incentive Program**

TCEQ must develop a purchase or lease incentive program for new light-duty motor vehicles and shall adopt rules necessary to implement the program; this program expired on August 31, 2015. The program shall authorize statewide incentives for the purchase or lease of new light-duty motor vehicles powered by compressed natural gas, liquefied petroleum gas, or hydrogen fuel cell or other electric drives for a purchaser or lessee who agrees to register and operate the vehicle in this state for a minimum period of time to be established by TCEQ. The bill outlines the requirements for the program.

**Clean Transportation Triangle and Alternative Fueling Facilities**

The bill would combine the Alternative Fueling Facilities program and the Clean Transportation Triangle program into one program under the AFF program name; the combined program would be extended from August 31, 2018, to the end of the biennium in which Texas attains the national ambient air quality standards for ground-level ozone. The eligibility for a grant, requirements for a grant application and distribution process are outlined in the bill.

**Governmental Alternative Fuel Fleet Grant Program**

In addition, the bill creates the Governmental Alternative Fuel Fleet Grant program. This program provides grants to an eligible state agency, county, municipality, or political subdivision in purchasing or leasing new motor vehicles that operate primarily on compressed natural gas, liquefied natural gas, liquefied petroleum gas, hydrogen fuel cells, or electricity, including fully electric motor vehicles or plug-in hybrid electric vehicles.

**SB 1732 (Birdwell) Relating to the designation of the portion of Interstate Highway 35W in Johnson County as the Clifton Taylor Memorial Highway.**

SB 1732 designates a portion of Interstate Highway 35W in Johnson County between its intersection with U.S. Highway 67 and East Hidden Creek Parkway as the Deputy Clifton Taylor Memorial Highway.

The bill takes effect September 1, 2017.

**SB 1877 (Perry) Relating to sending notice of proposed contracts for highway projects by e-mail.**

SB 1877 amends the Transportation Code to authorize TxDOT to send notification of proposed highway contracts electronically by email.

The bill is effective immediately.

**SB 2075 (Rodriguez) Relating to vehicle registration.**

SB 2075 updates certain processes relating to motor vehicle registration.

**Registration Changes**

The bill repeals Transportation Code provisions relating to the designation of a registration period by a person who owns more than one motor vehicle or trailer. The \$10 annual extended commercial fleet vehicle registration fee is changed to a one-time fee. The fee is to be deposited to the Texas Department of Motor Vehicles Fund (currently deposited to the State Highway Fund).

The bill removes provisions establishing procedures for registering a vehicle if the county in which the owner resides is declared a disaster area. The bill establishes that a receipt for the renewed registration of a vehicle generated by an online registration system approved by the DMV is proof of the vehicle's registration until the 31st day after the date of renewal on the receipt. The DMV is authorized to carry out the International Registration Plan or other vehicle registration agreement with an authorized officer of another jurisdiction to require an applicant to register under the federal unified carrier registration system.

**License Plates and Fees**

The classification of license plates issued to certain farm vehicles, water well drilling machinery and construction machinery, and oil well servicing and drilling machinery are changed. The bill clarifies that a commercial farm motor vehicle registration may not be issued or renewed unless the vehicle's owner provides a registration number issued by the comptroller. The day a county assessor-collector is required to credit certain amounts to the county road and bridge fund is changed from each Monday to each Tuesday.

The bill takes effect September 1, 2017.

**SB 2076 (Rodriguez) Relating to the titling of motor vehicles.**

SB 2076 reorganizes and amends vehicle identification number (VIN) inspection requirements, VIN inspection processes, and title requirements. The bill also brings language regarding odometer disclosures in line with federal regulation terminology.

In addition, no later than December 31, 2018, the Department of Public Safety and the Texas Department of Motor Vehicles must conduct a study on the efficiency and necessity of the titling, including actions related to titling such as registration, and inspection of vehicles in this state. The DPS and DMV must also submit a report to the legislature on the results of the study that includes identification of any elements of the vehicle titling, including actions related to titling such as registration, and inspection programs that can be eliminated and recommendations for legislation to eliminate those elements.

The bill takes effect September 1, 2017.

**SB 2205 (Hancock) Relating to the research and testing of motor vehicles with automated driving systems on highways in this state.**

SB 2205 provides statewide regulations for automated vehicles.

An automated motor vehicle is allowed to operate on highways in Texas, with or without a human operator, provided that the vehicle was capable of operating in compliance with traffic laws, equipped with a recording device that may record velocity, location data, steering or brake performance, compliant with federal law and federal motor vehicle safety standards, registered and titled in accordance with Texas law, and covered by liability insurance or otherwise self-insured in accordance with existing Texas law.

A political subdivision is prohibited from imposing a franchise or other regulation relating to the operation of an automated vehicle or system. Additionally, the bill would provide that automated vehicles and driving systems capable of operating without a human driver would be governed exclusively by the provisions created in the bill, aside from specific exceptions, such as insurance and accident-related duties.

When an automated driving system is engaged, the automated driving system is considered to be licensed to operate the vehicle and the owner of the automated driving system is considered the operator for the purpose of compliance with motor vehicle laws.

The bill would take effect September 1, 2017, and would apply only to certain autonomous vehicles capable of performing the entire dynamic driving task.



# NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

## 2016 Safety Program Performance Measures



### 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."

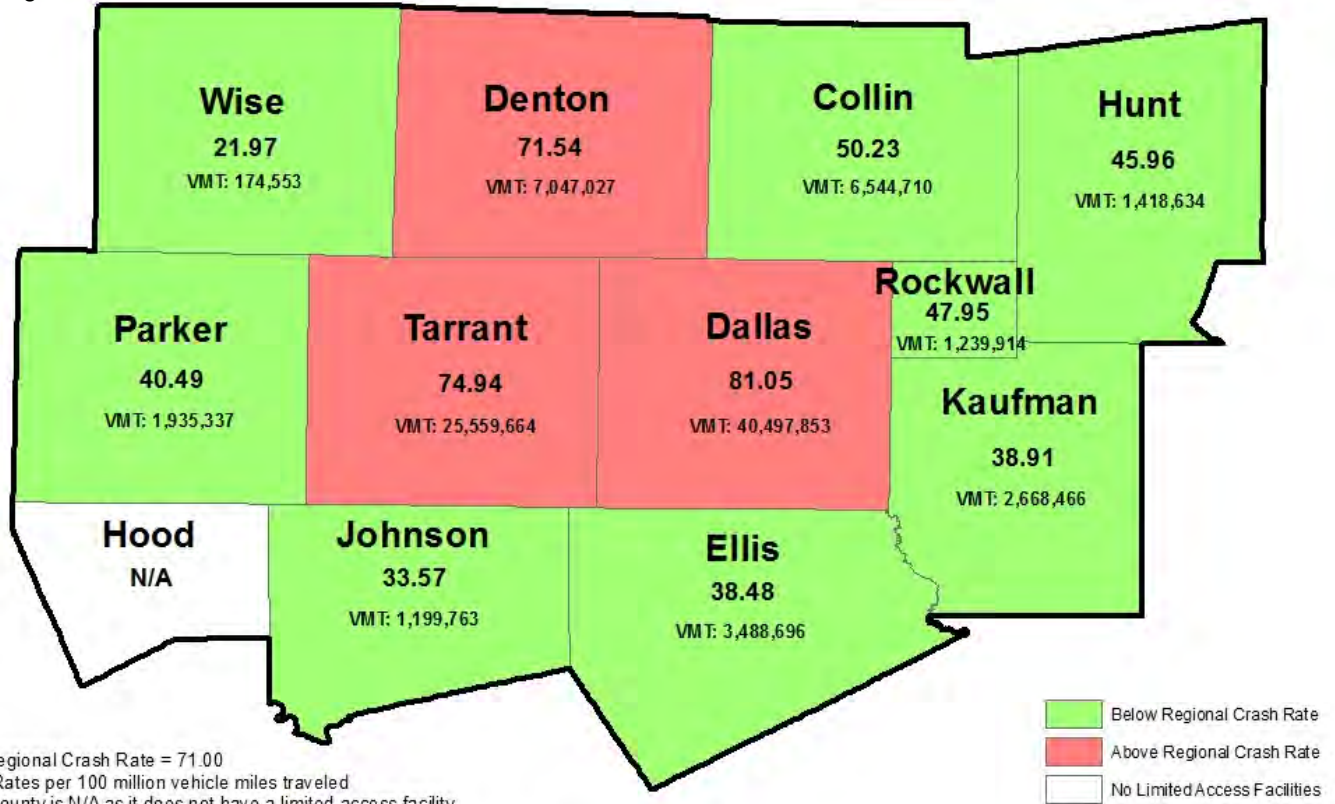
### 2016 Contributing Factors for Serious Injury and Fatality Crashes

	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.

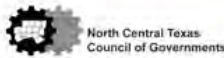
## 2016 Crash Rates by County

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.

