

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, December 6, 2019 North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda**

**(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

**1:30 – 1:35**

**1. Approval of October 25, 2019, Minutes**

Action       Possible Action       Information      Minutes: 5

Presenter: Bryan Beck, STTC Chair

Item Summary: Approval of the October 25, 2019, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

**1:35 – 1:40**

**2. Consent Agenda**

Action       Possible Action       Information      Minutes: 5

**2.1. Transportation Improvement Program Modifications**

Presenter: Rylea Roderick, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

Background: February 2020 revisions to the 2019-2022 TIP are provided as [Electronic Item 2.1](#) for the Committee's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

**1:40 – 1:50**

**3. High-Occupancy Vehicle Transportation Control Measures: Application of Managed Lanes and Substitution of Traffic Signal Progression**

Action       Possible Action       Information      Minutes: 10

Presenter: Vivek Thimmavajjhala, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of the transportation control measure (TCM) traffic signalization project substitutions for high-occupancy vehicle (HOV) projects.

Background: HOVs are currently listed in the State Implementation Plan (SIP) as TCMs. Over time, increased congestion in these corridors has resulted from increased population and vehicle miles traveled. As a result of traditional HOV lanes not meeting the needs of current demands, tolled managed lanes

with HOV discounts are being built, providing congestion relief and associated air quality benefits.

Removal of TCMs from the SIP requires a substitution process, ensuring emissions benefits are equivalent. Traffic signal improvements, such as signal retiming and signal coordination, enhance traffic flow and thereby decrease vehicular emissions. The North Central Texas Council of Governments has identified corridors in the nonattainment area where recent traffic signal improvements were completed and will be used as substitutes to HOVs. [Electronic Item 3](#) provides further information on this effort.

November 11, 2019, began the 30-day public comment process. Staff continues coordination with the Environmental Protection Agency and the Texas Commission on Environmental Quality to ensure a successful substitution.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset               System Performance/Freight/CMAQ

1:50 – 2:00

4. **Partnership with Dallas Fort Worth International Airport to Enable Electric Bus Purchase**

Action                       Possible Action               Information                      Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will request endorsement of Regional Transportation Council approval for a funding partnership with the Dallas Fort Worth International Airport to support electric bus purchases.

Background: As the number of daily flights have continued to grow at Dallas Fort Worth International Airport, the airport has identified a need for additional airside buses to shuttle passengers from the ramp to the terminal. The needed buses are available in a zero-emission electric platform, but costs to purchase the electric version of the buses are substantially higher than purchasing diesel airside buses. Because of the regional significance of purchasing electric buses, North Central Texas Council of Governments staff proposes to provide up to \$3.5 million through a strategic funding partnership to assist the airport in purchasing electric rather than diesel buses. Specific funding details will be determined once agreement on the budget estimate is settled. This initiative supports efforts to attain the federal ozone standard. [Electronic Item 4.1](#) is recent support correspondence to the airport. Additional details are available in [Electronic Item 4.2](#).

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset               System Performance/Freight/CMAQ

2:00 – 2:10

5. **2019 Metropolitan Planning Organization Milestone Policy (Round 2)**

Action       Possible Action     Information      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will introduce the Committee to the second round of the Metropolitan Planning Organization (MPO) Milestone Policy and project list. In addition, staff will discuss the City of Dallas' project monitoring process to be developed in exchange for extending an expiring project.

Background: The first MPO Milestone Policy was approved by the Regional Transportation Council (RTC) in the 2015-2016 timeframe. A second round of projects have been identified by staff as Milestone Policy projects. These projects were funded between 2006 and 2010 and have not begun construction. As with the first set of Milestone Policy projects, agencies will be asked to review their projects and provide: 1) a realistic, achievable project schedule, 2) a new policy board action that reconfirms the agency's commitment to the project, and 3) a demonstration of the availability of local matching funds. Letters will be sent to all agencies with a project on the Milestone Policy list notifying them of the action needed and the deadline to provide the requested information. Details can be found in [Electronic Item 5.1](#), and the Milestone Policy Project list can be found in [Electronic Item 5.2](#).

Performance Measure(s) Addressed:

Safety                       Pavement and Bridge Condition  
 Transit Asset               System Performance/Freight/CMAQ

2:10 – 2:20

6. **Hyperloop Certification Center Request for Proposals Status Report**

Action       Possible Action     Information      Minutes: 10

Presenter: Michael Morris NCTCOG

Item Summary: Staff will provide a summary of the response to Virgin Hyperloop One (VHO) regarding its Request for Proposals for a Certification Center.

Background: The Regional Transportation Council approved submittal of a response to the VHO Request for Proposals. The submittal deadline is December 13, 2019. The Committee will be brought up to date on the project details.

Performance Measure(s) Addressed:

Safety                       Pavement and Bridge Condition  
 Transit Asset               System Performance/Freight/CMAQ

2:20 – 2:30

7. **Auto Occupancy Verification Technology**

Action       Possible Action     Information      Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will update the Committee on the status of the high-occupancy vehicle (HOV) detection and verification technology utilizing the GoCarma App.

Background: The Regional Transportation Council's (RTC) Tolloed Managed Lane Policy includes provisions to explore a technology

solution for the verification of auto occupancy rather than relying on manual enforcement. Currently, HOV drivers wishing to receive the discount must register their trip as an HOV trip in advance of taking that trip. Current enforcement is a manual process in which an officer verifies that a declared HOV has at least two occupants. This is a dangerous situation for the police officers, as well as a disruption to traffic flow when potential violators are pulled over on the side of the road. The North Central Texas Council of Governments (NCTCOG), with cooperation from the Texas Department of Transportation, the North Texas Tollway Authority, and LBJE/NTE Mobility Partners, has contracted with a vendor, Carma Technology Corporation, to develop an occupancy verification technology solution to apply the HOV discount during peak periods. During fall 2018, the Regional Transportation Council approved additional funding to continue the development and implementation of the technology in coordination with partner agencies. The technology will launch in January 2020. This update will provide an overview of the remaining tasks and project schedule. Additional information can be found in [Electronic Item 7](#).

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

**2:30 – 2:40**

**8. Performance End Dates for Federally Funded Transportation Projects**

- Action                       Possible Action     Information                Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will inform the Committee about performance end dates (PED) on federally funded projects and the potential impacts of PEDs on project implementation.

Background: In December 2014, the Office of Management and Budget (OMB) published Code of Federal Regulations (CFR) Title 2 Part 200 which implemented, among other things, a period of performance during which costs can be reimbursed on federally funded projects. PEDs are part of this period of performance and have been written into Federal Project Authorization Agreements (FPAA) issued on and after December 26, 2014. PEDs that were established soon after this regulation was implemented have begun to expire, and at least one project in the region has been impacted negatively. Staff will provide information on periods of performance and PEDs, how agencies can ensure that their projects do not exceed these dates, and how to modify them. Additional details can be found in [Electronic Item 8](#).

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

2:40 – 2:45

9. **Trail of the Month Video Highlights**

Action       Possible Action       Information      Minutes: 5

Presenter: Matt Fall, NCTCOG

Item Summary: Staff will highlight the series of “Trail of the Month” videos.

Background: Over the next year, the Sustainable Development team will highlight twelve shared-use trails within the Dallas-Fort Worth region through a series of “Trail of the Month” videos. The videos detail benefits of the facilities, including economic development, regional connectivity, increased mode share for active users, and improved quality of life within the community. Staff will give a brief description of what the team has developed thus far before playing a two-minute video from the series. The videos are posted to the North Central Texas Council of Governments website on the first Friday of each month, and the public is notified of their availability through several modes of social media. [Electronic Item 9](#) reflects the video staff will display for the committee.

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

2:45 – 2:55

10. **End of 2019 Ozone Season**

Action       Possible Action       Information      Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide a summary of the 2019 ozone season activity for the Dallas-Fort Worth (DFW) region. The ozone season is from March 1 to November 30.

Background: The end of November concluded another ozone season for the DFW region. The region continues to work towards compliance for ozone National Ambient Air Quality Standards (NAAQS). Staff has been tracking the exceedance days at each monitor and will provide a summary of the 2019 ozone season data for the North Central Texas 9- and 10-county nonattainment areas.

As a reminder, the region remains in nonattainment for both the 2015 and 2008 NAAQS for ozone. The attainment dates for both standards are in 2021 and will rely on ozone data from 2018, 2019, and 2020. Staff will discuss upcoming milestones and possible outcomes related to the standards.

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

2:55 – 3:10

11. **Fast Facts**

Action       Possible Action       Information      Minutes: 15

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

1. *April Leger* – 2020 Surface Transportation Technical Committee and Regional Transportation Council Meeting Schedules ([Electronic Item 11.1](#))
2. *April Leger* – Tom Bamonte Appointed to the Governor's Texas Connected and Automated Vehicle Task Force
3. *Rebekah Hernandez* – Federal Update: Continuing Resolution with Highway Rescission Fix Approved
4. *Shawn Conrad* – Curbside Planning and Management Workshop, February 5, 2020
5. *Amy Hodges* – Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle))
6. *Amy Hodges* – Dallas-Fort Worth Clean Cities Events ([www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings))
7. *Victor Henderson* – December Online Input Opportunity Notice (Handout)
8. *Victor Henderson* – October Public Meeting Minutes ([Electronic Item 11.2](#))
9. *Victor Henderson* – Public Comments Report ([Electronic Item 11.3](#))
10. Written Progress Report:
  - Local Motion ([Electronic Item 11.4](#))
  - Transportation Partner Progress Reports ([Electronic Item 11.5](#))

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

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on January 24, 2020, at the North Central Texas Council of Governments.**

**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
October 25, 2019**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 25, 2019, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments. The following STTC members or representatives were present: Joe Atwood, Melissa Baker, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Shon Brooks, Tanya Brooks, Ceason Clemens, John Cordary Jr., Rick Cortez, Hal Cranor, Tracy Homfeld (representing Clarence Daugherty), Arturo Del Castillo, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), David Disheroon, Kiran Vemuri (representing Phil Dupler), Claud Elsom, Chris Flanigan, Ann Foss, Mike Galizio, Ricardo Gonzalez, Thuan Huynh (representing Gary Graham), Brian McNulty (representing Ron Hartline), Matthew Hotelling, Terry Hughes, Tony Irvin, Paul Iwuchukwu, Sholeh Karimi, Sri Veeramallu (representing Gus Khankarli), Chiamin Korngiebel, Alonzo Liñán, Eron Linn, Huma Patel (representing Paul Luedtke), Stanford Lynch, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Bryan G. Ramey II, Greg Royster, David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Ray Silva-Reyes, Randy Skinner, Onyinye Akujuo (representing Angela Smith), Cheryl Taylor, Caleb Thornhill, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: James Adkins, Vickie Alexander, Nicholas Allen, Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Jason Brown, Angie Carson, Lori Clark, Sam Dennehy, David Dryden, Huong Duong, Staron Faucher, Kevin Feldt, Brian Flood, Camille Fountain, Dorothy Gilliam, Christie Gotti, Victor Henderson, Rebekah Hernandez, Laurel Holdegraver, Rachel Jenkins, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Nancy Luong, Michael Misantonis, Anthony Moffa, Michael Morris, Jenny Narvaez, Jeff Neal, Trey Pope, Chris Reed, Rylea Roderick, Kyle Roy, Jessica Scott, Madeline Sheperd, Samuel Simmons, Shaina Singleton, Shannon Stevenson, Stephanie Taylor, Vivek Thimmavajhala, Peter Tran, Brendon Wheeler, Cody Wildoner, Brian Wilson, and Kate Zielke.

1. **Approval of October 4, 2019, Minutes:** The minutes of the October 4, 2019, meeting were approved as submitted in Reference Item 1. John Polster (M); Daniel Vedral (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **2020 Incident Management Equipment Purchase Call for Projects:** A recommendation for Regional Transportation Council approval to host a new round of the Incident Management Equipment Purchase Call for Projects in 2020 was requested. An overview of the call for projects was provided in Electronic Item 2.1.
  - 2.2. **AirCheckTexas Funding:** A recommendation for Regional Transportation Council (RTC) approval to permit Chair Andy Eads to submit follow-up communication to the Texas Commission on Environmental Quality (TCEQ) regarding locally generated funds for the AirCheckTexas Program was requested. Correspondence from TCEQ was provided in Electronic Item 2.2.1, and a draft RTC response was provided in Electronic Item 2.2.2. Additional details were provided in Electronic Item 2.2.3.