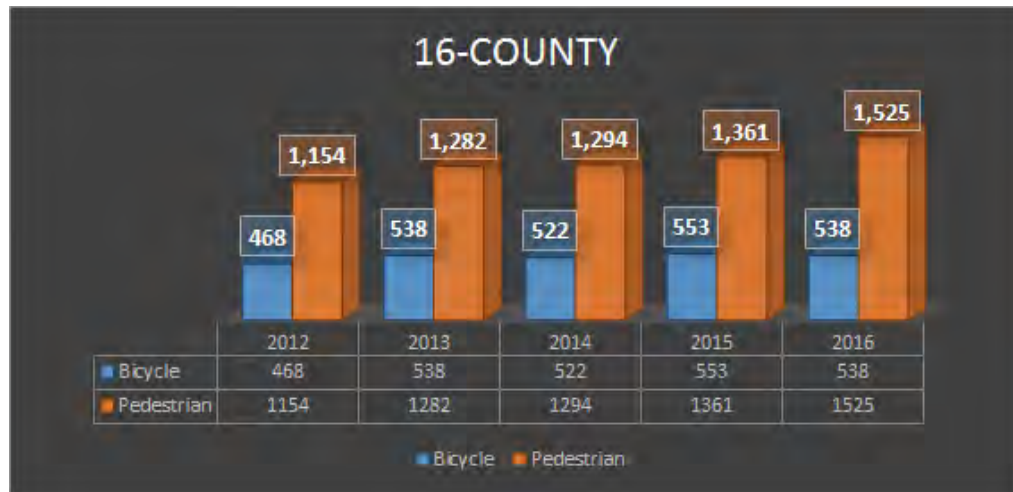


Note:  
 2016 Regional Crash Rate = 71.00  
 Crash Rates per 100 million vehicle miles traveled  
 Hood County is N/A as it does not have a limited access facility

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



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

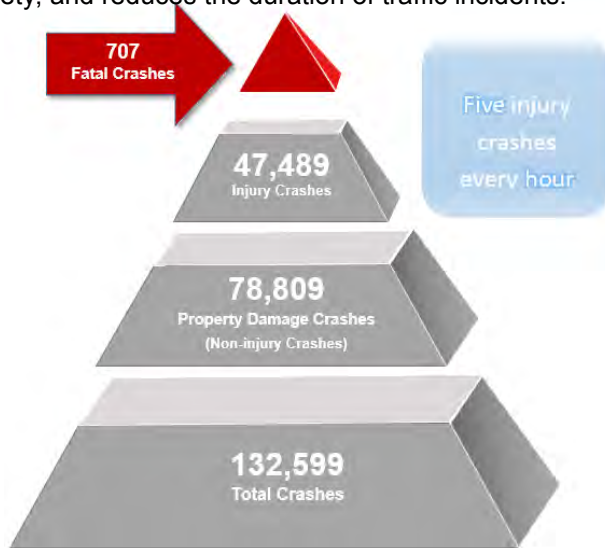


The Look Out Texans Campaign, which encourages North Texans to watch out for one another and offers specific tips to bike, walk and drive safely together, continued in 2016. Understanding how people bicycling, walking and driving should interact together is important to improving safety on area roads 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 safety campaign, visit [LookOutTexans.org](http://LookOutTexans.org).

# NCTCOG Traffic Incident Management 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

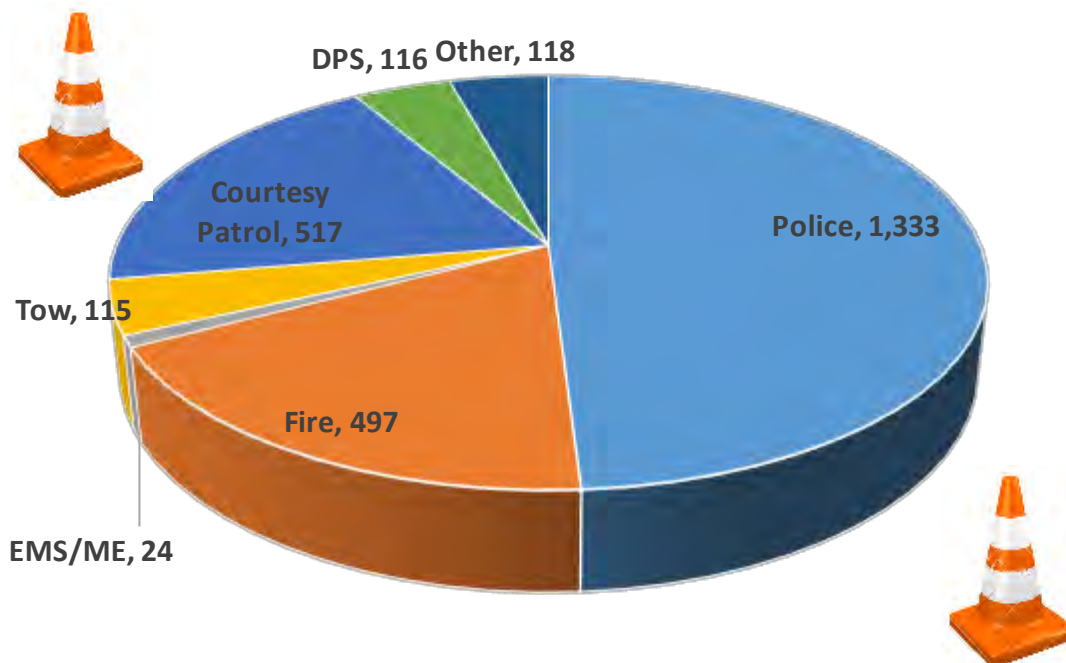
*Potentially 45 responders "working in or near moving traffic" every hour 24/7/365.*

## 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 Continuing Education Units.

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	Total
Basic Training	190
Advanced Training	120

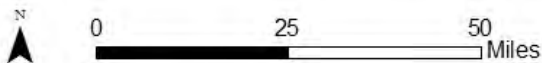
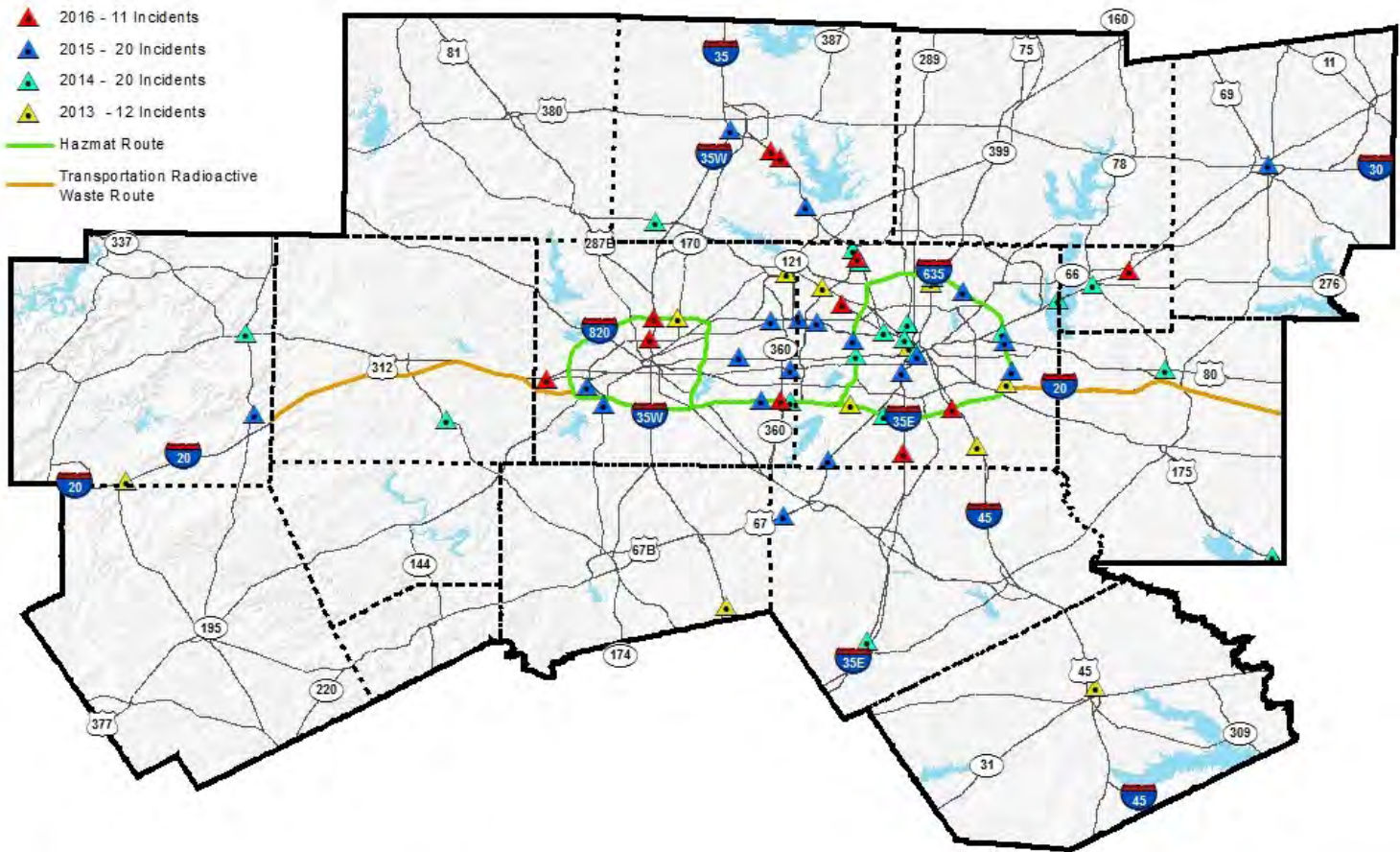
### Cities and Counties Represented (64) - As of March 2017