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

3. **Clean Fleets North Texas 2019 Call for Projects Funding Recommendations:** Nancy Luong presented funding recommendations for the Clean Fleets North Texas 2019 Call for Projects. Approximately \$2 million in Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program funds were available through the call for projects that opened June 14 and closed September 6, 2019. An overview of the project eligibility, eligible activities, and funding thresholds was provided in Electronic Item 3.1. In addition to the eligible organization type and the eligible proposed activities, potential applicants also had to adopt the Clean Fleet or similar type policy, and the minimum allowable subaward was \$100,000. Scoring criteria for the eligible projects was 75 percent for cost per ton of nitrogen oxides reduced to maximize emissions reductions and 25 percent for subrecipient oversight to balance the project benefits with the administrative burden. Detailed project listings were provided to members in Electronic Item 3.2. Ms. Luong noted that updates were made to the technical data since the time of the mail out and were distributed at the meeting in Reference Item 3.2. The corrected information did not change staff recommendations. Of the 12 activities received from the two applicants, 11 activities were determined to be eligible requesting approximately \$1.2 million. Proposed activities are anticipated to reduce approximately 26 tons of nitrogen oxides over six years at a cost per ton of approximately \$48,000. Ms. Luong noted that applicant response was not as expected, so staff surveyed prospective applicants to determine why they were unable to or uninterested in applying. Feedback from prospective applicants indicated that the \$100,000 grant minimum was difficult to reach and that the opening of the call for projects did not align with annual budgets. Feedback regarding elements determine by the EPA included funding percentages that were too low and eligible model years that were too restrictive. In order to expend the remaining \$700,000 that was not awarded to projects, staff proposed that the call for projects be reopened for 90 days with the minimum allowable subaward reduced to \$50,000. Staff will pursue increased communication and clarification on the implementation window and the non-road equipment eligibility, which is not restricted to vocation types. The schedule for this effort was reviewed. Ms. Luong noted that staff anticipates reopening the call for projects in mid-November with a deadline of mid-February. The project implementation deadline will remain the same, March 31, 2021. A motion was made to recommend Regional Transportation Council approval of funding recommendations to the City of Dallas and City of Benbrook as outlined in Reference Item 3.2, distributed at the meeting. Also included in the action was a recommendation to approve the opening of an additional round of solicitation with 90 days to apply, reducing the minimum award threshold to \$50,000, and use of the same scoring criteria. John Polster (M); Daniel Vedral (S). The motion passed unanimously.
4. **2019 Metropolitan Planning Organization Milestone Policy Update:** Brian Dell provided an update on the projects that are part of the Metropolitan Planning Organization (MPO) Milestone Policy list. An overview of the policy, approved by the Regional Transportation Council (RTC) in June 2015, was presented and details of the policy were provided in Electronic Item 4.1. During development of the policy, staff inventoried and identified projects that were funded in 2005 or before and that had not gone to construction and worked with implementing agencies to confirm local support and get revised construction schedules. The policy stipulates that if a project does not go to construction by the established deadline, the project's funding will be proposed for removal. At the time the policy was approved, agencies were given an additional fiscal year from their proposed construction start dates to advance the projects. Since that time, staff has been monitoring projects to ensure they are being implemented in a timely manner and reminding entities of the imposed deadlines. Last fall, staff presented the status of all 57 projects on the list and at that time, it was determined that five projects had not met their deadline of the end of FY2018. The RTC ultimately approved a deadline extension to the end of calendar year



2019. Of the five projects given an extension, all have or will soon go to construction. To date, several of the original 57 projects have been canceled for various reasons and one project does not have an established deadline. The majority, 46 projects, have let or are complete. Of the total, two projects previously let prior to the deadline but must now be rebid and two projects did not meet their deadline of the end of FY2019. Details were provided in Electronic Item 4.2. For the first project, TIP Code 11258.9, it initially appeared that the funding simply needed to be obligated for the project to proceed to construction. Staff later learned that the design for the project was not complete and the project needs environmental clearance and to finalize agreements with Kansas City Southern Railroad. The estimated let date is spring 2020. Staff proposed the funding for this project be removed and returned to the regional pool. The second project, TIP Code 533, was funded federally in 1992. Approximately 20 years later, it was defederalized. While it is now locally funded, the expectation was that the commitment would still be upheld and be implemented in a timely manner. Staff proposed that the project be monitored for timely letting. The agency may need to repay federal funds from the defederalization package if the projects is not implemented on time. The third project is TIP Code 633. Staff's understanding is that the city bid the project and met its deadline. It was later determined that the lowest bidder was not pre-qualified by the Texas Department of Transportation. The city has been working with its second lowest bidder but opted to rebid the project due to the significant cost difference between the first and second lowest bidders. The final project, TIP Code 25043 also initially met its deadline, but the bid was withdrawn unexpectedly. The city has been working with the second lowest bidder to move the project forward as well. Both rebid projects are estimated to start in early 2020 and staff proposed that the deadline for these projects be extended due to extenuating circumstances. The projects must be rebid and start by March 2020 or funding will be returned to the regional pool. Mr. Dell noted that staff will continue monitoring projects with deadlines after September 30, 2019. At the December 6, 2019, meeting, staff will bring an update to the Committee on the next round of Milestone Policy projects, including previously let projects with implementation issues such as the projects that must be rebid and projects selected from 2006-2010 that have not advanced to construction. A motion was made to recommend Regional Transportation Council approval of the proposal for the four projects as presented and outlined in Electronic Item 4.1. John Polster (M); Brian Moen (S). The motion passed unanimously.

5. **Hyperloop Certification Facility:** Michael Morris provided an update on efforts related to the anticipated Request for Proposals for a hyperloop certification facility. Virgin Hyperloop One has indicated that it plans to release a Request for Proposals for a certification facility in the United States. Entities interested in proposing a certification facility within their jurisdiction were asked to contact Angela Alcedo and provide an approximate alignment on a map, identify a preferred cross section, right-of-way status for the proposed corridor, and willingness to provide a funding commitment. The responses will help staff prepare for the upcoming Request for Proposals and are due by 5:00 pm on November 22. Phases of the eventual 8-9 mile certification track were highlighted, as well as the two proposed cross sections for the technology. Option 1 will contain hyperloop only. Option 2 will include hyperloop on the outside and next generation people mover or autonomous transit vehicle technology in the center. Potential areas that could be used as a certification track include the area from Arlington/Grand Prairie to the Dallas-Fort Worth International Airport and the former Naval Air Station location between Dallas and Fort Worth. Mr. Morris noted that staff will send a formal notification out requesting interest in proposing a location for a hyperloop certification facility.

6. **Buy America Act Proposed Safety Equipment Exception:** Rebekah Hernandez discussed Buy America requirements and their effects on the purchase of incident management safety equipment. The Buy America Act was originally passed by Congress in the 1930's and over the years several other laws have gone into effect that aim to protect American manufacturing jobs. Related to transportation, Buy America provisions have been in place since 1978 and Congress has been placing domestic content restrictions on federally funded transportation projects since that time. The laws and regulations governing Buy America for transportation differ according to the specific funding program and agency. Unless a nationwide or project-specific waiver is granted, Buy America requires the use of United States (US) iron, steel and the domestic production and assembly of manufactured goods. Ms. Hernandez discussed an increased focus on safety initiatives both in Congress and statewide, as well as many ongoing initiatives by the North Central Texas Council of Governments (NCTCOG) that include Traffic Incident Management Equipment call for projects and training for first responders. One of the trainings provided by NCTCOG is a photogrammetry course. An image-based 3D system that uses digital camera images allows first responders and investigators to clear roadway incidents quicker and conduct their investigations from their office, which leads to improved mobility and safety. Although the Buy America Act was originally established to ensure domestic products are used, there have been some unintended challenges specifically related to the cameras used in photogrammetry and some of the eligible purchases for incident management equipment. Since items such as cameras are made up of complex components from all over the world, it is challenging to determine and certify if the equipment and cameras can be certified Buy America compliant. One potential solution is to propose an exception to current law be created for safety equipment purchases. Staff proposed that the Regional Transportation Council send a letter to the North Texas Congressional Delegation proposing an exception be added in Title 23 USC Section 313 for traffic incident management safety equipment.
  
7. **High-Occupancy Vehicle Transportation Control Measures: Application of Managed Lanes and Substitution of Traffic Signal Progression:** Jenny Narvaez presented information on Transportation Control Measure (TCM) substitutions. In the 1990s, several interim high-occupancy vehicle (HOV) lanes were added in the region to alleviate congestion. The air quality benefits from some of the interim HOV lanes were committed in the region's State Implementation Plan (SIP). Since that time, interim HOV lanes have evolved to managed lanes in response to changing conditions. While there are air quality benefits to managed lanes, the benefits as interim HOV lanes in the SIP are no longer applicable and in order to remove the projects from the SIP, substitutions must be made. Three interim HOV lanes are included as Transportation Control Measures in two of the region's SIPs. Staff proposed that the three projects be removed as TCMs from the SIPs and substituted with other projects that achieve equivalent or greater emission benefits. Interim projects proposed to be substituted out of the SIPs are IH 35E between IH635 and SH 121, IH 635E between Coit Rd. and Greenville Ave., and IH 635W between Luna Rd and US 75. Seven potential traffic signalization projects proposed to be substituted in place of the three interim projects were highlighted. Ms. Narvaez noted that not all projects will be used, and staff will work to select projects in proximity to the interim HOV projects and for which substitution measures will achieve equivalent or greater emissions reductions than the TCMs to be replaced. The nitrogen oxides and volatile organic compound emissions contributed by the three interim projects were highlighted. Ms. Narvaez noted that staff has been working with interagency consultation partners regarding the substitution process and the information will be presented to the public in November. Committee action on the proposed TCM substitutions will be requested at the December 6, 2019, meeting. John Polster asked why the interim HOV conversions to managed lanes are no longer considered a TCM. Ms. Narvaez noted that the SIP document must reflect the appropriate term for a

TCM. Since the interim HOVs have evolved to managed lanes, the SIP document must be updated to reflect the correct language. Mark Nelson requested that a copy of the presentation be emailed to members.

8. **Truck Stop Electrification Study Results:** Huong Duong presented the results of the Truck Stop Electrification Study conducted in partnership with the University of Texas Arlington (UTA) through the University Partnership Program Initiative. Truck stop electrification offers commercial truck drivers necessary services such as heating, air conditioning, and power for appliances without needing to idle their engine when they are stopped for an extended period like a mandated break for example. The purpose of the study was to document usage rates of truck stop electrification (TSE) or electrified parking spaces (EPS), in order to determine the extent of overnight idling issues and whether these services are effectively addressing idling issues. The study also identified recommendations to encourage drivers to use TSE services more frequently. In general, there are two types of electrification systems: 1) single-system electrification which is a self-contained system that does not require on-board equipment to use the system and 2) dual-system electrification that requires both on-board and off-board equipment to use the system. Four locations in the region were selected as part of the study. These locations had at least one type of electrification system. Three were public truck stops and one was a private truck terminal. A data collection sheet was developed for use at each location as a baseline for observation. Later, survey questionnaires were developed to collect information from various TSE system providers and users. From the observational data collected and survey questionnaire responses, staff found that most of the electrification systems were not working effectively. Engine idling rates and usage rates varied among the four stations, and details were provided in Electronic Item 8. Stations controlled by a manager or a representative had a higher usage rate than those without control. Single drivers often idle their trucks more than team drivers. Survey responses indicated that the common reasons for idling engines during rest periods instead of using TSE systems include low quality of service, cigarette and diesel fume odors from system vents, broken screens, difficulty in using the service, and unavailability of staff and simple instructions. Based on survey responses and data collected, recommendations suggested by UTA include offering truck drivers discounts and coupons for fuel or amenity usage, design larger and informative banners that show costs and location, design quiet zones at trucks stops that restrict idling in designated areas, conduct educational demonstrations at truck stops or terminals, integrate educational programs with trucking company's driver training courses, and communicate with trucking companies and terminals to motivate deployment of electrified parking spaces at freight terminals. Ms. Duong noted that a copy of the study's final report is available at [www.nctcog.org/trans/study](http://www.nctcog.org/trans/study). To highlight what the North Central Texas Council of Governments (NCTCOG) is currently doing in the region related to electrified parking spaces, NCTCOG has shifted its focus towards freight terminal electrification due to more control over electrified parking space usage. In addition, staff has pursued and been awarded grant funding for electrified parking space installation at freight terminal locations that serve primarily transport refrigeration units while they are on standby, loading, or unloading.
9. **Fast Facts:** April Leger reminded members that the November and December Committee meetings will be combined, with one meeting held at 1:30 pm on Friday, December 6, 2019.

Jessica Scott highlighted the National Association of City Transportation Officials (NACTO) Design Guidance: Don't Give Up at the Intersection, <https://nacto.org/publication/urban-bikeway-design-guide/dont-give-up-at-the-intersection/>. This new guide covers protected

bike intersections, dedicated bike intersections and minor street crossings, as well as signalization strategies to reduce conflicts and increase comfort and safety for bicyclists.

Natalie Bettger invited members to participate on the North Central Texas Council of Governments (NCTCOG) Unmanned Aircraft Systems (UAS) Safety and Integration Taskforce. The purpose of the taskforce is to promote UAS safety and standardization within the region, mitigate reckless UAS operations, promote integration of UAS into the Dallas-Fort Worth airspace, as well as collaborate with regional partners for a coordinated comprehensive approach. Additional information was made available at [www.nctcog.org/uas](http://www.nctcog.org/uas).