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

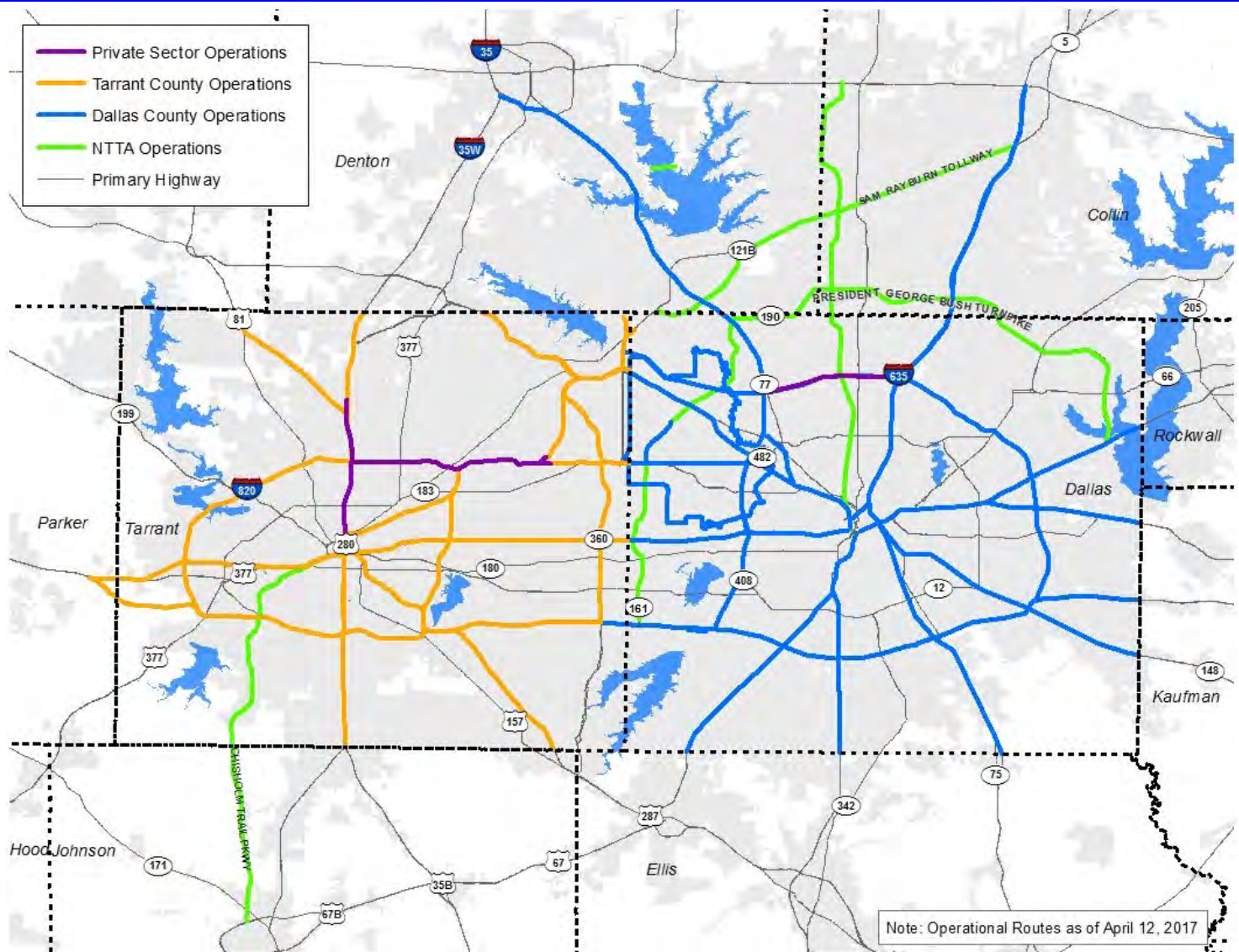
The Mobility Assistance Patrol Program (MAPP) is integral to the region's Traffic Incident Management operations. The MAPP coverage area is focused on congested roadway systems in Dallas and Tarrant Counties and extends into portions of Collin and Denton Counties. The Regional MAPP assists in the alleviation 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. 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



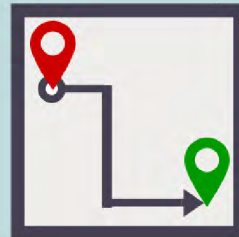
# In 2016, Dallas and Tarrant County Mobility Assistance Patrols

provided:



••• 38,310

Driver Assistance /  
Stalled Vehicle



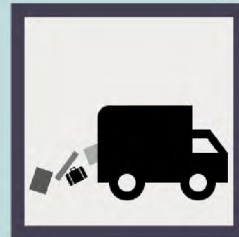
••• 27,735

Courtesy Check /  
Directions



••• 3,620

Crash Assistance



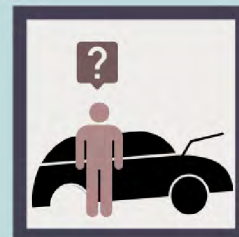
••• 5,987

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

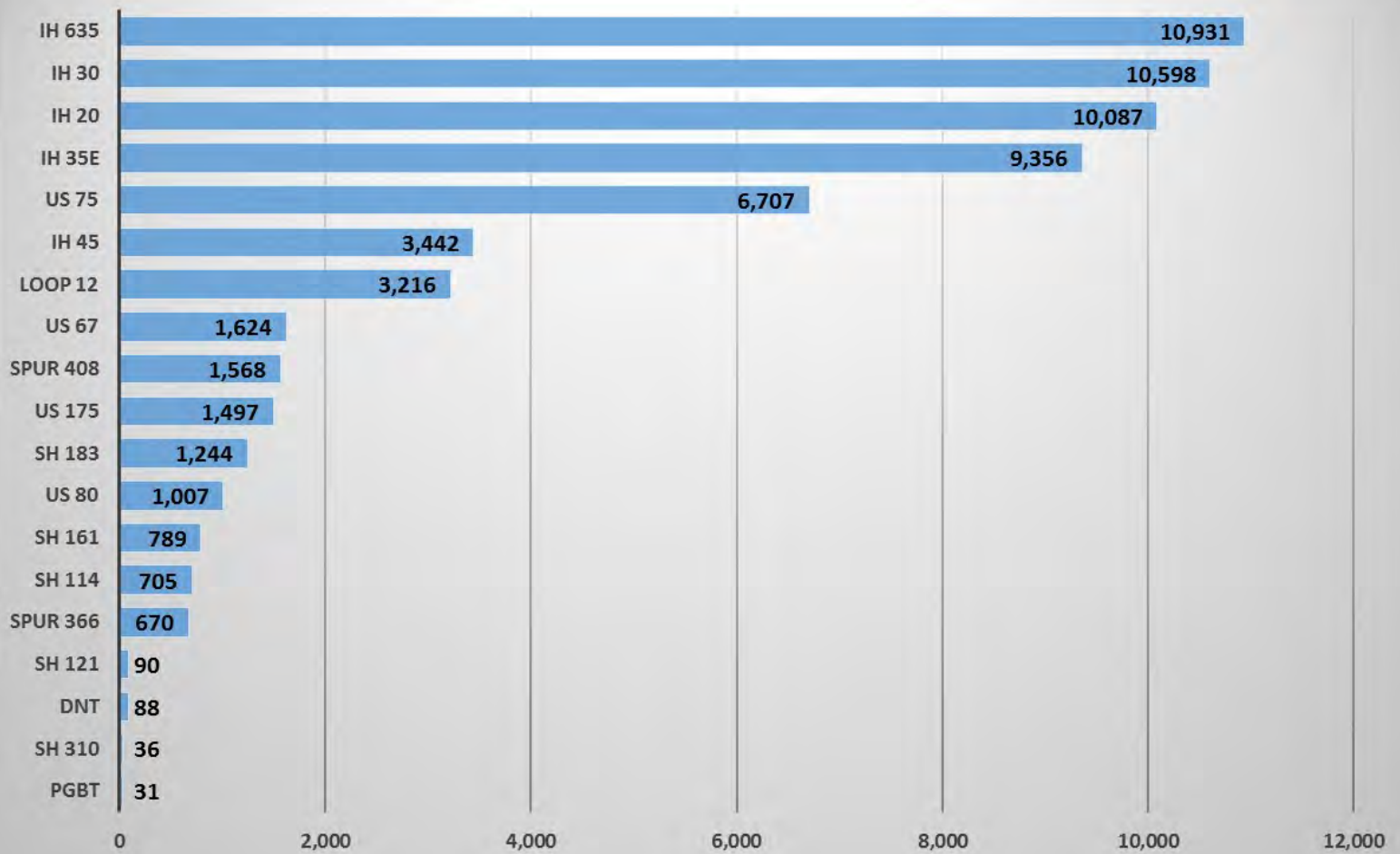


24 Hours a Day

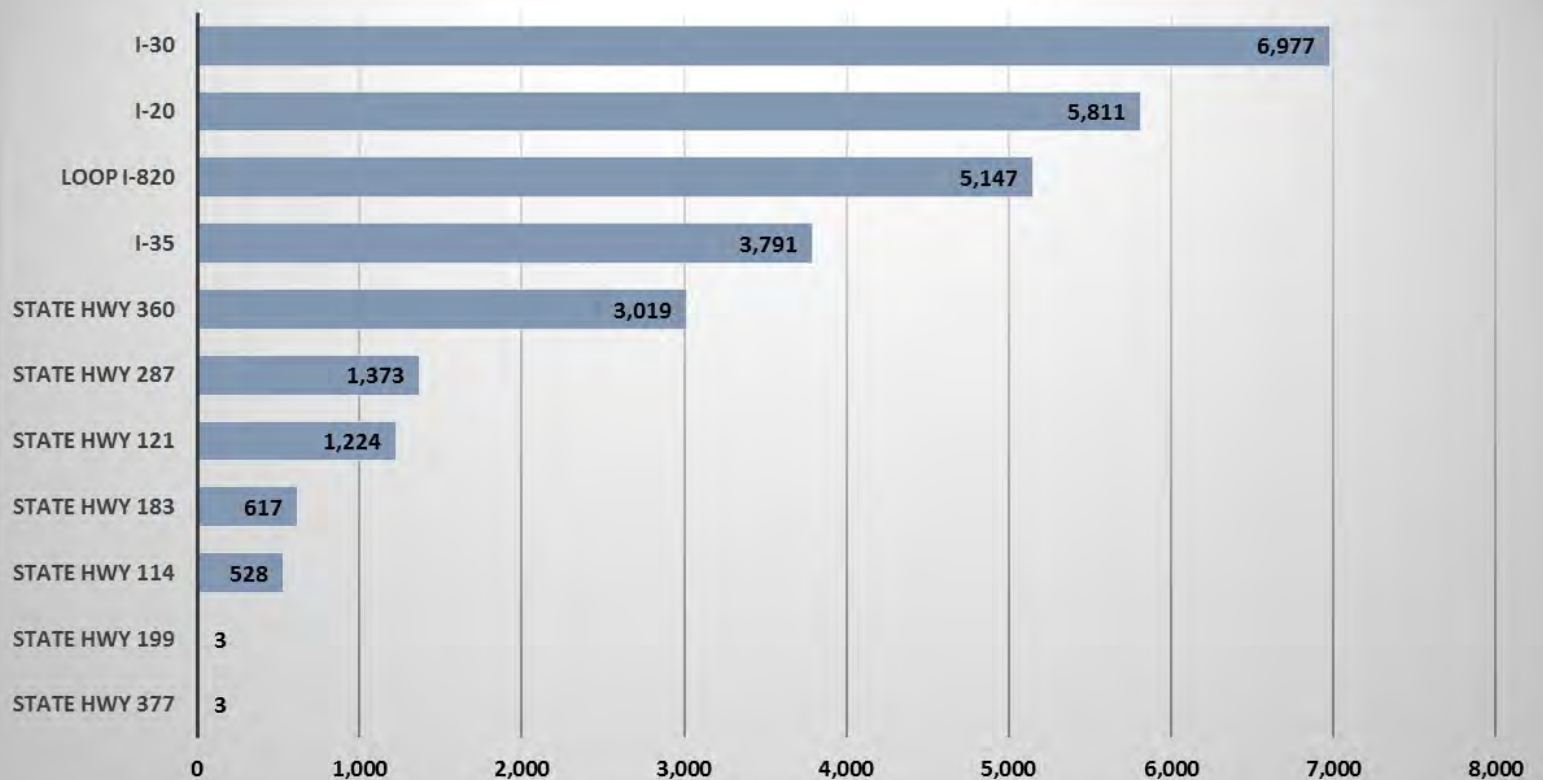


# Mobility Assistance Patrol Program

## 2016 Dallas County Operations — Assist Totals by Roadway



## 2016 Tarrant County Operations — Assist Totals by Roadway





# Wrong-Way Driving 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 (WWD) 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

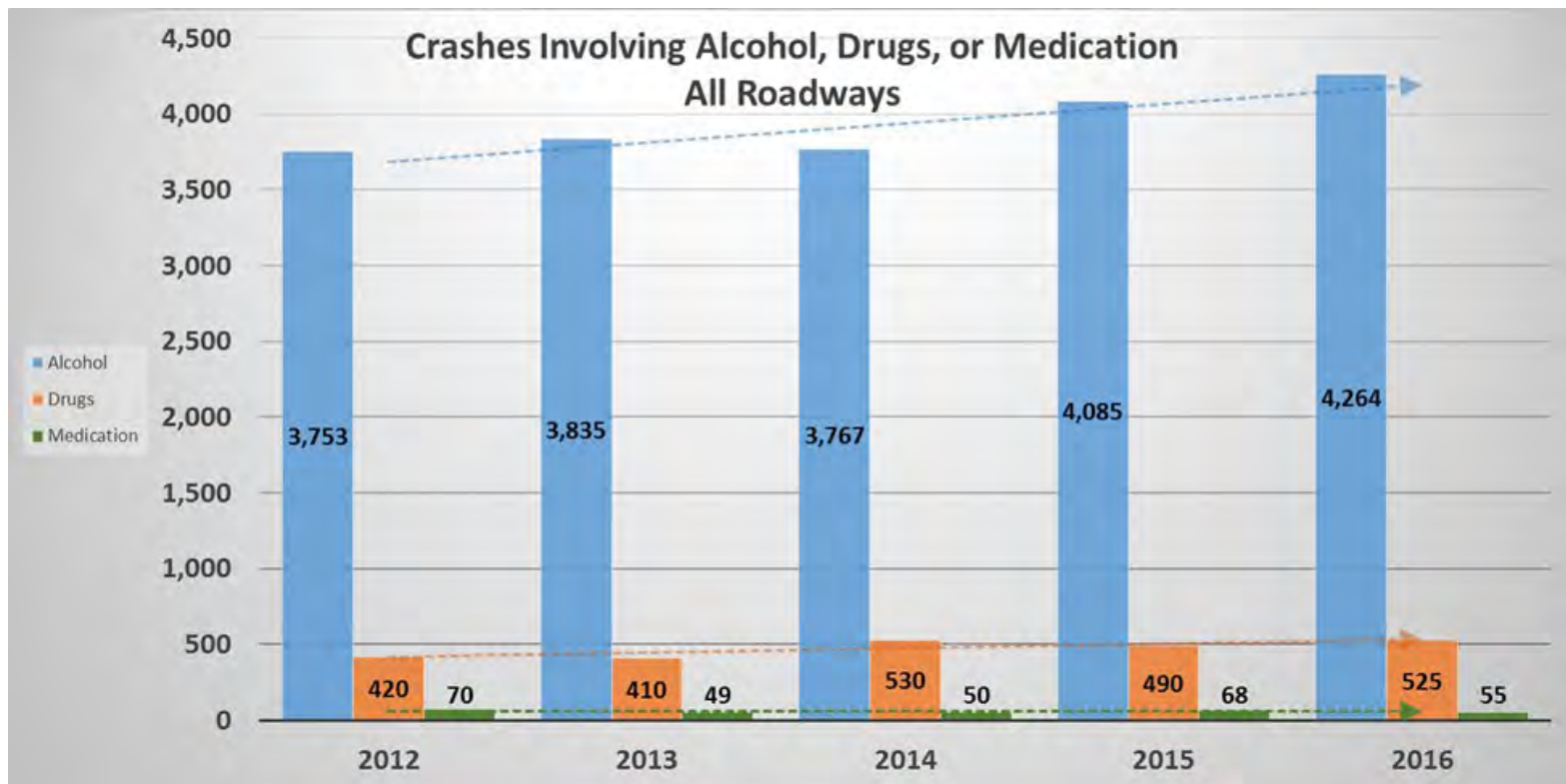
In 2014, NCTCOG, TxDOT, and nine Dallas County cities initiated Phase I of the WWD Pilot Project. Phase I focused on 350 diamond interchanges throughout Dallas County. Phase I improvement strategies include the replacement of conflicting lane and arrow markings, signal enhancements, and other intersection-related 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 WWD 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

# Crashes Involving Impaired Drivers: 2012—2016

Although crashes that involve wrong-way drivers occur less frequently, the severity of these crashes can be devastating and often include 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.

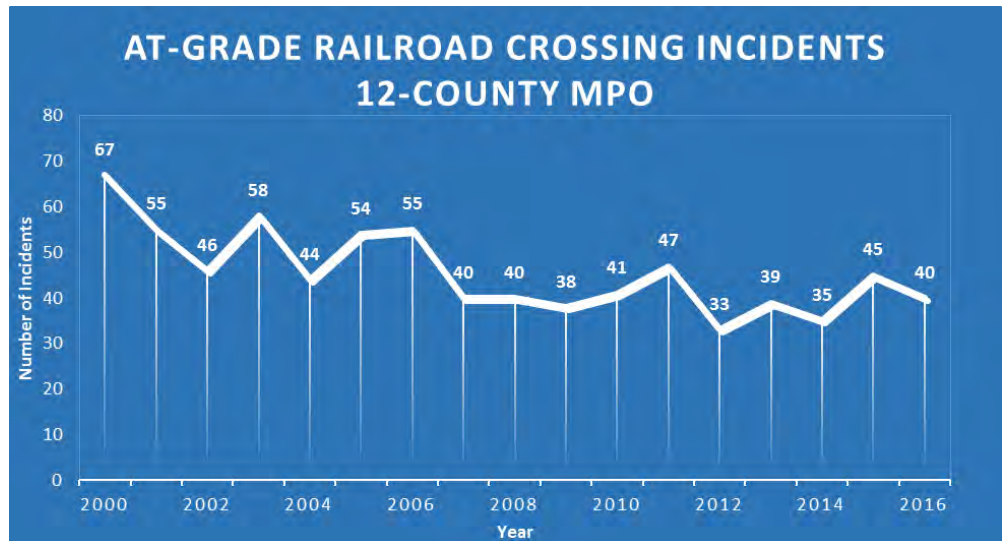
## Takata Airbag Recall

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 over time degrades the chemical propellant in a defective airbag inflator, 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 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 front windshield on the driver's side. 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 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

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

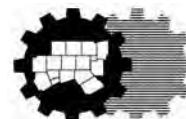
Safety information resources are available at [www.nctcog.org/trans/safety/RegSftyResources.asp](http://www.nctcog.org/trans/safety/RegSftyResources.asp). General information topics include Highway Safety Improvement Program Information, Safety Countermeasures and Techniques, Safety References, Traffic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

### Contact Information

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

Kevin Kroll  
(817) 695-9258  
[kkroll@nctcog.org](mailto:kkroll@nctcog.org)

Sonya Jackson Landrum  
(817) 695-9273  
[slandrum@nctcog.org](mailto:slandrum@nctcog.org)



North Central Texas  
Council of Governments  
Transportation Department

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## 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



## North Central Texas Council Of Governments

June 30, 2017

Ms. DeAnn Walker  
Senior Policy Advisor  
Office of the Texas Governor  
PO Box 12428  
Austin, TX 78711

Dear Ms. Walker:

Thank you again for the opportunity to provide input to the Governor's office with regard to Environmental Mitigation Trust funds available to Texas through the Volkswagen Clean Air Act Civil Settlement. During verbal comments provided at the workshop on June 26, I referenced formal comments that the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for North Central Texas, had previously transmitted. This correspondence is enclosed for your reference.

The North Central Texas Council of Governments (NCTCOG), which serves as staff to the RTC, has previously served as a third-party administrator of the Texas Commission on Environmental Quality Texas Emissions Reduction Plan funds totaling over \$22 million. NCTCOG has also administered over approximately \$7.9 million in Environmental Protection Agency funding awarded under Diesel Emission Reduction Act programs, in addition to funding from other federal agencies which was allocated to similar "clean vehicle" initiatives. Through these experiences, NCTCOG staff has developed substantial first-hand insight into effective ways to administer funds similar in size and scope to the Environmental Mitigation Trust, including elements of risk inherent to various funding approaches and typical obstacles faced by end-user fleets. As you move forward in this process and work toward developing an implementation plan, we would be happy to answer any questions or offer any additional feedback that may be helpful. Also, to the extent possible, please keep us updated with any relevant information on the State's implementation plan as our local governments, transit agencies, and businesses are eager to explore the possibilities available under this initiative.

NCTCOG looks forward to an opportunity to collaborate on how to best leverage these funds to benefit the State of Texas. If you have any questions or would like any further information, please do not hesitate to contact me at (817) 695-9286 or [cklaus@nctcog.org](mailto:cklaus@nctcog.org).

Sincerely,

Chris Klaus  
Senior Program Manager

LPC:mg/lp

Enclosures



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

March 9, 2017

The Honorable Greg Abbott  
Governor of Texas  
Office of the Governor  
P.O. Box 12428  
Austin, Texas 78711-2428

The Honorable Ken Paxton  
Attorney General of the State of Texas  
Office of the Attorney General  
P.O. Box 12548  
Austin, TX 78711-2548

Dear Governor Abbott and Attorney General Paxton:

The Regional Transportation Council (RTC), a roster is included as Attachment 1, which serves as the Metropolitan Planning Organization for North Central Texas, is responsible for meeting federal transportation conformity requirements resulting from our ozone nonattainment status. In addition, the RTC is very involved and committed in implementing a diverse array of emission reduction projects and programs that lessen mobile source impacts. To this end, the RTC sent correspondence to Assistant Attorney General Cruden and Attorney General Paxton on March 10, 2016, requesting a portion of any financial settlement which results from the Department of Justice's (DOJ) Civil Action and the Texas Attorney General's (AG) lawsuit filed in 2015 (Volkswagen Group of America, Inc. and Audi America, LLC), be distributed equitably to all nonattainment areas, see Attachment 2. Since that time, Volkswagen has agreed to a Partial Consent Decree with the United States, which includes the creation of a Mitigation Trust to fund eligible mitigation actions. At this time, the sum from Partial Consent Decrees suggest funding for the State of Texas of approximately \$209 million.

The RTC encourages the State of Texas to pursue funding available to the state as part of the Mitigation Trust established by the Volkswagen Partial Consent Decrees. Accompanying this letter are recommendations on allocating the \$209 million allotment to the State of Texas, as well as suggestions for the dispersal process of the funds, see Attachment 3. Texas can use this funding to not only improve the air quality throughout the state, but can also allow Texas to invest in infrastructure and create jobs. The RTC has a strong collaborative history with the state and the Texas Commission on Environmental Quality to improve the nonattainment situation in our region. These funds will have a significant impact in improving the quality of life in the region as well have a positive impact on the private and public sectors in a variety of ways. The RTC appreciates your attention to this matter, and looks forward to working with you.

March 9, 2017

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](mailto:mmorris@nctcog.org).

Sincerely,

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

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

CK:ch  
Attachments

cc: Bethany Engel, Trial Attorney, US Department of Justice  
Barbara L. McQuade, US Attorney, US Department of Justice  
Anthony W. Benedict, Assistant Attorney General, State of Texas  
Pedro Perez Jr, Assistant Attorney General, State of Texas  
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 for Air Quality Planning and Operations, NCTCOG



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City of Fort Worth



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

March 10, 2016

The Honorable John C. Cruden  
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

The Honorable Ken Paxton  
Attorney General of the State of Texas  
Office of the Attorney General  
PO Box 12548  
Austin, TX 78711-2548

Dear Assistant Attorney General Cruden and Attorney General Paxton:

The Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for North Central Texas and responsible for meeting federal transportation conformity requirements, is requesting a portion of any financial settlement which results from the Department of Justice's (DOJ) Civil Action filed on January 4, 2016, (Volkswagen AG, Audi AG, Volkswagen Group of America, Inc., Volkswagen Group of America Chattanooga Operations, LLC, Dr. Ing. H.c. F. Porsche AG, and Porsche Cars North America, Inc.) and the Texas Attorney General's (AG) lawsuit filed on October 8, 2015, (Volkswagen Group of America, Inc. and Audi America, LLC), be distributed equitably to all nonattainment counties.

The actions by both the DOJ and Texas AG were a result of findings that Volkswagen AG installed illegal emissions defeat devices in light-duty vehicles with diesel engines. These defeat devices allow tailpipe emissions up to 40 times the legal level of Nitrogen Oxides (NO<sub>x</sub>).

These settlement funds would be earmarked to implement air quality projects and/or programs to off-set the increased emissions from the diesel vehicles equipped with the emission test defeat devices. This is important because the Dallas-Fort Worth region is NO<sub>x</sub>-limited, which means decreases or increases in NO<sub>x</sub> emissions, such as the increases resulting from the emissions test-cheat 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 NO<sub>x</sub> 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's (EPA) Motor Vehicle Emissions

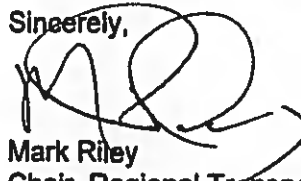
March 10, 2016

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's emission systems design and function are in compliance with State and federal emissions standards. As a result of the recent findings, certain Volkswagen, Audi, and Porsche diesel vehicles are operating above the federally allowed NO<sub>x</sub> 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 the EPA and the Texas Commission on Environmental Quality 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-cheat 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 for 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](mailto:mmorris@nctcog.org).

Sincerely,



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

JPL:ch

cc: Bethany Engel, Trial Attorney, US Department of Justice  
Barbara L. McQuade, US Attorney, US Department of Justice  
Anthony W. Benedict, Assistant Attorney General, State of Texas  
Pedro Perez, Jr., Assistant Attorney General, State of Texas  
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 for Air Quality Planning and Operations, NCTCOG

**Elements of Proposed Technical Plan**

Upon the State of Texas pursuit of available funding to the state as part of the Mitigation Trust established by the Volkswagen Partial Consent Decrees, the Regional Transportation Council (RTC) requests that the State of Texas, by and through the Office of the Governor, designate the Texas Commission on Environment Quality (TCEQ) as the Lead Agency for the purposes of Texas' participation in the Mitigation Trust. The RTC believes that the TCEQ has shown reliable capabilities in the dispersal of their Texas Emission Reduction Program grants, and has the administrative and technical capacity to serve as the Lead Agency for Texas. The RTC also requests to allow input from regions and other interested parties throughout Texas on the development of the Mitigation Plan.

As stated in the 2.0 L Partial Consent Decree, acceptable projects are identified that allow regions flexibility to maximize investments, with emphasis on high nitrogen oxides reduction programs. The North Central Texas Region can benefit from this Mitigation Trust by implementing said emission reduction strategies to offset unhealthy emissions impacts. As projects vary in benefits across different regions, the RTC suggests that use of funds be determined by each regional Council of Governments (COG) and administration functions be streamlined and flexible to allow for quick project implementation. If a COG is unwilling or unable to participate in the spending of funds, the RTC requests the TCEQ, as the Lead Agency, retain and disperse remaining funds to regions that demonstrate adequate need and interest.

To ensure the appropriate allocation of funds, the RTC requests 90 percent of funds be suballocated to each COG region by total number of registered Volkswagen, Audi, and Porsche vehicles subject to the Partial Consent Decrees in that area. The selected regions are recommended to be based on Transportation Management Areas that were recently recommended nonattainment for the 2015 National Ambient Air Quality Standard for Ozone or have an existing vehicle inspection/maintenance program. As an added benefit, this recommendation falls in line to similar regions identified in Texas Clear Lanes.

Utilizing data supplied by the National Renewable Energy Laboratory, the following table highlights potential suballocated funding results for each COG after distributing impacted Volkswagen, Audi, and Porsche vehicles. The RTC suggests the remaining 10 percent balance be used as a set aside for other interested COG regions.