Shaina Singleton noted that the submittal deadline for the February 2020 Transportation Improvement Program modification cycle was close of business the day of the meeting.

Jason Brown noted that NCTCOG staff member Anthony Moffa was recently appointed to the Texas Commission on Environmental Quality Vehicle (TCEQ) Inspection Advisory Committee. As a member of the Committee, Mr. Moffa will be working in coordination with the Texas Department of Transportation and TCEQ regarding the State's Vehicle Inspection program. A copy of the appointment was provided in Electronic Item 9.1.

Nancy Luong highlighted current air quality funding opportunities for vehicles. Approximately \$8.3 million is available in the Dallas-Fort Worth region for refuse haulers as part of the Volkswagen settlement. In addition, the Texas Natural Gas Vehicle Grant Program recently opened. Grant funds are available for replacement or repower of diesel or gasoline vehicles with a natural gas or propane vehicle/engine. Additional information was provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle). Ms. Luong also noted that NCTCOG comments on the new Texas Emissions Reduction Plan Government Alternative Fuel Fleet Program were provided in Electronic Item 9.2.

Dorothy Gilliam highlighted upcoming Dallas-Fort Worth Clean Cities events. The Texas Energy Summit will be held in Austin November 12-14, 2019. Workshops will cover air quality, energy and clean transportation topics. Public employees can register to attend at no cost prior to the Summit. In addition, the Clean Cities annual meeting and fleet recognition awards will be held on December 17. Additional details on upcoming events were provided at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings).

Trey Pope provided a status report of the current ozone season. As of the date of the meeting, the region has experienced 29 exceedance days and the design value is 77 parts per billion. Details were provided in Electronic Item 9.3.

Carli Baylor noted that a summary of comments received for the September 9-October 8, 2019, online input opportunity was provided in Electronic Item 9.4. Comments were provided on the Transportation Improvement Program and Unified Planning Work Program modifications.

Carli Baylor also noted that a notice announcing the upcoming November 11, 2019, public meeting was distributed at the meeting in Reference Item 9.8. Staff will present a hyperloop update, information related to air quality initiatives, as well as showcase several videos from the Trail of the Month series.

Victor Henderson noted that the Public Comments Report was provided in Electronic Item 9.5 and contains comments received from the general public from August 20-September 19, 2019. Comments include discussion on the pros and cons of electric vehicles, as well as transit planning and use.

The current Local Motion was provided in Electronic 9.6, and transportation partner program reports were provided in Electronic Item 9.7.

10. **Other Business (Old and New)**: Dan Kessler introduced new staff at the meeting, Rachel Jenkins.

Mark Nelson thanked partnering agencies who aided Richardson and surrounding areas after recent storms events.

11. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 6, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 2:35 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/funds/transportation-improvement-program">www.nctcog.org/trans/funds/transportation-improvement-program</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 FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 25061      **Facility:** VA      **Location/Limits From:** IRVING BICYCLE MASTER PLAN; CITYWIDE      **Modification #:** 2019-0484  
**Impementing Agency:** NCTCOG  
**County:** DALLAS      **CSJ:** 0918-47-294  
**City:** IRVING      **Desc:** DEVELOP A CITYWIDE BICYCLE MASTER PLAN TO IDENTIFY CORRIDORS AND METHODOLOGIES FOR PROVIDING BICYCLE CONNECTIVITY FROM EXISTING FACILITIES AND TRAILS TO ADDITIONAL AREAS OF THE CITY; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** 80,000 OF CAT 3 - TDC (MPO) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; IRVING POLICY BUNDLE TDCS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	0918-47-294	Cat 3 - TDC (MPO):	\$0	\$0	\$80,000	\$0	\$0	\$0
2021	IMP	0918-47-294	STBG:	\$400,000	\$0	\$0	\$0	\$0	\$400,000
<b>Phase Subtotal:</b>				<b>\$400,000</b>	<b>\$0</b>	<b>\$80,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>
<b>Grand Total:</b>				<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>



## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55041      **Facility:** IH 820      **Location/Limits From:** IH 20      **Modification #:** 2019-0504  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** BRENTWOOD STAIR ROAD  
**County:** TARRANT      **CSJ:** 0008-13-125  
**City:** FORT WORTH      **Desc:** RECONSTRUCT WIDEN FREEWAY FROM 4/8 TO 8/14 LANE FACILITY  
**Request:** REVISE SCOPE TO RECONSTRUCT AND WIDEN FREEWAY FROM 4/8 TO 8/14 MAIN LANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 CONTINUOUS FRONTAGE ROAD LANES AND REMOVE 4 TO 0 CD LANES; DECREASE ROW FUNDING IN FY2020; ADD UTILITY AND ENGINEERING PHASES IN FY2020; REVISE CONSTRUCTION FUNDING AS APPROVED BY THE RTC ON SEPTEMBER 12, 2019 AND ADVANCE TO FY2021; CHANGE FUNDING LABELS FROM SBPE TO SW PE IN FY2019 AND FROM S102 TO SW ROW IN FY2020  
**Comment:** 10 YEAR PLAN PROJECT; PART OF SOUTHEAST CONNECTOR CORRIDOR; DESIGN BUILD PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0008-13-125	SBPE:	\$0	\$25,872,726	\$0	\$0	\$0	\$25,872,726
2020	ROW	0008-13-125	S102:	\$42,400,000	\$10,600,000	\$0	\$0	\$0	\$53,000,000
2023	CON	0008-13-125	Cat 12:	\$272,161,600	\$68,040,400	\$0	\$0	\$0	\$340,202,000
2023	CON	0008-13-125	Cat 2M:	\$112,128,000	\$28,032,000	\$0	\$0	\$0	\$140,160,000
<b>Phase Subtotal:</b>				<b>\$384,289,600</b>	<b>\$96,072,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480,362,000</b>
<b>Grand Total:</b>				<b>\$426,689,600</b>	<b>\$132,545,126</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$559,234,726</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0008-13-125	SW PE:	\$51,574,260	\$12,893,565	\$0	\$0	\$0	\$64,467,825
2020	ROW	0008-13-125	SW ROW:	\$53,311,200	\$13,327,800	\$0	\$0	\$0	\$66,639,000
2020	UTIL	0008-13-125	SW ROW:	\$44,978,118	\$11,244,530	\$0	\$0	\$0	\$56,222,648
2021	CON	0008-13-125	Cat 12:	\$343,681,600	\$85,920,400	\$0	\$0	\$0	\$429,602,000
2021	CON	0008-13-125	Cat 2M:	\$31,856,536	\$7,964,134	\$0	\$0	\$0	\$39,820,670
2021	CON	0008-13-125	Cat 3 - Design Build:	\$280,000,000	\$70,000,000	\$0	\$0	\$0	\$350,000,000
<b>Phase Subtotal:</b>				<b>\$655,538,136</b>	<b>\$163,884,534</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$819,422,670</b>
<b>Grand Total:</b>				<b>\$805,401,714</b>	<b>\$201,350,429</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,006,752,143</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14002      **Facility:** CS      **Location/Limits From:** ON WINTERGREEN RD FROM JEFFERSON STREET      **Modification #:** 2019-0510  
**Impementing Agency:** DALLAS CO      **Location/Limits To:** WEST OF CARPENTER ROAD  
**County:** DALLAS      **CSJ:** 0918-47-208  
**City:** VARIOUS      **Desc:** RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN  
**Request:** DELAY ROW AND UTILITIES PHASES TO FY2021; DELAY CONSTRUCTION PHASE TO FY2022; REMOVE FEDERAL FUNDING FROM ENGINEERING PHASE IN FY2019 AND PLACE IT IN CONSTRUCTION PHASE IN FY2023; ADD LOCAL CONTRIBUTION FOR ENGINEERING IN FY2020  
**Comment:** LOCAL CONTRIBUTION PAID BY THE CITY OF HUTCHINS, CITY OF LANCASTER, AND DALLAS COUNTY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-47-208	STBG:	\$1,791,554	\$0	\$0	\$447,888	\$0	\$2,239,442
2020	ROW	0918-47-208	STBG:	\$560,000	\$0	\$0	\$140,000	\$0	\$700,000
2020	UTIL	0918-47-208	STBG:	\$560,000	\$0	\$0	\$140,000	\$0	\$700,000
2021	CON	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,525,000	\$5,525,000
2021	CON	0918-47-208	STBG:	\$6,668,446	\$0	\$0	\$1,667,112	\$0	\$8,335,558
<b>Phase Subtotal:</b>				<b>\$6,668,446</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,667,112</b>	<b>\$5,525,000</b>	<b>\$13,860,558</b>
<b>Grand Total:</b>				<b>\$9,580,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,395,000</b>	<b>\$5,525,000</b>	<b>\$17,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,239,442	\$2,239,442
2021	ROW	0918-47-208	STBG:	\$560,000	\$0	\$0	\$140,000	\$0	\$700,000
2021	UTIL	0918-47-208	STBG:	\$560,000	\$0	\$0	\$140,000	\$0	\$700,000
2022	CON	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,525,000	\$5,525,000
2022	CON	0918-47-208	STBG:	\$8,460,000	\$0	\$0	\$2,115,000	\$0	\$10,575,000
<b>Phase Subtotal:</b>				<b>\$8,460,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,115,000</b>	<b>\$5,525,000</b>	<b>\$16,100,000</b>
<b>Grand Total:</b>				<b>\$9,580,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,395,000</b>	<b>\$7,764,442</b>	<b>\$19,739,442</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14003      **Facility:** CS      **Location/Limits From:** JEFFERSON ST FROM WINTERGREEN RD TO PLEASANT RUN RD AND PLEASANT RUN RD FROM JEFFERSON ST      **Modification #:** 2019-0513  
**Impementing Agency:** DALLAS CO      **Location/Limits To:** LANCASTER-HUTCHINS RD  
**County:** DALLAS      **CSJ:** 0918-47-239  
**City:** LANCASTER      **Desc:** WIDEN AND RECONSTRUCT 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN  
**Request:** DELAY ROW AND UTILITIES PHASES TO FY2021; REMOVE FEDERAL FUNDING FROM ENGINEERING PHASE IN FY2019 AND PLACE IN CONSTRUCTION PHASE IN FY2022; ADD LOCAL CONTRIBUTION FOR ENGINEERING IN FY2020; CHANGE CSJ FROM 0918-45-917 TO 0918-47-239  
**Comment:** LOCAL CONTRIBUTION PAID BY THE CITY OF LANCASTER