Texas Regional Councils	Vehicles Affected				Potential Settlement Per Texas Regional Councils
	2.0 Liter	3.0 Liter	Total		
Alamo Area Council of Governments (AACOG) <sup>1, 2, 3</sup>	4,014	482	4,496	11.12%	\$27,438,116
Capital Area Council of Governments (CAPCOG) <sup>1, 2, 3</sup>	4,657	729	5,386	13.32%	\$32,869,593
Houston-Galveston Area Council (H-GAC) <sup>1, 2, 3</sup>	8,056	1,599	9,655	23.87%	\$58,922,377
North Central Texas Council of Governments (NCTCOG) <sup>1, 2, 3</sup>	8,789	1,537	10,326	25.53%	\$63,017,345
Rio Grande Council of Governments (RGCOG) <sup>1, 2</sup>	870	89	959	2.37%	\$5,852,570
Remaining Regions with 10% Set Aside	8,813	809	9,622	10.00%	\$20,900,000
<b>Total Vehicles Affected in State of Texas</b>					<b>40,444</b>
<b>VW Settlement to the State of Texas</b>					<b>\$209,000,000</b>
<b>Fair Share Funding Recommendation Total (VW Settlement – 10% Set Aside)</b>					<b>\$188,100,000</b>
<b>Total Vehicles in Fair Share Funding Recommendation</b>					<b>30,822</b>
<b>Potential Settlement Per Vehicle with Fair Share Funding Recommendation</b>					<b>\$6,103</b>

*Fair Share Funding Recommendation: Regional counties within Transportation Management Areas: are proposed for nonattainment under 2015 NAAQS for Ozone or have existing vehicle inspection/maintenance programs; and/or are a part of Texas Clear Lanes*

1. Transportation Management Area
2. Proposed Ozone Nonattainment Area (2015 Ozone NAAQS) and/or has Existing Vehicle Inspection/Maintenance Program
3. Texas Clear Lanes

Registration Source: NREL (Polk Vehicle Registration Database)

VW Settlement to the State of Texas Source: Partial Consent Decree 2.0L (9/30/16) and 3.0L (12/20/16)



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

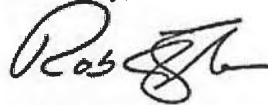
June 16, 2017

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](mailto: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



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

June 15, 2017

The Honorable Kay Granger  
US House of Representatives  
1026 Longworth HOB  
Washington, DC 20515

Dear Congresswoman Granger:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to thank you for your continued leadership in the United States Congress. As House Appropriations Subcommittees continue to meet on Fiscal Year (FY) 2018 appropriations, the RTC asks you to support funding for the Department of Energy (DOE) Clean Cities Program and the Environment Protection Agency (EPA) Diesel Emission Reduction Act (DERA) grant program.

The 2017 omnibus appropriations bill was recently approved and maintains funding for these important air quality programs; however, the President's proposed FY18 budget would eliminate the DOE Clean Cities Program and would cut DERA grants by 83 percent. As the Energy and Water Appropriations Subcommittee meet to discuss FY18 appropriations, the RTC requests members of the North Central Texas legislative delegation to make a formal request to the subcommittee to maintain funding for these important programs.

The RTC supports the development and deployment of advanced technology and alternative fuel vehicles, in addition to improving air quality. As you know, Texas is home to a variety of alternative fuels. The Clean Cities program provides education, training, and technical assistance for entities interested in making a transition to a cleaner, domestically produced energy resource. The program also increases the availability of alternative fuel infrastructure to ensure a seamless transition for vehicle operation. This program is the federal government's most effective initiative focused on increasing energy security and helping to stabilize gasoline prices and decrease reliance on foreign oil.

In addition, DERA was designed to reduce emissions from diesel engines and has been successful in providing cost-effective public health, economic, and environmental benefits. The DFW area has received approximately \$7.9 million in grant funds through DERA since 2007, helping to reduce emissions in the DFW ozone nonattainment area. Funded projects include emission-reducing activities for school buses, construction equipment, emergency vehicles, and freight trucks. Additional benefits include reductions in particulate matter, diesel exhaust, and diesel consumption.



The Honorable Kay Granger  
Page Two

June 15, 2017

Again, the RTC urges your support for continued funding for the DOE Clean Cities Program and the EPA DERA grant program. If you have any questions, please feel free to contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Franke", is centered on the page.

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

RH:ch

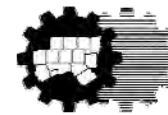
cc: Rick Perry, US Secretary of Energy, Department of Energy  
Ron Jensen, Mayor, City of Grand Prairie  
Michael Morris, P.E., Director of Transportation, NCTCOG

# AIR QUALITY UPDATES

**Regional Transportation Council**

**July 13, 2017**

**Chris Klaus, Senior Program Manager**



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

**Higher Likelihood for Reclassification to Severe Nonattainment**

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

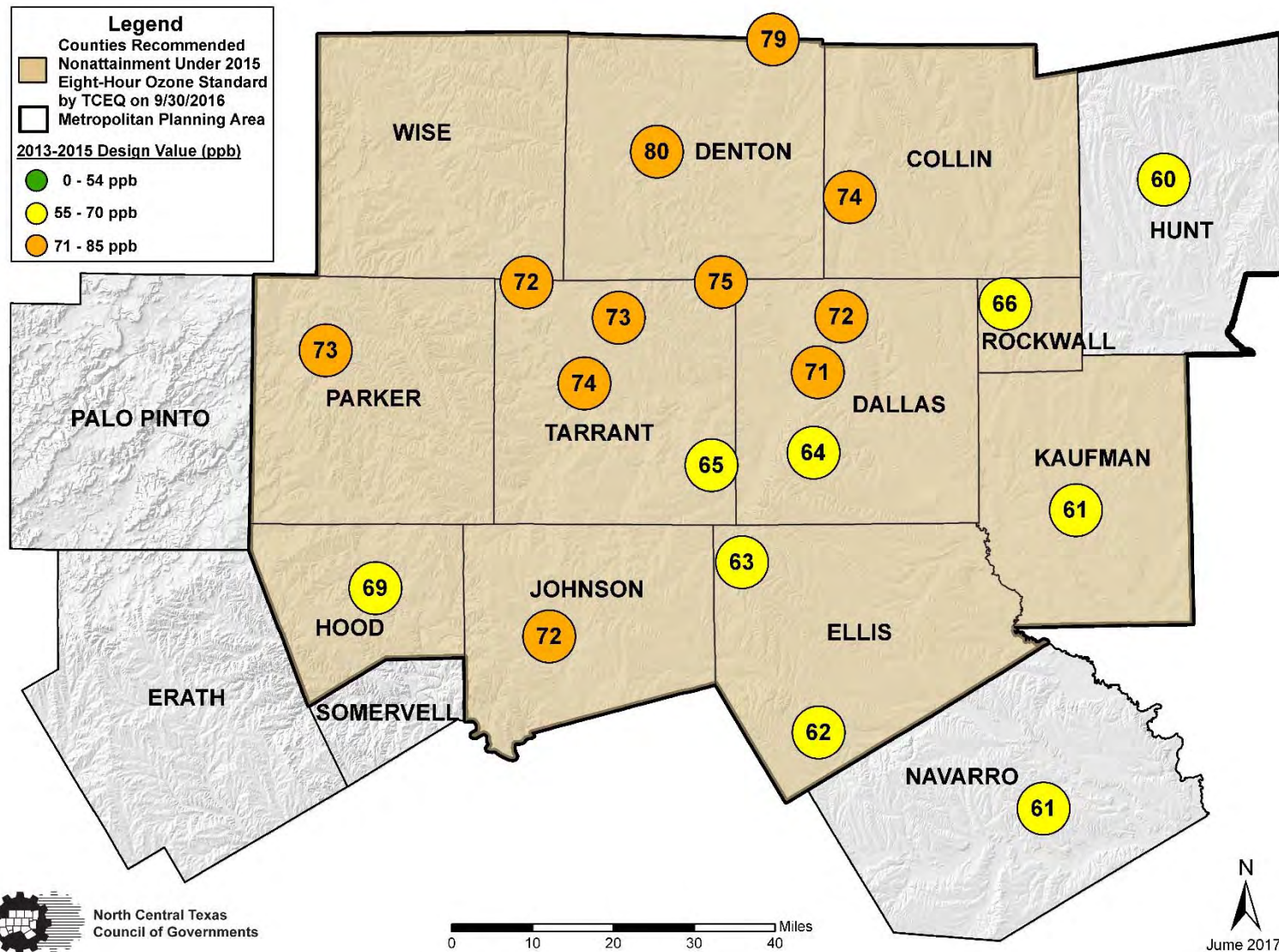
### Data for Designations: 2015-2017 Ozone Monitor Readings

**Fewer Counties Designated as Nonattainment**

**Lower Classification Under 2015 NAAQS for Ozone**

# 2015 EIGHT-HOUR OZONE STANDARD

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



# RECENT CORRESPONDENCE

## Volkswagen Clean Air Act Settlement

**June 26, 2017 - Workshop Sponsored by Texas Clean Air Working Group and City of Austin**

**Staff From Governor's Office Requested Feedback:**

- 1. Through What Structure Should Funds be Distributed?**
- 2. What Should Geographic Distribution of Funds Be?**
- 3. How Should Projects be Selected?**

# RECENT CORRESPONDENCE

## Fiat-Chrysler

**5/23/2017** Department of Justice on Behalf of EPA Files Civil Lawsuit Against Fiat-Chrysler for Alleged Clean Air Act Violations<sup>1</sup>

**Fiat-Chrysler Sold Approximately 103,828 Diesel-fueled New Dodge Ram 1500 and Jeep Grand Cherokees with Emissions Cheat Devices**

**Model Years 2013-2016 with 3.0 Liter Eco-Diesel Engines**

**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

**Jenny Narvaez**

**817-608-2342**

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

**Lori Clark**

**817-695-9232**

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

**Jody Loza**

**817-704-5609**

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

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

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

**Regional Transportation Council Attendance Roster**  
**July 2016-June 2017**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>7/14/16</b>	<b>8/11/16</b>	<b>9/8/16</b>	<b>10/13/16</b>	<b>11/10/16</b>	<b>12/8/16</b>	<b>1/12/17</b>	<b>2/9/17</b>	<b>3/9/17</b>	<b>4/13/17</b>	<b>5/11/17</b>	<b>6/8/17</b>
Monica R. Alonzo (07/15)	Dallas	E	P	P	P	P	P	P	P	P	P	P	P
Douglas Athas (06/13)	Garland	P	P	P	P	P	P	P	P	E(R)	P	P	P
Sara Bagheri (12/16)	Denton	--	--	--	--	--	P	P	P	P	P	P	E(R)
Churck Branch (06/17)	McKinney	--	--	--	--	--	--	--	--	--	--	--	P
Carol Bush (01/15)	Ellis Cnty	E	P	A	P	P	E	P	A	P	E	P	A
Loyl Bussell (05/17)	TxDOT, FW	--	--	--	--	--	--	--	--	--	--	P	P
Mike Cantrell (1/07)	Dallas Cnty	A	P	P	P	R	E	P	P	P	P	P	P
Jeff Cheney (06/17)	Frisco	--	--	--	--	--	--	--	--	--	--	--	P
David L. Cook (05/16)	Mansfield	E	P	P	P	P	P	P	P	P	P	E(R)	P
Rudy Durham (7/07)	Lewisville	P	P	E(R)	E	P	P	P	P	P	E(R)	P	P
Andy Eads (1/09)	Denton Cnty	A(R)	P	P	P	P	P	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	E	P	P	P	P	P	E(R)	P
Robert Franke (1/08)	Cedar Hill	P	P	E	P	E(R)	P	P	P	P	P	P	P
Sandy Greyson (11/11)	Dallas	E(R)	P	P	P	P	E	P	P	A	P	P	P
Mojoy Haddad (10/14)	NTTA	P	A	P	P	P	E	A	A	P	A	P	A
Roger Harmon (1/02)	Johnson Cnty	P	A	P	E	P	P	P	E(R)	P	P	E	E
Clay Lewis Jenkins (04/11)	Dallas Cnty	E	A	P	P	P	P	P	E	E	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	E(R)	P	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	P	P	P	P	E	P	P	E	P	E	P
Harry LaRosiliere (06/17)	Plano	--	--	--	--	--	--	--	--	--	--	--	P
David Magness (06/13)	Rockwall Cnty	A(R)	P	P	A	P	E	P	E	P	P	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	P	P	P	P	E(R)	P	P	P
Matthew Marchant (07/08)	Carrollton	A	P	A	A	P	P	E	P	P	P	P	P
B. Adam McGough (07/16)	Dallas	P	P	P	E	P	P	P	P	P	P	P	E(R)
William Meadows (02/17)	DFW Airport	--	--	--	--	--	--	--	E	P	P	P	P
Cary Moon (06/15)	Fort Worth	P	E	P	P	P	P	E(R)	P	E(R)	P	P	P
Stan Pickett (06/15)	Mesquite	A	P	E(R)	P	E(R)	P	P	P	E	E(R)	P	P
Mark Riley (1/09)	Parker Cnty	E(R)	P	P	E(R)	E	P	P	P	P	P	E(R)	P
Kelly Selman (02/15)	TxDOT, Dallas	P	P	P	P	P	E(R)	E(R)	P	P	E(R)	P	P
Gary Slagel (11/15)	DART	P	P	P	P	P	P	P	P	P	E	P	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	E(R)	P	P	P	P	P	P	P	E	E(R)
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	E(R)	P	P	P	P	P	P	P	E(R)
William Tsao (3/17)	Dallas	--	--	--	--	--	--	--	--	P	P	P	P
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	E	P	P	P	P

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

REFERENCE ITEM 10.1

**Regional Transportation Council Attendance Roster  
July 2016-June 2017**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>7/14/16</b>	<b>8/11/16</b>	<b>9/8/16</b>	<b>10/13/16</b>	<b>11/10/16</b>	<b>12/8/16</b>	<b>1/12/17</b>	<b>2/9/17</b>	<b>3/9/17</b>	<b>4/13/17</b>	<b>5/11/17</b>	<b>6/8/17</b>
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	E(R)	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	P	P	E	P	E	E	P	P	P	P	E(R)
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	E	E	P	P	E(R)	E	P	P	P	E	P	P
Erik Wilson (07/15)	Dallas	E	P	A	P	P	E	P	E	P	P	A	A
Ann Zadeh (06/17)	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster  
May 2016-May 2017

STTC MEMBERS	Entity	5/27/16	6/24/16	7/22/16	8/26/16	9/23/16	10/28/16	12/2/16	1/27/17	2/24/17	3/24/17	4/28/17	5/26/17
Antoinette Bacchus	Dallas County	A	P	P	P	P	A	A	P	P	P	P	A
Micah Baker	Dallas County	--	P	A	P	A	P	A	A	A	A	A	P
Katherine Beck	Fort Worth	--	--	--	--	--	--	--	--	--	--	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	--	P	A	P	P	P	P	P	P	P	P	P
Kristina Brevard	DCTA	P	R	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	P	P	P	R	P	A	P	P	A	R	P	A
Mohammed Bur	TxDOT, Dallas	A	P	P	P	P	P	P	P	P	P	P	A
Loyl Bussell	TxDOT, FW	P	A	P	P	P	P	P	P	P	P	P	P
Dave Carter	Richardson	P	P	P	P	A	P	A	A	P	P	P	A
Kent Collins	Coppell	--	--	--	--	P	P	P	P	P	R	P	A
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	P	P	A	P	P	P
Hal Cranor	Euless	A	P	P	P	P	P	P	P	P	P	R	P
Clarence Daugherty	Collin County	A	P	P	R	R	R	P	P	P	P	P	P
Chad Davis	Wise County	P	P	A	P	P	A	P	A	A	P	A	A
Greg Dickens	Hurst	R	R	R	R	A	R	R	A	R	R	R	R
David Disheroon	Johnson County	P	P	P	A	P	P	P	P	P	A	P	P
Massoud Ebrahim	Greenville	P	P	P	P	P	P	P	A	P	P	P	P
Chad Edwards	DART	P	A	A	P	P	P	P	P	P	P	P	P
Claud Elsom	Rockwall County	P	P	P	P	P	P	P	A	P	P	P	P
Keith Fisher	Cleburne	--	--	--	--	--	--	--	P	R	P	P	P
Eric Fladager	Fort Worth	P	A	A	P	P	A	P	P	P	A	P	P
Chris Flanigan	Allen	P	R	P	R	P	P	P	P	P	P	P	P
Ann Foss	Arlington	--	P	P	P	P	P	P	P	P	P	R	P
Gary Graham	McKinney	R	P	R	P	R	P	R	R	P	P	R	R
Tom Hammons	Carrollton	A	A	A	A	P	A	A	A	A	A	A	A
Ron Hartline	The Colony	--	--	R	P	R	P	P	R	A	R	R	R
Michael Hasler	Duncanville	P	P	P	P	A	P	A	P	A	P	P	A
Curvie Hawkins	FWTA	A	A	P	P	P	P	P	P	A	P	A	P
Mark Hines	McKinney	--	P	A	A	A	A	A	A	A	A	A	A
Matthew Hotelling	Flower Mound	P	P	P	P	A	P	P	P	P	P	P	P
Kirk Houser	Dallas	P	P	P	P	A	P	P	A	P	R	P	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	A	P	P	P	P	P	P	A	P	P	P	P
Paul Iwuchukwu	Arlington	A	P	P	P	A	P	P	P	P	P	P	P
Joseph Jackson	Ellis County	P	A	P	P	P	P	P	A	P	P	R	A
Tim James	Mesquite	A	P	A	A	A	A	P	P	A	A	P	A
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	A	A	A	A
Tom Johnson	DeSoto	P	P	A	P	P	P	A	P	A	P	P	P
Sholeh Karimi	Grand Prairie	P	A	P	P	P	A	P	P	P	P	P	A
Paul Knippel	Frisco	--	P	R	A	P	A	P	A	A	A	A	A
Chiamin Korngiebel	Dallas	A	A	A	A	P	P	P	P	P	A	A	P
Richard Larkins	Grapevine	A	A	A	P	P	P	A	A	P	A	P	P

P =Present      A= Absent  
R =Represented    -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster  
May 2016-May 2017

STTC MEMBERS	Entity	5/27/16	6/24/16	7/22/16	8/26/16	9/23/16	10/28/16	12/2/16	1/27/17	2/24/17	3/24/17	4/28/17	5/26/17
Alonzo Liñán	Keller	--	--	--	--	--	--	--	--	P	A	P	P
Paul Luedtke	Garland	A	P	P	A	P	P	P	P	P	P	R	P
Stanford Lynch	Hunt County	P	P	R	P	P	P	A	R	P	A	P	P
Rick Mackey	TxDOT, Paris	P	P	P	P	P	P	P	A	A	A	A	P
Srini Mandayam	Mesquite	A	R	R	R	R	R	R	R	A	R	R	A
Laura Melton	Burleson	A	A	P	P	P	P	P	A	A	P	P	P
Brian Moen	Frisco	A	A	A	A	A	A	A	A	A	P	P	A
Cesar Molina, Jr.	Carrollton	A	P	P	P	A	P	P	A	P	A	P	A
Lloyd Neal	Plano	P	P	P	P	P	P	P	P	P	A	P	P
Mark Nelson	Denton	P	R	P	P	P	P	P	P	P	R	P	A
Jim O'Connor	Irving	P	P	P	P	A	P	P	P	P	P	P	P
Kenneth Overstreet	Bedford	A	A	A	A	R	P	P	A	A	A	A	P
Kevin Overton	Dallas	P	A	P	P	P	A	P	P	P	P	P	P
Dipak Patel	Lancaster	P	P	P	R	P	P	P	P	P	P	P	P
Todd Plesko	DART	A	P	A	P	P	P	P	P	P	P	P	P
Shawn Poe	Rowlett	--	--	--	--	--	P	P	P	P	P	P	P
John Polster	Denton County	P	P	P	P	P	P	P	A	P	P	P	P
Tim Porter	Wylie	--	--	--	--	--	--	P	A	P	P	P	P
Daniel Prendergast	Plano	P	P	A	P	A	P	P	P	P	P	P	P
Lisa Pyles	Addison	A	A	A	P	A	P	A	P	P	A	A	P
William Riley	Tarrant County	A	P	P	P	P	P	P	P	P	P	A	P
Greg Royster	DFW Int. Airport	P	A	A	P	P	A	P	A	A	P	A	P
Moosa Saghian	Kaufman County	A	P	A	P	A	P	P	P	P	P	P	P
David Salmon	Lewisville	P	P	P	P	P	P	P	R	P	P	P	R
Elias Sassoon	Cedar Hill	P	P	P	P	P	R	P	R	P	P	P	A
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	P	P	P	A	P	P	P	A	P
Tom Simerly	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	A
Randy Skinner	Tarrant County	P	A	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	P	P	A	P	A	P	A	P	P	A	A	P
Chelsea St. Louis	Dallas	--	--	--	--	--	--	--	P	P	P	R	P
Caleb Thornhill	Plano	P	A	P	A	P	P	P	A	P	P	P	A
Dave Timbrell	Garland	--	--	--	--	--	--	--	A	A	A	A	A
Mark Titus	Richardson	P	P	P	P	A	P	P	P	P	P	P	P
Timothy Tumulty	Rockwall	P	P	A	A	P	P	A	A	A	P	A	A
Gregory Van Nieuwenhuize	Haltom City	P	R	P	R	P	P	P	P	P	P	A	P
Daniel Vedral	Irving	P	A	P	A	P	A	A	A	P	A	P	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	A	P	P	P	P	P
Sam Werschky	Fort Worth	--	--	--	--	--	--	--	--	--	--	A	P
Jared White	Dallas	P	P	P	P	A	A	P	P	P	A	A	P
Bill Wimberley	Hood County	A	P	A	P	P	P	P	P	P	P	R	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