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-47-917	STBG:	\$1,053,250	\$0	\$0	\$263,313	\$0	\$1,316,563
2020	ROW	0918-47-917	STBG:	\$329,152	\$0	\$0	\$82,288	\$0	\$411,440
2020	UTIL	0918-47-917	STBG:	\$329,154	\$0	\$0	\$82,288	\$0	\$411,442
2021	CON	0918-47-917	STBG:	\$6,708,444	\$0	\$0	\$1,677,111	\$0	\$8,385,555
<b>Grand Total:</b>				<b>\$8,420,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,105,000</b>	<b>\$0</b>	<b>\$10,525,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-239	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,316,563	\$1,316,563
2021	ROW	0918-47-239	STBG:	\$329,152	\$0	\$0	\$82,288	\$0	\$411,440
2021	UTIL	0918-47-239	STBG:	\$329,154	\$0	\$0	\$82,288	\$0	\$411,442
2022	CON	0918-47-239	STBG:	\$7,761,694	\$0	\$0	\$1,940,424	\$0	\$9,702,118
<b>Grand Total:</b>				<b>\$8,420,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,105,000</b>	<b>\$1,316,563</b>	<b>\$11,841,563</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13059      **Facility:** US 287      **Location/Limits From:** HERITAGE PKWY      **Modification #:** 2019-0519  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** JOHNSON COUNTY LINE  
**County:** TARRANT      **CSJ:** 0172-09-037  
**City:** MANSFIELD      **Desc:** CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS  
**Request:** INCREASE ENGINEERING FUNDING IN FY2019; ADD ROW AND UTILITIES PHASES IN FY2020; ADD CONSTRUCTION PHASE TO FY2021 AS APPROVED BY THE RTC ON SEPTEMBER 12, 2019; INCREASE CONSRUCTION FUNDING FROM \$6,250,000 TO \$7,500,000 IN FY2021 SINCE RTC APPROVAL; CHANGE FUNDING SOURCE FROM SBPE TO SW PE IN FY2019  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0172-09-037	SBPE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
<b>Grand Total:</b>				<b><u>\$0</u></b>	<b><u>\$300,000</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$300,000</u></b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0172-09-037	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2020	ROW	0172-09-037	SW ROW:	\$240,000	\$60,000	\$0	\$0	\$0	\$300,000
2020	UTIL	0172-09-037	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	CON	0172-09-037	Cat 2M:	\$6,000,000	\$1,500,000	\$0	\$0	\$0	\$7,500,000
<b>Grand Total:</b>				<b><u>\$6,280,000</u></b>	<b><u>\$2,570,000</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$8,850,000</u></b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13060      **Facility:** US 287      **Location/Limits From:** TARRANT COUNTY LINE      **Modification #:** 2019-0520  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** BU 287  
**County:** JOHNSON      **CSJ:** 0172-10-013  
**City:** MANSFIELD      **Desc:** CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS  
**Request:** REVISE LIMITS TO US 287 FROM TARRANT COUNTY LINE TO LONE STAR ROAD/FM 157; REVISE SCOPE TO CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS AND INTERSECTION IMPROVEMENTS AT US 287 AND LONE STAR ROAD/ FM 157 AS APPROVED BY THE RTC ON SEPTEMBER 12, 2019; ADD ROW AND UTILITIES PHASE IN FY2020; ADD CONSTRUCTION PHASE TO FY2021; INCREASE CONSTRUCTION FUNDING FROM \$17,800,000 TO \$22,500,000 SINCE RTC APPROVAL; CHANGE FUNDING SOURCE FROM SBPE TO SW PE IN FY2019  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0172-10-013	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
2019	ENG	0172-10-013	SW PE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2020	ROW	0172-10-013	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2020	UTIL	0172-10-013	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	CON	0172-10-013	Cat 2M:	\$18,000,000	\$4,500,000	\$0	\$0	\$0	\$22,500,000
<b>Grand Total:</b>				<b>\$18,080,000</b>	<b>\$5,720,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,800,000</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 40060      **Facility:** CS      **Location/Limits From:** RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH      **Modification #:** 2019-0564  
**Impementing Agency:** RICHLAND HILLS      **Location/Limits To:** TRE TRAIN STATION ON THE SOUTH  
**County:** TARRANT      **CSJ:** 0902-90-081  
**City:** RICHLAND HILLS      **Desc:** CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE  
**Request:** REVISE LIMITS TO RICHLAND HILLS CONNECTION ALONG UTILITY CORRIDOR W OF NORTON DR FROM GLENVIEW DRIVE TO BAKER BLVD AND ALONG UTILITY CORRIDOR W OF HANDLEY-EDERVILLE FROM BAKER BLVD TO SH 121 FRONTAGE RD  
**Comment:** 2017 TA SET-ASIDE CFP

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-081	Cat 5:	\$321,833	\$0	\$0	\$80,458	\$0	\$402,291
2020	CON	0902-90-081	Cat 5:	\$1,117,774	\$0	\$0	\$279,444	\$0	\$1,397,218
2020	CON	0902-90-081	Cat 9 TA Set Aside:	\$161,281	\$0	\$0	\$40,320	\$0	\$201,601
<b>Phase Subtotal:</b>				<b>\$1,279,055</b>	<b>\$0</b>	<b>\$0</b>	<b>\$319,764</b>	<b>\$0</b>	<b>\$1,598,819</b>
2020	CONENG	0902-90-081	Cat 5:	\$76,233	\$0	\$0	\$19,058	\$0	\$95,291
<b>Grand Total:</b>				<b>\$1,677,121</b>	<b>\$0</b>	<b>\$0</b>	<b>\$419,280</b>	<b>\$0</b>	<b>\$2,096,401</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-081	Cat 5:	\$321,833	\$0	\$0	\$80,458	\$0	\$402,291
2020	CON	0902-90-081	Cat 5:	\$1,117,774	\$0	\$0	\$279,444	\$0	\$1,397,218
2020	CON	0902-90-081	Cat 9 TA Set Aside:	\$161,281	\$0	\$0	\$40,320	\$0	\$201,601
<b>Phase Subtotal:</b>				<b>\$1,279,055</b>	<b>\$0</b>	<b>\$0</b>	<b>\$319,764</b>	<b>\$0</b>	<b>\$1,598,819</b>
2020	CONENG	0902-90-081	Cat 5:	\$76,233	\$0	\$0	\$19,058	\$0	\$95,291
<b>Grand Total:</b>				<b>\$1,677,121</b>	<b>\$0</b>	<b>\$0</b>	<b>\$419,280</b>	<b>\$0</b>	<b>\$2,096,401</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20268.3     **Facility:** VA     **Location/Limits From:** UPDATE HUNT COUNTY TRANSPORTATION PLAN AND MULTIMODAL TRANSPORTATION PLAN IN COLLIN COUNTY     **Modification #:** 2019-0597  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS     **CSJ:** 0901-22-114  
**City:** VARIOUS     **Desc:** UPDATE HUNT COUNTY TRANSPORTATION PLAN TO IDENTIFY IMPROVEMENTS TO IH 30, SH 66, AND US 380 AND START A MULTIMODAL TRANSPORTATION PLAN IN COLLIN COUNTY INCLUDING ADDING NORTH/SOUTH CAPACITY AND EAST/WEST CONNECTIONS ACROSS THE LAKES  
**Request:** CANCEL PROJECT, DE-OBLIGATE FUNDING AND RETURN TO REGIONAL POOL  
**Comment:** 200,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) WERE PREVIOUSLY UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PROJECT WAS USING REGIONAL TDCS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0901-22-114	Cat 3 - TDC (MPO):	\$0	\$0	\$200,000	\$0	\$0	\$0
2019	ENG	0901-22-114	STBG:	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Phase Subtotal:</b>				<b>\$1,000,000</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
<b>Grand Total:</b>				<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0901-22-114	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2019	ENG	0901-22-114	STBG:	\$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 FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 40044      **Facility:** VA      **Location/Limits From:** MILLER RD AND CHIESA RD SIDEWALK; SAFE ROUTES TO SCHOOL      **Modification #:** 2019-0600  
**Impementing Agency:** ROWLETT  
**County:** DALLAS      **CSJ:** 0918-47-207  
**City:** ROWLETT      **Desc:** SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO HEFURTH ELEMENTARY SCHOOL INCLUDING NEW SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, AND SIGNAGE  
**Request:** REVISE LIMITS TO ALONG CHIESA ROAD FROM SCHRADER ROAD TO NORTH OF MILLER ROAD; MOVE FEDERAL FUNDS FROM ENGINEERING AND CONSTRUCTION ENGINEERING PHASES TO CONSTRUCTION PHASE IN FY2020; ADD LOCAL CONTRIBUTION FOR ENGINEERING IN FY2020  
**Comment:** 2017 TA SET-ASIDE CFP; LOCAL CONTRIBUTION BY THE CITY OF ROWLETT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-207	Cat 9 TA Set Aside:	\$55,480	\$0	\$0	\$13,870	\$0	\$69,350
2021	CON	0918-47-207	Cat 9 TA Set Aside:	\$277,989	\$0	\$0	\$69,497	\$0	\$347,486
2021	CONENG	0918-47-207	Cat 9 TA Set Aside:	\$15,879	\$0	\$0	\$3,970	\$0	\$19,849
<b>Grand Total:</b>				<b>\$349,348</b>	<b>\$0</b>	<b>\$0</b>	<b>\$87,337</b>	<b>\$0</b>	<b>\$436,685</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$134,900	\$134,900
2020	CON	0918-47-207	Cat 9 TA Set Aside:	\$349,348	\$0	\$0	\$87,337	\$0	\$436,685
<b>Grand Total:</b>				<b>\$349,348</b>	<b>\$0</b>	<b>\$0</b>	<b>\$87,337</b>	<b>\$134,900</b>	<b>\$571,585</b>



## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20280    **Facility:** CS    **Location/Limits From:** FRONTIER PARKWAY (CR 5) FROM SH 289 (PRESTON ROAD)    **Modification #:** 2019-0603  
**Impementing Agency:** COLLIN CO    **Location/Limits To:** DNT  
**County:** COLLIN    **CSJ:** 0918-24-196  
**City:** VARIOUS    **Desc:** CONSTRUCT NEW 2 TO 4 LANE DIVIDED URBAN ARTERIAL WITH GRADE SEPARATION OVER BNRR, 2-WAY SERVICE ROAD NORTH OF GRADE SEPARATION, AND QUIET ZONES  
**Request:** REVISE SCOPE TO CONSTRUCT NEW 2 TO 4 LANE DIVIDED URBAN ARTERIAL WITH GRADE SEPARATION AT THE BNSF RR: INCREASE ENGINEERING FUNDING IN FY2017; INCREASE ROW FUNDING IN FY2018; DECREASE CONSTRUCTION FUNDING AND DELAY TO FY2021; CHANGE IMPLEMENTING AGENCY TO CELINA; DECREASE IN RTR OFFSETS AN INCREASE ON TIP 20280.2/CSJ 0918-24-256  
**Comment:** SAME PROJECT TO BE LISTED IN TIP/STIP IN TWO DIFFERENT CSJS AS TWO SEPARATE AGENCIES ARE RECEIVING FUNDING; RELATED PROJECT IS TIP 20280.2/CSJ 0918-24-256

**CURRENTLY APPROVED:**

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

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0918-24-196	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000
2018	ROW	0918-24-196	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,700,000	\$4,700,000
2021	CON	0918-24-196	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,809,000	\$11,809,000
2021	CON	0918-24-196	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$4,354,177	\$1,088,544	\$0	\$5,442,721
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$4,354,177</b>	<b>\$1,088,544</b>	<b>\$11,809,000</b>	<b>\$17,251,721</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$4,354,177</b>	<b>\$1,088,544</b>	<b>\$19,009,000</b>	<b>\$24,451,721</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20280.2    **Facility:** FRONTIER PKWY    **Location/Limits From:** SH 289 (PRESTON RD)    **Modification #:** 2019-0604  
**Impementing Agency:** COLLIN CO    **Location/Limits To:** DNT  
**County:** COLLIN    **CSJ:** 0918-24-256  
**City:** VARIOUS    **Desc:** CONSTRUCT NEW 2 TO 4 LANE DIVIDED URBAN ARTERIAL WITH GRADE SEPARATION AT THE BNSF RR  
**Request:** SPLIT FROM TIP 20280/CSJ 0918-24-196; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** SAME PROJECT TO BE LISTED IN TIP/STIP IN TWO DIFFERENT CSJS AS TWO SEPARATE AGENCIES ARE RECEIVING FUNDING; RELATED PROJECT IS TIP 20280/CSJ 0918-24-196

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0918-24-256	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$3,995,823	\$998,956	\$0	\$4,994,779
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,995,823</b>	<b>\$998,956</b>	<b>\$0</b>	<b>\$4,994,779</b>

# PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b> 20118	<b>Facility:</b> US 377	<b>Location/Limits From:</b> IH 35E	<b>Modification #:</b> 2019-0605
<b>Impementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> SOUTH OF FM 1830	
<b>County:</b> DENTON	<b>CSJ:</b> 0081-04-025, 0081-04-036		
<b>City:</b> DENTON	<b>Desc:</b> WIDEN 2 LANE TO 6 LANE URBAN DIVIDED SECTION WITH SIDEWALK IMPROVEMENTS		
	<b>Request:</b> ADD UTILITY PHASE TO FY2019 FOR JOINT BID UTILITY ITEMS; ADJUST CATEGORY 2 AND 4 FUNDING AMOUNTS AND DECREASE CONSTRUCTION FUNDING IN FY2018		
	<b>Comment:</b> LOCAL CONTRIBUTION PAID BY THE CITY OF DENTON; LOCAL CONTRIBUTION INCLUDES THE REQUIRED LOCAL MATCH TO RTR FUNDS FOR TIP 20118.1/CSJ 0918-46-315		