P =Present      A= Absent  
R =Represented    -- =Not yet eligible to attend

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE 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.



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

## July 2017

### Inside

NCTCOG has begun developing Mobility 2045, the next long-range transportation plan for the Dallas-Fort Worth region. See page 4 for information on how you can provide input to planners as they develop this 27-year blueprint of the transportation system.

### Calendar

**July 12, 8:30 am**

**TRTC**

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

**July 13, 1 pm**

**Regional Transportation Council**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**July 28, 1:30 pm**

**Surface Transportation**

**Technical Committee**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

### **RTC awards \$34 million for bike-pedestrian projects**

Projects intended to help students across the Dallas-Fort Worth area ride their bicycles or walk to school more safely received a significant boost from the Regional Transportation Council recently.

The RTC allocated \$12.2 million to 22 Safe Routes to School projects in June. The projects range from sidewalks and crosswalks to bicycle-pedestrian trails providing better access to schools.

An additional \$22 million was awarded to 12 Active Transportation projects, consisting mainly of shared-use paths and on-street bike lanes. In all, 34 projects spanning 16 communities and eight North Texas counties received a total of \$34.2 million through the Transportation Alternatives Set-Aside Program Call for Projects.

The entities awarded funding will contribute \$12.4 million in local match, bringing the total investment in the region's bicycle and pedestrian facilities to \$46.6 million.

Projects providing enhanced regional connectivity, as well as connections to schools, large employment centers and transit stations were prioritized during the evaluation and scoring of 61 applications submitted to the call for projects.

The money for the Transportation Alternatives Set-Aside Program was provided through the Fixing America's Surface Transportation (FAST) Act.

Phase 2 of the Trinity Strand Trail in west Dallas, a 1.5-mile extension, and the Dallas Road Transit-Oriented Development Corridor/Cotton Belt Trail in Grapevine were each allocated the maximum \$5 million. A list of approved projects, the funding they were awarded and a map of their locations are available at [www.nctcog.org/tap](http://www.nctcog.org/tap).



## Smoking Vehicle Program making a difference in region's air quality



Ever see a vehicle emitting excessive amounts of smoke on the road?

You can do something about it, and your action could help the region breathe easier. The North Central Texas Council of Governments is celebrating 10 years of administering the Regional Smoking Vehicle Program, one of several efforts aimed at improving air quality in Dallas-Fort Worth.

Commonly known as RSVP, the program is designed to inform motorists whose vehicles may be emitting excessive smoke from the tailpipe and help them address the issue. With 10 counties in ozone nonattainment, RSVP allows North Texans to take an active role in the effort to meet the federal standard.

Driving a vehicle with excessive smoke from the tailpipe in Texas is a violation of the state's [Smoking Vehicle Statute](#), which defines a smoking vehicle as one that emits smoke for 10 or more consecutive seconds and/or whose suspended smoke does not fully dissipate within 10 seconds. If you see a vehicle smoking from the tailpipe for a prolonged period of time, you have two primary ways to anonymously report it.

- Dial #SMOKE (#76653) on your mobile phone.
- Report the offending vehicle by visiting [www.smokingvehicle.net](http://www.smokingvehicle.net).

Since 2007, when NCTCOG assumed responsibility for the program in North Texas from the Texas Commission on Environmental Quality, more than 40,000 reports of smoking vehicles have been received, with the majority of reports submitted online.

While the phone is a viable option and can result in more accurate reports, it is important that people practice good driving habits and refrain from reporting vehicles while behind the wheel.

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Since 2007, 40,000 smoking vehicles have been reported through RSVP.

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Each owner of a vehicle reported for belching excessive pollutants receives a letter and brochure explaining the time and location his or her vehicle was reported, possible causes of the incident, and potential solutions.

Some motorists receiving letters could be eligible to receive assistance with vehicle repair or replacement through the AirCheckTexas Drive a Clean Machine Program.

AirCheckTexas helps North Texans who meet the income criteria by providing vouchers of up to \$600 to fix emissions-related problems and up to \$3,500 to replace their aging vehicles. Income and vehicle requirements are available at [www.airchecktexas.org](http://www.airchecktexas.org).



## Record number of residents take action for cleaner air

On June 23, more than 1,100 North Texans took steps toward improving air quality in support of Air North Texas' annual clean air event, Clean Air Action Day. This made 2017 the most successful year for the event to date.

On Clean Air Action Day, Air North Texas encourages North Texans to make choices that contribute toward reduced emissions and better air quality and log their choices at [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday).

This year, the most popular clean air actions were taking lunch to work or summer activities, confirming vehicle maintenance and inspections are up to date and buying locally or at places where less driving is required.

In addition, the June 23 Surface Transportation Technical Committee meeting offered a remote option in support of Clean Air Action Day and garnered great participation, as 34 members participated via their computers instead of driving to the meeting.

Mark your calendar for next year's Clean Air Action Day – June 22, 2018, and consider incorporating simple clean air actions into your routine year-round. Get ideas at [www.airnorthtexas.org/individuals](http://www.airnorthtexas.org/individuals).

## Cedar Hill Mayor Franke elected RTC chair



Cedar Hill Mayor Rob Franke will preside over the Regional Transportation Council for the next year after being elected chair of the 44-member transportation

policymaking body for the Dallas-Fort Worth area last month.

Franke assumes leadership of the RTC from Grand Prairie Mayor Ron Jensen, who served as chair over the past year, including during the recently concluded 85<sup>th</sup> Session of the Texas Legislature. Tarrant County Commissioner Gary Fickes is the new vice chair, while Denton County Commissioner Andy Eads was named secretary.

As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a current population of more than 7 million people.

The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs.

The policymaking body's collaborative approach has helped the region develop a world-class, multimodal transportation system that provides residents options of how to get to work, school and recreational activities.

The RTC also ensures transportation services are coordinated throughout the region and the metropolitan area complies with air quality regulations.

## Fleet discounts on alternative fuel vehicles

North Texas public fleets have an opportunity to get substantial discounts on alternative fuel vehicles through the Fleets for the Future partnership.

Both light-duty and heavy-duty vehicles will be considered in electric, propane, and natural gas options. Learn how your fleet can participate and benefit from this unique regional procurement process by visiting at [www.nctcog.org/f4f](http://www.nctcog.org/f4f).

## Transportation Resources

### Facebook

Facebook.com/nctcogtrans

### Twitter

Twitter.com/nctcogtrans

### YouTube

YouTube.com/nctcogtrans

### Instagram

Instagram.com/nctcogtrans

### Publications

NCTCOG.org/trans/outreach/publications.asp

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## 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

**1,100+**

North Texans who took steps toward improving air quality in support of Clean Air Action Day on June 23.

# PUBLIC *Involvement*

## **Progress North Texas 2017 looks at technology**

Automated vehicles, smart traffic signals and guaranteed travel speeds are among the most exciting topics in transportation.

NCTCOG has established a new program area to study automated vehicles and related topics and is working with researchers and area governments to help pave the way for smarter vehicles. While there is tremendous momentum behind vehicle automation, there are many more examples of how we are using technology to reshape the future.

Innovation is apparent from smartphone applications that help people navigate the roadway and rail systems to TEXpress Lanes that give people the choice to pay for a smoother ride along select corridors. [Progress North Texas 2017: Moving into the Future Using Innovative Transportation Technologies](#) is available at [www.nctcog.org/ourregion](http://www.nctcog.org/ourregion). It examines how technology is at work in transportation planning and presents data on how the transportation system continues to meet the needs of the growing Dallas-Fort Worth area. To request copies, contact Brian Wilson at [bwilson@nctcog.org](mailto:bwilson@nctcog.org).

## **Survey: Long-range transportation priorities**

NCTCOG has begun developing Mobility 2045, the next long-range transportation plan for the Dallas-Fort Worth region.

The plan will define a 27-year vision for the region's multimodal transportation system, guide spending of federal and state transportation funds, and address air quality and quality-of-life issues.

Planners are seeking input and hope to receive comments regarding regional priorities from the public, local governments and transportation partners. The first survey for Mobility 2045 is available online at [www.surveymonkey.com/r/m2045](http://www.surveymonkey.com/r/m2045).

Print copies will be mailed upon request. Draft recommendations are expected to be available in spring 2018, with RTC action in summer 2018.

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