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1985	ENG	0081-04-025	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2013	ENG	0081-04-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2015	ROW	0081-04-036	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,500,000	\$500,000	\$0	\$5,000,000
2015	ROW	0081-04-036	S102:	\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
<b>Phase Subtotal:</b>				<b>\$2,480,000</b>	<b>\$310,000</b>	<b>\$4,500,000</b>	<b>\$810,000</b>	<b>\$0</b>	<b>\$8,100,000</b>
2018	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	\$12,156,936	\$0	\$0	\$0	\$12,156,936
2018	CON	0081-04-025	Cat 2M:	\$879,049	\$219,762	\$0	\$0	\$0	\$1,098,811
2018	CON	0081-04-025	Cat 4 - Prop 1:	\$0	\$10,471,047	\$0	\$0	\$0	\$10,471,047
2018	CON	0081-04-025	Cat 5:	\$2,320,951	\$580,238	\$0	\$0	\$0	\$2,901,189
<b>Phase Subtotal:</b>				<b>\$3,200,000</b>	<b>\$23,427,983</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,627,983</b>
<b>Grand Total:</b>				<b>\$5,680,000</b>	<b>\$25,737,983</b>	<b>\$4,600,000</b>	<b>\$835,000</b>	<b>\$1,000,000</b>	<b>\$37,852,983</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1985	ENG	0081-04-025	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2013	ENG	0081-04-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2015	ROW	0081-04-036	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,500,000	\$500,000	\$0	\$5,000,000
2015	ROW	0081-04-036	S102:	\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
<b>Phase Subtotal:</b>				<b>\$2,480,000</b>	<b>\$310,000</b>	<b>\$4,500,000</b>	<b>\$810,000</b>	<b>\$0</b>	<b>\$8,100,000</b>
2018	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	\$9,237,129	\$0	\$0	\$0	\$9,237,129
2018	CON	0081-04-025	Cat 2M:	\$879,049	\$219,762	\$0	\$0	\$0	\$1,098,811
2018	CON	0081-04-025	Cat 4 - Prop 1:	\$0	\$12,465,854	\$0	\$0	\$0	\$12,465,854
2018	CON	0081-04-025	Cat 5:	\$2,320,951	\$580,238	\$0	\$0	\$0	\$2,901,189
<b>Phase Subtotal:</b>				<b>\$3,200,000</b>	<b>\$22,502,983</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,702,983</b>
2019	UTIL	0081-04-036	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,864,980	\$6,864,980
<b>Grand Total:</b>				<b>\$5,680,000</b>	<b>\$24,812,983</b>	<b>\$4,600,000</b>	<b>\$835,000</b>	<b>\$7,864,980</b>	<b>\$43,792,963</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55260      **Facility:** SH 114      **Location/Limits From:** BUS 114K      **Modification #:** 2019-0606  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** WEST OF US 377  
**County:** DENTON      **CSJ:** 0353-09-003  
**City:** ROANOKE      **Desc:** CONSTRUCT 0 TO 6 MAINLANES  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0353-09-003	SW PE:	\$0	\$800,000	\$0	\$0	\$0	\$800,000
2021	ROW	0353-09-003	SW ROW:	\$2,700,000	\$150,000	\$0	\$150,000	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,700,000</b>	<b>\$950,000</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$3,800,000</b>

**TIP Code:** 13033.3      **Facility:** IH 35      **Location/Limits From:** IH 35W      **Modification #:** 2019-0607  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** US 380  
**County:** DENTON      **CSJ:** 0195-03-090  
**City:** DENTON      **Desc:** RECONSTRUCT INTERCHANGE AND EXISTING 4 TO 4 LANE FRONTAGE ROADS  
**Request:** REVISE SCOPE TO RECONSTRUCT INTERCHANGE AND EXISTING 4 TO 4/8 LANE FRONTAGE ROADS; INCREASE CONSTRUCTION FUNDING IN FY2023 TO ALIGN WITH FINAL 10 YEAR PLAN FUNDING; INCREASE ENGINEERING FUNDING; DELAY ENGINEERING AND ROW PHASES TO FY2021; CHANGE ENGINEERING AND ROW FUNDING LABELS TO SW PE AND SW ROW  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0195-03-090	SBPE:	\$0	\$3,593,102	\$0	\$0	\$0	\$3,593,102
2020	ROW	0195-03-090	S102:	\$2,874,482	\$718,620	\$0	\$0	\$0	\$3,593,102
2023	CON	0195-03-090	Cat 2M:	\$49,988,191	\$12,497,048	\$0	\$0	\$0	\$62,485,239
<b>Grand Total:</b>				<b>\$52,862,673</b>	<b>\$16,808,770</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$69,671,443</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0195-03-090	SW PE:	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000
2021	ROW	0195-03-090	SW ROW:	\$2,874,482	\$718,620	\$0	\$0	\$0	\$3,593,102
2023	CON	0195-03-090	Cat 12:	\$111,700,446	\$27,925,112	\$0	\$0	\$0	\$139,625,558
<b>Grand Total:</b>				<b>\$114,574,928</b>	<b>\$35,643,732</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,218,660</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20144      **Facility:** MAYHILL ROAD      **Location/Limits From:** IH 35E      **Modification #:** 2019-0609  
**Impementing Agency:** DENTON      **Location/Limits To:** US 380  
**County:** DENTON      **CSJ:** 0918-46-246  
**City:** DENTON      **Desc:** EXPAND 2 LANE RURAL ROAD TO A 4 LANE DIVIDED URBAN ARTERIAL (ULTIMATE 6 LANE), EXTENSION OF FM 2499  
**Request:** ADD EARNED INTEREST OF \$2,375,000 RTR 121-DE1 (\$1,900,000 REGIONAL AND \$475,000 LOCAL) AND \$625,000 LOCAL CONTRIBUTION TO CONSTRUCTION FUNDING IN FY2017; REVISE SCOPE TO EXPAND 2 LANE RURAL ROAD TO A 4 LANE DIVIDED URBAN ARTERIAL (ULTIMATE 6 LANE), EXTENSION OF FM 2499; INCLUDING INTERSECTION IMPROVEMENTS AT MAYHILL RD/MCKINNEY ST  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF DENTON

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,363,327	\$1,090,832	\$0	\$5,454,159
2012	ROW	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$9,358,868	\$2,339,717	\$0	\$11,698,585
2017	UTIL	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$467,943	\$116,986	\$0	\$584,929
2017	CON	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$31,146,314	\$7,786,579	\$0	\$38,932,893
2018	CON	0918-46-246	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$15,152,000	\$3,788,000	\$0	\$18,940,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$60,488,452</b>	<b>\$15,122,114</b>	<b>\$0</b>	<b>\$75,610,566</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,363,327	\$1,090,832	\$0	\$5,454,159
2012	ROW	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$9,358,868	\$2,339,717	\$0	\$11,698,585
2017	UTIL	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$467,943	\$116,986	\$0	\$584,929
2017	CON	0918-46-246	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$625,000	\$625,000
2017	CON	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$33,046,314	\$8,261,579	\$0	\$41,307,893
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$33,046,314</b>	<b>\$8,261,579</b>	<b>\$625,000</b>	<b>\$41,932,893</b>
2018	CON	0918-46-246	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$15,152,000	\$3,788,000	\$0	\$18,940,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$62,388,452</b>	<b>\$15,597,114</b>	<b>\$625,000</b>	<b>\$78,610,566</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55251     **Facility:** SH 114     **Location/Limits From:** NORTH OF SS 482     **Modification #:** 2019-0611  
**Impementing Agency:** TXDOT-DALLAS  
**County:** DALLAS     **CSJ:** 0353-06-065  
**City:** IRVING     **Desc:** RELOCATE EXISTING TOLL GANTRY  
**Request:** INCREASE ENGINEERING FUNDING IN FY2019; INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2020; CHANGE CSJ FROM 0353-06-921 TO 0353-06-065; CHANGE CONSTRUCTION FUNDING CATEGORY TO RTR 121-DA2; CHANGE ENGINEERING AND ROW FUNDING LABELS TO SW PE AND SW ROW

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0353-06-921	SBPE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2019	CON	0353-06-921	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$100,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0353-06-065	SW PE:	\$0	\$294,000	\$0	\$0	\$0	\$294,000
2020	CON	0353-06-065	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$6,000,000	\$0	\$0	\$6,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$294,000</b>	<b>\$6,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,294,000</b>

**TIP Code:** 20076.2     **Facility:** SH 121     **Location/Limits From:** NORTH OF SH 160     **Modification #:** 2019-0612  
**Impementing Agency:** TXDOT-DALLAS     **Location/Limits To:** CR 635 (FANNIN COUNTY LINE)  
**County:** COLLIN     **CSJ:** 0549-03-035  
**City:** VARIOUS     **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE RURAL DIVIDED  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** LOCAL CONTRIBUTION PAID BY COLLIN COUNTY; CAT 11 IS ENERGY SECTOR FUNDING; RELATED TO TIP 20076/CSJ 0549-03-021

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	CON	0549-03-035	Cat 11:	\$5,520,000	\$1,380,000	\$0	\$0	\$0	\$6,900,000
2022	CON	0549-03-035	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
<b>Phase Subtotal:</b>				<b>\$5,520,000</b>	<b>\$1,380,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>	<b>\$8,000,000</b>
<b>Grand Total:</b>				<b>\$5,520,000</b>	<b>\$1,380,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>	<b>\$8,000,000</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20076.3    **Facility:** SH 121    **Location/Limits From:** NORTH OF FM 455    **Modification #:** 2019-0613  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** SOUTH OF SH 160  
**County:** COLLIN    **CSJ:** 0549-03-033  
**City:** VARIOUS    **Desc:** RECONSTRUCT AND WIDEN FROM 2 LN TO 4 LN RURAL DIVIDED; CONSTRUCT 0 TO 2 LN DISCONTINUOUS FRTG RD AND FM 2862 INTERCHANGE  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** LOCAL CONTRIBUTION PAID BY COLLIN COUNTY; CAT 11 IS ENERGY SECTOR FUNDING; RELATED TO TIP 20076/CSJ 0549-03-021

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENV	0549-03-033	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2021	ROW	0549-03-033	SW ROW:	\$6,400,000	\$800,000	\$0	\$800,000	\$0	\$8,000,000
2023	CON	0549-03-033	Cat 11:	\$23,718,046	\$5,929,511	\$0	\$0	\$0	\$29,647,557
2023	CON	0549-03-033	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$7,700,000	\$7,700,000
<b>Phase Subtotal:</b>				<b>\$23,718,046</b>	<b>\$5,929,511</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,700,000</b>	<b>\$37,347,557</b>
<b>Grand Total:</b>				<b>\$30,118,046</b>	<b>\$8,729,511</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$7,700,000</b>	<b>\$47,347,557</b>

**TIP Code:** 55263    **Facility:** FM 546    **Location/Limits From:** AT FM 3286 INTERSECTION    **Modification #:** 2019-0614  
**Impementing Agency:** TXDOT-DALLAS  
**County:** COLLIN    **CSJ:** 1013-01-038  
**City:** WYLIE    **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1013-01-038	SW PE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2021	ROW	1013-01-038	SW ROW:	\$320,000	\$40,000	\$0	\$40,000	\$0	\$400,000
<b>Grand Total:</b>				<b>\$320,000</b>	<b>\$140,000</b>	<b>\$0</b>	<b>\$40,000</b>	<b>\$0</b>	<b>\$500,000</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55102      **Facility:** SH 121      **Location/Limits From:** SOUTH OF SH 160      **Modification #:** 2019-0615  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** NORTH OF SH 160  
**County:** COLLIN      **CSJ:** 0549-03-028  
**City:** BLUE RIDGE      **Desc:** RECONSTRUCT AND WIDEN FROM TWO LANE TO FOUR LANE RURAL DIVIDED  
**Request:** ADD CONSTRUCTION PHASE TO FY2023; ADVANCE ENGINEERING PHASE TO FY2021, INCREASE ENGINEERING FUNDING, AND CHANGE TO 100% STATE; CHANGE ENGINEERING FUNDING LABEL TO SW PE  
**Comment:** LOCAL CONTRIBUTION PAID BY COLLIN COUNTY; ROW PURCHASED UNDER CSJ 0549-03-025; CAT 11 IS ENERGY SECTOR FUNDING; RELATED TO TIP 20076/CSJ 0549-03-021

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0549-03-028	SBPE:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
<b>Grand Total:</b>				<b>\$480,000</b>	<b>\$120,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0549-03-028	SW PE:	\$0	\$900,000	\$0	\$0	\$0	\$900,000
2023	CON	0549-03-028	Cat 11:	\$13,009,385	\$3,252,346	\$0	\$0	\$0	\$16,261,731
2023	CON	0549-03-028	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,200,000	\$2,200,000
<b>Phase Subtotal:</b>				<b>\$13,009,385</b>	<b>\$3,252,346</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,200,000</b>	<b>\$18,461,731</b>
<b>Grand Total:</b>				<b>\$13,009,385</b>	<b>\$4,152,346</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,200,000</b>	<b>\$19,361,731</b>

**TIP Code:** 25033.3      **Facility:** IH 35E      **Location/Limits From:** SOUTH OF MAYHILL ROAD      **Modification #:** 2019-0616  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SOUTH OF SL 288  
**County:** DENTON      **CSJ:** 0196-01-109  
**City:** DENTON      **Desc:** RECONSTRUCT INTERCHANGE AND EXISTING 4 TO 4 LANE FRONTAGE ROADS  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CLARIFY LIMITS AS IH 35E FROM SOUTH OF MAYHILL ROAD TO SOUTH OF SL 288 AFTER RTC APPROVAL OF 10 YEAR PLAN LISTING ON SEPTEMBER 12, 2019  
**Comment:** 10 YEAR PLAN PROJECT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0196-01-109	SW PE:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2021	CON	0196-01-109	Cat 2M:	\$36,970,375	\$9,242,594	\$0	\$0	\$0	\$46,212,969
<b>Grand Total:</b>				<b>\$36,970,375</b>	<b>\$12,242,594</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$49,212,969</b>



## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55111.2     **Facility:** FM 548     **Location/Limits From:** NORTH OF US 80     **Modification #:** 2019-0618  
**Impementing Agency:** TXDOT-DALLAS     **Location/Limits To:** WINDMILL FARMS BLVD  
**County:** KAUFMAN     **CSJ:** 2588-01-022  
**City:** FORNEY     **Desc:** WIDEN AND RECONSTRUCT 2 LANE RURAL TO 6 LANE DIVIDED URBAN  
**Request:** SPLIT FROM TIP 55111/CSJ 2588-01-017; ADD PROJECT TO THE 2019-2022 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
2021	ENG	2588-01-022	SW PE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2021	ROW	2588-01-022	SW ROW:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
2023	CON	2588-01-022	Cat 2M:	\$39,640,963	\$9,910,241	\$0	\$0	\$0	\$49,551,204
<b>Grand Total:</b>				<b>\$47,640,963</b>	<b>\$13,410,241</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$62,051,204</b>

**TIP Code:** 55111     **Facility:** FM 548     **Location/Limits From:** N OF US 80     **Modification #:** 2019-0619  
**Impementing Agency:** TXDOT-DALLAS     **Location/Limits To:** S OF SH 205 (ROCKWALL C/L)  
**County:** KAUFMAN     **CSJ:** 2588-01-017  
**City:** FORNEY     **Desc:** WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4 LANE URBAN DIVIDED (6 LANE ULTIMATE)  
**Request:** SPLIT INTO TWO PROJECTS; REVISE LIMITS TO FM 548 FROM WINDMILL FARMS BLVD TO S OF SH 205 (ROCKWALL C/L); DECREASE IN CONSTRUCTION FUNDS OFFSETS NEW PROJECT (TIP 55111.2/ CSJ 2588-01-022); REVISE SCOPE TO WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4 LANE URBAN DIVIDED; INCREASE ROW FUNDING IN FY2021; REMOVE UTILITY PHASE FUNDING IN FY2021; CHANGE ENGINEERING AND ROW FUNDING LABELS TO SW PE AND SW ROW  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2588-01-017	SBPE:	\$0	\$3,300,000	\$0	\$0	\$0	\$3,300,000
2021	ROW	2588-01-017	S102:	\$12,000,000	\$1,500,000	\$0	\$1,500,000	\$0	\$15,000,000
2021	UTIL	2588-01-017	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2023	CON	2588-01-017	Cat 2M:	\$67,720,215	\$16,930,054	\$0	\$0	\$0	\$84,650,269
<b>Grand Total:</b>				<b>\$81,320,215</b>	<b>\$21,930,054</b>	<b>\$0</b>	<b>\$1,700,000</b>	<b>\$0</b>	<b>\$104,950,269</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2588-01-017	SW PE:	\$0	\$3,300,000	\$0	\$0	\$0	\$3,300,000
2021	ROW	2588-01-017	SW ROW:	\$13,600,000	\$1,700,000	\$0	\$1,700,000	\$0	\$17,000,000
2023	CON	2588-01-017	Cat 2M:	\$6,759,037	\$1,689,759	\$0	\$0	\$0	\$8,448,796
<b>Grand Total:</b>				<b>\$20,359,037</b>	<b>\$6,689,759</b>	<b>\$0</b>	<b>\$1,700,000</b>	<b>\$0</b>	<b>\$28,748,796</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55205      **Facility:** FM 407      **Location/Limits From:** GULF AVE      **Modification #:** 2019-0621  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** WEST OF SAGE DRIVE  
**County:** DENTON      **CSJ:** 1310-01-043  
**City:** JUSTIN      **Desc:** REALIGN EXISTING 2 TO 2 LANE ROADWAY  
**Request:** ADD CONSTRUCTION PHASE AND FUNDING TO FY2022; REMOVE STATE FUNDING FOR ENGINEERING AND ROW AND REPLACE WITH LOCAL CONTRIBUTION AND DELAY TO FY2021; INCREASE ENGINEERING FUNDING IN FY2021  
**Comment:** LOCAL CONTRIBUTION PAID BY DENTON COUNTY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	1310-01-043	SBPE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2020	ROW	1310-01-043	S102:	\$400,000	\$50,000	\$0	\$50,000	\$0	\$500,000
<b>Grand Total:</b>				<b>\$400,000</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$600,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1310-01-043	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$400,000	\$400,000
2021	ROW	1310-01-043	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2022	CON	1310-01-043	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,380,411	\$1,380,411
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,280,411</b>	<b>\$2,280,411</b>

**TIP Code:** 11913.2      **Facility:** VARIOUS      **Location/Limits From:** DIGITAL VIDEO PROJECT; ON ALL STATE FACILITIES      **Modification #:** 2019-0622  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** IN THE DALLAS DISTRICT  
**County:** VARIOUS      **CSJ:** 0918-00-356  
**City:** VARIOUS      **Desc:** UPGRADE ITS CCTV ANALOG CAMERAS LOCATED THROUGHOUT THE DALLAS DISTRICT (APPROXIMATELY 576) WITH DIGITAL CAMERAS TO BE COMPATIBLE WITH UPGRADED DALTRANS TRAFFIC MANAGEMENT CENTER VIDEO EQUIPMENT  
**Request:** SPLIT FROM TIP 11913/CSJ 0918-00-353 AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** 50/50 PARTNERSHIP TO REMAIN BETWEEN THE TWO PROJECTS (TIP 11913 AND 11913.2)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	0918-00-356	Cat 1:	\$2,100,000	\$525,000	\$0	\$0	\$0	\$2,625,000
2021	IMP	0918-00-356	Cat 5:	\$2,300,000	\$575,000	\$0	\$0	\$0	\$2,875,000
<b>Phase Subtotal:</b>				<b>\$4,400,000</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,500,000</b>
<b>Grand Total:</b>				<b>\$4,400,000</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,500,000</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20209.2     **Facility:** US 175     **Location/Limits From:** US 175 CONNECTOR (ON SM WRIGHT PKWY PHASE 1/FORMERLY TRINITY PKWY PHASE 1/US 175) FROM IH 45     **Modification #:** 2019-0624  
**Impementing Agency:** TXDOT-DALLAS     **Location/Limits To:** EAST OF BEXAR ST  
**County:** DALLAS     **CSJ:** 0197-02-122  
**City:** DALLAS     **Desc:** EXTEND US 175, RECONSTRUCT INTERCHANGE WITH SM WRIGHT/SH 310, 2 LANE DIRECT CONNECTORS IN EACH DIRECTION WEST OF THE INTERCHANGE, RECONSTRUCT MAINLANES EAST OF INTERCHANGE TO BEXAR ST., 2/3 LANE FRONTAGE ON EACH SIDE BETWEEN LAMAR AND BEXAR ST.  
**Request:** ADD CONSTRUCTION PHASE IN FY2020 TO ACCOUNT FOR CHANGE ORDERS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0197-02-122	Cat 12:	\$15,152,000	\$3,788,000	\$0	\$0	\$0	\$18,940,000
2016	CON	0197-02-122	Cat 2M:	\$16,051,200	\$4,012,800	\$0	\$0	\$0	\$20,064,000
2016	CON	0197-02-122	Cat 7:	\$7,662,522	\$1,915,631	\$0	\$0	\$0	\$9,578,153
<b>Phase Subtotal:</b>				<b>\$38,865,722</b>	<b>\$9,716,431</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$48,582,153</b>
2018	CON	0197-02-122	Cat 7:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
<b>Grand Total:</b>				<b>\$42,065,722</b>	<b>\$10,516,431</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52,582,153</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0197-02-122	Cat 12:	\$15,152,000	\$3,788,000	\$0	\$0	\$0	\$18,940,000
2016	CON	0197-02-122	Cat 2M:	\$16,051,200	\$4,012,800	\$0	\$0	\$0	\$20,064,000
2016	CON	0197-02-122	Cat 7:	\$7,662,522	\$1,915,631	\$0	\$0	\$0	\$9,578,153
<b>Phase Subtotal:</b>				<b>\$38,865,722</b>	<b>\$9,716,431</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$48,582,153</b>
2018	CON	0197-02-122	Cat 7:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
2020	CON	0197-02-122	STBG:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
<b>Grand Total:</b>				<b>\$42,865,722</b>	<b>\$10,716,431</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$53,582,153</b>

# PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14069     **Facility:** FM 544     **Location/Limits From:** AT FM 1378 (COUNTRY CLUB ROAD)     **Modification #:** 2019-0625  
**Impementing Agency:** TXDOT-DALLAS  
**County:** COLLIN     **CSJ:** 0619-03-061  
**City:** WYLIE     **Desc:** CONSTRUCT A LEFT TURN LANE (FROM EASTBOUND FM 544 TO NORTHBOUND FM 1378)  
**Request:** INCREASE CONSTRUCTION FUNDING DUE TO INCREASED SCOPE; DELAY CONSTRUCTION PHASE TO FY2023; INCREASE ENGINEERING FUNDING IN FY2021;  
 REVISE SCOPE TO CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0619-03-061	SBPE:	\$0	\$96,116	\$0	\$0	\$0	\$96,116
2021	ROW	0619-03-061	S102:	\$450,000	\$50,000	\$0	\$50,000	\$0	\$550,000
2021	CON	0619-03-061	Cat 5:	\$1,320,000	\$330,000	\$0	\$0	\$0	\$1,650,000
<b>Grand Total:</b>				<b>\$1,770,000</b>	<b>\$476,116</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$2,296,116</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0619-03-061	SW PE:	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2021	ROW	0619-03-061	SW ROW:	\$450,000	\$50,000	\$0	\$50,000	\$0	\$550,000
2023	CON	0619-03-061	Cat 5:	\$2,149,938	\$537,485	\$0	\$0	\$0	\$2,687,423
<b>Grand Total:</b>				<b>\$2,599,938</b>	<b>\$737,485</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$3,387,423</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55257      **Facility:** SH 121      **Location/Limits From:** SH 5 SOUTH      **Modification #:** 2019-0626  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** EAST OF SH 5 NORTH  
**County:** COLLIN      **CSJ:** 0549-03-031  
**City:** MELISSA      **Desc:** INTERCHANGE IMPROVEMENT INCLUDING GRADE SEPARATION AND RAMPS  
**Request:** REVISE LIMITS AS SH 121 AT SH 5; REVISE SCOPE TO RECONSTRUCT INTERCHANGE; DELAY ENGINEERING AND ROW; INCREASE ROW FUNDING IN FY2021

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0549-03-031	SBPE:	\$0	\$490,000	\$0	\$0	\$0	\$490,000
2020	ROW	0549-03-031	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
<b>Grand Total:</b>				<b>\$1,600,000</b>	<b>\$690,000</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$2,490,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0549-03-031	SW PE:	\$0	\$490,000	\$0	\$0	\$0	\$490,000
2021	ROW	0549-03-031	SW ROW:	\$4,800,000	\$600,000	\$0	\$600,000	\$0	\$6,000,000
<b>Grand Total:</b>				<b>\$4,800,000</b>	<b>\$1,090,000</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$6,490,000</b>

**TIP Code:** 13026.2      **Facility:** SH 5      **Location/Limits From:** SOUTH OF CR 275      **Modification #:** 2019-0627  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SOUTH OF SH 121  
**County:** COLLIN      **CSJ:** 0047-04-030  
**City:** MELISSA      **Desc:** RECONSTRUCT AND WIDEN AND REALIGN 2 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED ROADWAY (ULTIMATE 6)  
**Request:** REVISE SCOPE TO RECONSTRUCT, WIDEN, AND REALIGN 2/4 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED ROADWAY (ULTIMATE 6) AND REALIGN SH 121/SH 5 INTERSECTION; DELAY ENGINEERING AND ROW TO FY2021; INCREASE ROW FUNDING IN FY2021; CHANGE ENGINEERING AND ROW FUNDING LABELS TO SW PE AND SW ROW  
**Comment:** 10 YEAR PLAN PROJECT; ASSOCIATED WITH TIP 13026/CSJ 0047-05-054

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0047-04-030	SBPE:	\$0	\$686,000	\$0	\$0	\$0	\$686,000
2020	ROW	0047-04-030	S102:	\$2,240,000	\$280,000	\$0	\$280,000	\$0	\$2,800,000
<b>Grand Total:</b>				<b>\$2,240,000</b>	<b>\$966,000</b>	<b>\$0</b>	<b>\$280,000</b>	<b>\$0</b>	<b>\$3,486,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0047-04-030	SW PE:	\$0	\$686,000	\$0	\$0	\$0	\$686,000
2021	ROW	0047-04-030	SW ROW:	\$3,200,000	\$400,000	\$0	\$400,000	\$0	\$4,000,000
<b>Grand Total:</b>				<b>\$3,200,000</b>	<b>\$1,086,000</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$4,686,000</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20085.2    **Facility:** SH 5    **Location/Limits From:** SH 121    **Modification #:** 2019-0628  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** SOUTH OF MELISSA ROAD  
**County:** COLLIN    **CSJ:** 0047-04-029  
**City:** MELISSA    **Desc:** RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6)  
**Request:** SPLIT FROM TIP 20085/CSJ 0047-04-022; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** 10 YEAR PLAN "SEED MONEY" PROJECT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0047-04-029	SW PE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2021	CON	0047-04-029	SW ROW:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
<b>Grand Total:</b>				<b>\$1,200,000</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$1,700,000</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11726.4    **Facility:** CS    **Location/Limits From:** RIVERFRONT BLVD FROM CADIZ STREET    **Modification #:** 2019-0630  
**Impementing Agency:** DALLAS CO    **Location/Limits To:** UNION PACIFIC RAILROAD  
**County:** DALLAS    **CSJ:** 0918-47-168  
**City:** DALLAS    **Desc:** RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS  
**Request:** INCREASE ENGINEERING AND CONSTRUCTION FUNDING IN FY2020  
**Comment:** \$200,000 OF THIS INCREASE HELPS REPAY DALLAS COUNTY'S \$1.3 MILLION LOCAL MATCH CONTRIBUTION TO THE KLYDE WARREN PARK EXTENSION

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-168	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$2,856,000	\$714,000	\$0	\$3,570,000
2017	ROW	0918-47-168	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$40,000	\$10,000	\$0	\$50,000
2017	UTIL	0918-47-168	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$440,000	\$110,000	\$0	\$550,000
2019	CON	0918-47-168	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,646,525	\$11,646,525
2019	CON	0918-47-168	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$19,706,780	\$4,926,695	\$0	\$24,633,475
2019	CON	0918-47-168	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$24,706,780</b>	<b>\$6,176,695</b>	<b>\$11,646,525</b>	<b>\$42,530,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$28,042,780</b>	<b>\$7,010,695</b>	<b>\$11,646,525</b>	<b>\$46,700,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-168	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$2,856,000	\$714,000	\$0	\$3,570,000
2017	ROW	0918-47-168	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$40,000	\$10,000	\$0	\$50,000
2017	UTIL	0918-47-168	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$440,000	\$110,000	\$0	\$550,000
2019	CON	0918-47-168	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,646,525	\$11,646,525
2019	CON	0918-47-168	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$19,706,780	\$4,926,695	\$0	\$24,633,475
2019	CON	0918-47-168	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$24,706,780</b>	<b>\$6,176,695</b>	<b>\$11,646,525</b>	<b>\$42,530,000</b>
2020	ENG	0918-47-168	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$560,000	\$140,000	\$0	\$700,000
2020	CON	0918-47-168	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$1,600,000	\$400,000	\$0	\$2,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$30,202,780</b>	<b>\$7,550,695</b>	<b>\$11,646,525</b>	<b>\$49,400,000</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b> 14044	<b>Facility:</b> IH 20	<b>Location/Limits From:</b> FORT WORTH AND WESTERN RAILROAD	<b>Modification #:</b> 2019-0632
<b>Impementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> CAMPUS DRIVE	
<b>County:</b> TARRANT	<b>CSJ:</b> 0008-13-234		
<b>City:</b> FORT WORTH	<b>Desc:</b> RELOCATE EXISTING WESTBOUND ENTRANCE RAMP TO REDUCE CIRCUITOUS TRAVEL		
	<b>Request:</b> REVISE LIMITS TO IH 20 FROM IH 35W TO CAMPUS DRIVE; CHANGE SCOPE TO RELOCATE EXISTING WESTBOUND ENTRANCE RAMP TO REDUCE CIRCUITOUS TRAVEL AND ITS IMPROVEMENTS; CHANGE FUNDING LABEL FROM SBPE TO SW PE IN FY2019		

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0008-13-234	SBPE:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	CON	0008-13-234	Cat 5:	\$1,120,000	\$280,000	\$0	\$0	\$0	\$1,400,000
<b>Grand Total:</b>				<b>\$1,160,000</b>	<b>\$290,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,450,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0008-13-234	SW PE:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	CON	0008-13-234	Cat 5:	\$1,120,000	\$280,000	\$0	\$0	\$0	\$1,400,000
<b>Grand Total:</b>				<b>\$1,160,000</b>	<b>\$290,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,450,000</b>



## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14088      **Facility:** CS      **Location/Limits From:** ON LAS VEGAS TRAIL FROM SHOREVIEW      **Modification #:** 2019-0634  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** IH 820  
**County:** TARRANT      **CSJ:** 0902-90-176  
**City:** WHITE SETTLEMENT, FORT WORTH      **Desc:** WIDEN FROM 2 LANES TO 4 LANES WITH NEW SIDEWALKS  
  
**Request:** REVISE LIMITS TO ON LAS VEGAS TRAIL FROM QUEBEC DRIVE TO IH 820 AND REVISE SCOPE TO WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, INTERSECTION IMPROVEMENTS, AND TRAFFIC SIGNALS SINCE RTC APPROVAL ON DECEMBER 13, 2018; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CHANGE CMAQ AND STBG MATCH TO INCLUDE STATE AND LOCAL; CHANGE \$500,000 FROM STBG TO CMAQ  
**Comment:** LOCAL CONTRIBUTION PAID BY FORT WORTH AND WHITE SETTLEMENT; CMAQ IS FOR SIDEWALKS, TRAFFIC SIGNALS, AND INTERSECTION IMPROVEMENTS ONLY

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0902-90-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$600,000	\$600,000
2021	ROW	0902-90-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$30,000	\$30,000
2023	CON	0902-90-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$780,000	\$780,000
2023	CON	0902-90-176	Cat 5:	\$1,300,000	\$211,250	\$0	\$113,750	\$0	\$1,625,000
2023	CON	0902-90-176	STBG:	\$3,500,000	\$568,750	\$0	\$306,250	\$0	\$4,375,000
<b>Phase Subtotal:</b>				<b>\$4,800,000</b>	<b>\$780,000</b>	<b>\$0</b>	<b>\$420,000</b>	<b>\$780,000</b>	<b>\$6,780,000</b>
<b>Grand Total:</b>				<b>\$4,800,000</b>	<b>\$780,000</b>	<b>\$0</b>	<b>\$420,000</b>	<b>\$1,410,000</b>	<b>\$7,410,000</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11532     **Facility:** CS     **Location/Limits From:** FREEPORT PKWY FROM SH 121     **Modification #:** 2019-0640  
**Impementing Agency:** COPPELL     **Location/Limits To:** SANDY LAKE ROAD  
**County:** DALLAS     **CSJ:** 0918-45-867  
**City:** COPPELL     **Desc:** CONSTRUCT 0 TO 6 LANE FACILITY  
**Request:** ADD EARNED INTEREST OF \$54,413 RTR 121-DE2 (\$43,530 REGIONAL AND \$10,883 LOCAL) IN FY2015; INCREASE CONSTRUCTION FUNDING BY \$584,711 RTR 121-DA2 (\$467,769 REGIONAL AND \$116,942 LOCAL) DUE TO COST OVERRUNS  
**Comment:** SH 121 MOU PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ROW	0918-45-867	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$1,720,000	\$430,000	\$0	\$2,150,000
2012	ENG	0918-45-867	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$760,000	\$190,000	\$0	\$950,000
2015	CON	0918-45-867	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$1,004,114	\$251,028	\$0	\$1,255,142
2015	CON	0918-45-867	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$3,211,886	\$802,972	\$0	\$4,014,858
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$4,216,000</b>	<b>\$1,054,000</b>	<b>\$0</b>	<b>\$5,270,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$6,696,000</b>	<b>\$1,674,000</b>	<b>\$0</b>	<b>\$8,370,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ROW	0918-45-867	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$1,720,000	\$430,000	\$0	\$2,150,000
2012	ENG	0918-45-867	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$760,000	\$190,000	\$0	\$950,000
2015	CON	0918-45-867	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$1,004,114	\$251,028	\$0	\$1,255,142
2015	CON	0918-45-867	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$3,255,416	\$813,855	\$0	\$4,069,271
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$4,259,530</b>	<b>\$1,064,883</b>	<b>\$0</b>	<b>\$5,324,413</b>
2020	CON	0918-45-867	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$467,769	\$116,942	\$0	\$584,711
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$7,207,299</b>	<b>\$1,801,825</b>	<b>\$0</b>	<b>\$9,009,124</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20066      **Facility:** IH 20      **Location/Limits From:** AT BONNIE VIEW RD      **Modification #:** 2019-0643  
**Impementing Agency:** TXDOT-DALLAS  
**County:** DALLAS      **CSJ:** 2374-03-074  
**City:** DALLAS      **Desc:** IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM  
**Request:** DELAY ENGINEERING PHASE TO FY2021; ADD ROW PHASE TO FY2021  
**Comment:** LOCAL CONTRIBUTION PAID BY THE CITY OF DALLAS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	2374-03-074	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$270,000	\$270,000
2021	CON	2374-03-074	STBG:	\$2,174,916	\$543,729	\$0	\$0	\$0	\$2,718,645
<b>Grand Total:</b>				<b>\$2,174,916</b>	<b>\$543,729</b>	<b>\$0</b>	<b>\$0</b>	<b>\$270,000</b>	<b>\$2,988,645</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2374-03-074	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$270,000	\$270,000
2021	ROW	2374-03-074	SW ROW:	\$540,000	\$60,000	\$0	\$0	\$0	\$600,000
2021	CON	2374-03-074	STBG:	\$2,174,916	\$543,729	\$0	\$0	\$0	\$2,718,645
<b>Grand Total:</b>				<b>\$2,714,916</b>	<b>\$603,729</b>	<b>\$0</b>	<b>\$0</b>	<b>\$270,000</b>	<b>\$3,588,645</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b> 55045	<b>Facility:</b> IH 20	<b>Location/Limits From:</b> IH 820/IH 20 INTERCHANGE	<b>Modification #:</b> 2019-0649
<b>Impementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> FOREST HILL DR	
<b>County:</b> TARRANT	<b>CSJ:</b> 0008-13-206		
<b>City:</b> FOREST HILL	<b>Desc:</b>	RECONSTRUCT AND WIDEN 8 TO 12 MAINLANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 CONTINUOUS FRONTAGE ROAD LANES	
	<b>Request:</b>	UPDATE SCOPE TO RECONSTRUCT AND WIDEN 8 TO 12 MAINLANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 CONTINUOUS FRONTAGE ROAD LANES, AND ADD SHARED USE PATH AND SIDEWALKS; FUNDING MOVED TO TIP 55044/CSJ 0172-06-080	
	<b>Comment:</b>	PART OF SOUTHEAST CONNECTOR CORRIDOR; 10 YEAR PLAN PROJECT; DESIGN-BUILD PROJECT	

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0008-13-206	SW PE:	\$4,855,129	\$1,213,782	\$0	\$0	\$0	\$6,068,911
2020	ROW	0008-13-206	SW ROW:	\$16,800,000	\$4,200,000	\$0	\$0	\$0	\$21,000,000
2021	CON	0008-13-206	Cat 2M:	\$132,000,000	\$33,000,000	\$0	\$0	\$0	\$165,000,000
<b>Grand Total:</b>				<b>\$153,655,129</b>	<b>\$38,413,782</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$192,068,911</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0008-13-206	SW PE:	\$10,094,373	\$2,523,593	\$0	\$0	\$0	\$12,617,966
2020	ROW	0008-13-206	SW ROW:	\$55,648,800	\$13,912,200	\$0	\$0	\$0	\$69,561,000
2021	CON	0008-13-206	Cat 2M:	\$92,322,172	\$23,080,543	\$0	\$0	\$0	\$115,402,715
<b>Grand Total:</b>				<b>\$158,065,345</b>	<b>\$39,516,336</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$197,581,681</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55043      **Facility:** IH 20      **Location/Limits From:** IH 820      **Modification #:** 2019-0650  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** PARK SPRINGS  
**County:** TARRANT      **CSJ:** 2374-05-066  
**City:** ARLINGTON      **Desc:** RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, AND 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287)  
**Request:** UPDATE SCOPE TO RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287), AND ADD SHARED USE PATH AND SIDEWALKS; ADD ENVIRONMENTAL PHASE AND FUNDING TO FY2020; INCREASE ROW FUNDING IN FY2020  
**Comment:** 10 YEAR PLAN PROJECT; SOUTHEAST CONNECTOR CORRIDOR; RELATED TO TIP 55041/CSJ 0008-13-125

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2374-05-066	SW PE:	\$0	\$9,776,644	\$0	\$0	\$0	\$9,776,644
2020	ROW	2374-05-066	SW ROW:	\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000
2021	CON	2374-05-066	Cat 12:	\$42,664,000	\$10,666,000	\$0	\$0	\$0	\$53,330,000
2021	CON	2374-05-066	Cat 2M:	\$118,936,000	\$29,734,000	\$0	\$0	\$0	\$148,670,000
2021	CON	2374-05-066	Cat 4:	\$122,400,000	\$30,600,000	\$0	\$0	\$0	\$153,000,000
<b>Phase Subtotal:</b>				<b>\$284,000,000</b>	<b>\$71,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$355,000,000</b>
<b>Grand Total:</b>				<b>\$304,800,000</b>	<b>\$85,976,644</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$390,776,644</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2374-05-066	SW PE:	\$0	\$9,776,644	\$0	\$0	\$0	\$9,776,644
2020	ENV	2374-05-066	SW PE:	\$38,417,374	\$9,604,344	\$0	\$0	\$0	\$48,021,718
2020	ROW	2374-05-066	SW ROW:	\$20,909,600	\$5,227,400	\$0	\$0	\$0	\$26,137,000
2021	CON	2374-05-066	Cat 12:	\$42,664,000	\$10,666,000	\$0	\$0	\$0	\$53,330,000
2021	CON	2374-05-066	Cat 2M:	\$264,172,516	\$66,043,129	\$0	\$0	\$0	\$330,215,645
2021	CON	2374-05-066	Cat 4:	\$122,400,000	\$30,600,000	\$0	\$0	\$0	\$153,000,000
<b>Phase Subtotal:</b>				<b>\$429,236,516</b>	<b>\$107,309,129</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$536,545,645</b>
<b>Grand Total:</b>				<b>\$488,563,490</b>	<b>\$131,917,517</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$620,481,007</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55044      **Facility:** US 287      **Location/Limits From:** IH 820      **Modification #:** 2019-0651  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** BERRY STREET  
**County:** TARRANT      **CSJ:** 0172-06-080  
**City:** FORT WORTH      **Desc:** RECONSTRUCT 6 TO 6 MAINLANES PLUS 0 TO 2 AUXILIARY LANES WITH 4 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES  
**Request:** UPDATE SCOPE TO RECONSTRUCT 6 TO 6 MAINLANES PLUS 0 TO 2 AUXILIARY LANES WITH 4 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES; ADD SHARED USE PATH AND SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2019; INCREASE ROW FUNDING IN FY2020; ADD CAT 2 FUNDING TO CONSTRUCTION PHASE, WHICH IS OFFSET BY DECREASE IN CAT 2 ON TIP 55045/CSJ 0008-13-206  
**Comment:** PART OF SOUTHEAST CONNECTOR CORRIDOR; 10 YEAR PLAN PROJECT; RELATED TO TIP 55041/CSJ 0008-13-125

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0172-06-080	SW PE:	\$1,760,000	\$440,000	\$0	\$0	\$0	\$2,200,000
2020	ROW	0172-06-080	SW ROW:	\$27,200,000	\$6,800,000	\$0	\$0	\$0	\$34,000,000
2021	CON	0172-06-080	Cat 4:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
<b>Grand Total:</b>				<b>\$60,960,000</b>	<b>\$15,240,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$76,200,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0172-06-080	SW PE:	\$8,132,454	\$2,033,114	\$0	\$0	\$0	\$10,165,568
2020	ROW	0172-06-080	SW ROW:	\$61,702,400	\$15,425,600	\$0	\$0	\$0	\$77,128,000
2021	CON	0172-06-080	Cat 2M:	\$39,899,312	\$9,974,828	\$0	\$0	\$0	\$49,874,140
2021	CON	0172-06-080	Cat 4:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
<b>Phase Subtotal:</b>				<b>\$71,899,312</b>	<b>\$17,974,828</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$89,874,140</b>
<b>Grand Total:</b>				<b>\$141,734,166</b>	<b>\$35,433,542</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$177,167,708</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55042      **Facility:** US 287      **Location/Limits From:** IH 20 INTERCHANGE      **Modification #:** 2019-0652  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** SUBLETT ROAD  
**County:** TARRANT      **CSJ:** 0172-09-028  
**City:** ARLINGTON      **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 GENERAL PURPOSE LANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES  
**Request:** UPDATE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 GENERAL PURPOSE LANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES, AND ADD SHARED USE PATH AND SIDEWALK; INCREASE ENGINEERING FUNDING IN FY2019; INCREASE ROW FUNDING IN FY2020  
**Comment:** PART OF SOUTHEAST CONNECTOR CORRIDOR; 10 YEAR PLAN PROJECT; RELATED TO TIP 55041/CSJ 0008-13-125; DESIGN BUILD PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0172-09-028	SW PE:	\$1,360,000	\$340,000	\$0	\$0	\$0	\$1,700,000
2020	ROW	0172-09-028	SW ROW:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
2021	CON	0172-09-028	Cat 4:	\$24,000,000	\$6,000,000	\$0	\$0	\$0	\$30,000,000
<b>Grand Total:</b>				<b>\$25,440,000</b>	<b>\$6,360,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,800,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0172-09-028	SW PE:	\$2,652,899	\$663,225	\$0	\$0	\$0	\$3,316,124
2020	ROW	0172-09-028	SW ROW:	\$130,400	\$32,600	\$0	\$0	\$0	\$163,000
2021	CON	0172-09-028	Cat 4:	\$24,000,000	\$6,000,000	\$0	\$0	\$0	\$30,000,000
<b>Grand Total:</b>				<b>\$26,783,299</b>	<b>\$6,695,825</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$33,479,124</b>

## PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14026      **Facility:** US 180      **Location/Limits From:** FM 2552      **Modification #:** 2019-0654  
**Impementing Agency:** WEATHERFORD      **Location/Limits To:** WACO ST  
**County:** PARKER      **CSJ:** 0008-03-121  
**City:** WEATHERFORD      **Desc:** RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING INTERSECTION IMPROVEMENTS AT US 180/WACO ST, FM 51/MAIN ST AND US 180/FM 2552 AND NEW BICYCLE LANES AND SIDEWALKS  
**Request:** INCREASE FUNDING FOR ENGINEERING PHASE, REMOVE LOCAL MATCH AND REPLACE WITH TDCS; REMOVE LOCAL CONTRIBUTION FROM ROW PHASE AND ADD \$2,150,000 FEDERAL FUNDS AND TDCS; REMOVE LOCAL MATCH FOR CONSTRUCTION PHASE, INCREASE FEDERAL FUNDING AND ADD TDCS; VIA THIS REQUEST THE CITY IS REQUESTING THAT THE RTC LOAN THE CITY THE LOCAL MATCH FOR ALL PHASES OF THIS PROJECT  
**Comment:** LOAN OF \$4,119,400 TO BE REPAID WITH 2.4% INTEREST OVER 20 YEARS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0008-03-121	STBG:	\$1,584,000	\$94,000	\$0	\$302,000	\$0	\$1,980,000
2021	ROW	0008-03-121	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,150,000	\$2,150,000
2022	CON	0008-03-121	Cat 5:	\$680,800	\$170,200	\$0	\$0	\$0	\$851,000
2022	CON	0008-03-121	STBG:	\$9,287,200	\$654,400	\$0	\$1,667,400	\$0	\$11,609,000
<b>Phase Subtotal:</b>				<b>\$9,968,000</b>	<b>\$824,600</b>	<b>\$0</b>	<b>\$1,667,400</b>	<b>\$0</b>	<b>\$12,460,000</b>
<b>Grand Total:</b>				<b>\$11,552,000</b>	<b>\$918,600</b>	<b>\$0</b>	<b>\$1,969,400</b>	<b>\$2,150,000</b>	<b>\$16,590,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0008-03-121	Cat 3 - TDC (MPO):	\$0	\$0	\$377,200	\$0	\$0	\$0
2020	ENG	0008-03-121	STBG:	\$1,886,000	\$94,000	\$0	\$0	\$0	\$1,980,000
<b>Phase Subtotal:</b>				<b>\$1,886,000</b>	<b>\$94,000</b>	<b>\$377,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,980,000</b>
2021	ROW	0008-03-121	Cat 3 - TDC (MPO):	\$0	\$0	\$430,000	\$0	\$0	\$0
2021	ROW	0008-03-121	STBG:	\$2,150,000	\$0	\$0	\$0	\$0	\$2,150,000
<b>Phase Subtotal:</b>				<b>\$2,150,000</b>	<b>\$0</b>	<b>\$430,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,150,000</b>
2022	CON	0008-03-121	Cat 3 - TDC (MPO):	\$0	\$0	\$2,190,920	\$0	\$0	\$0
2022	CON	0008-03-121	Cat 5:	\$680,800	\$170,200	\$0	\$0	\$0	\$851,000
2022	CON	0008-03-121	STBG:	\$10,954,600	\$654,400	\$0	\$0	\$0	\$11,609,000
<b>Phase Subtotal:</b>				<b>\$11,635,400</b>	<b>\$824,600</b>	<b>\$2,190,920</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,460,000</b>
<b>Grand Total:</b>				<b>\$15,671,400</b>	<b>\$918,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,590,000</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/funds/transportation-improvement-program">www.nctcog.org/trans/funds/transportation-improvement-program</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 FEBRUARY 2020 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0644

**Request:** ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** MCKINNEY

**Comment:** 36,620 OF 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>	
12823.19	OPERATING ASSISTANCE	2020	OPERATING	\$3,626,699	\$437,036	\$0	\$3,189,663	0	\$7,253,398	ADD PROJECT	
12866.19	PREVENTIVE MAINTENANCE	2020	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)	
12867.19	MOBILITY MANAGEMENT	2020	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)	
12922.19	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2020	CAPITAL	\$33,098	\$0	\$0	\$0	6,620	\$33,098	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$3,809,797</b>	<b>\$437,036</b>	<b>\$0</b>	<b>\$3,189,663</b>	<b>36,620</b>	<b>\$7,436,496</b>		

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0645

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** MCKINNEY

**Comment:** 9,230 OF 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>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>	
12923.19	PURCHASE OF ASSOCIATED CAPITAL MAINTENANCE ITEMS	2020	CAPITAL	\$46,149	\$0	\$0	\$0	9,230	\$46,149	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$46,149</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>9,230</b>	<b>\$46,149</b>		

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2019-0646

**Request:** REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT

**UZA:** DENTON-LEWISVILLE

**Comment:** 60,229 OF 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>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>
12726.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$401,522	\$0	\$0	\$0	60,229	\$401,522
<b>TOTAL:</b>				<b>\$401,522</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>60,229</b>	<b>\$401,522</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>	
12726.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12924.17	ACQUISITION OF COMMUNICATION SYSTEMS	2020	CAPITAL	\$60,000	\$0	\$0	\$15,000	0	\$75,000	ADD PROJECT	
12925.17	ACQUISITION OF RADIOS	2020	CAPITAL	\$25,000	\$0	\$0	\$6,250	0	\$31,250	ADD PROJECT	
12926.17	ACQUISITION OF SOFTWARE	2020	CAPITAL	\$250,000	\$0	\$0	\$0	50,000	\$250,000	ADD PROJECT (MPO TDCs)	
12927.17	ACQUISITION OF SUPPORT VEHICLES	2020	CAPITAL	\$66,522	\$0	\$0	\$3,844	10,229	\$7,366	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$401,522</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,094</b>	<b>60,229</b>	<b>\$363,616</b>		

# PROPOSED FEBRUARY 2020 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY OF MESQUITE

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0647

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT

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

**Comment:** 52,400 OF 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>								
<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>		
12013.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$620,000	\$0	\$0	\$620,000	0	\$1,240,000		
12701.18	ACQUISITION OF SOFTWARE	2019	CAPITAL	\$190,000	\$0	\$0	\$0	38,000	\$190,000		
12864.18	OPERATING ASSISTANCE - JARC - MESQUITE SERVICE	2019	OPERATING	\$100,000	\$0	\$0	\$100,000	0	\$200,000		
12865.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$72,000	\$0	\$0	\$0	14,400	\$72,000		
<b>TOTAL:</b>				<b>\$982,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$720,000</b>	<b>52,400</b>	<b>\$1,702,000</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>	
12013.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$620,000	\$0	\$0	\$620,000	0	\$1,240,000	NO CHANGE	
12701.18	ACQUISITION OF SOFTWARE	2019	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12864.18	OPERATING ASSISTANCE - JARC - MESQUITE SERVICE	2019	OPERATING	\$100,000	\$0	\$0	\$100,000	0	\$200,000	NO CHANGE	
12865.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$262,000	\$0	\$0	\$0	52,400	\$262,000	INCREASE FUNDING (MPO TDCs)	
<b>TOTAL:</b>				<b>\$982,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$720,000</b>	<b>52,400</b>	<b>\$1,702,000</b>		

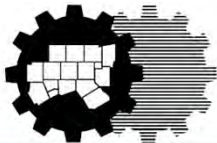
# HIGH OCCUPANCY VEHICLE TRANSPORTATION CONTROL MEASURES: APPLICATION OF MANAGED LANES AND SUBSTITUTION OF TRAFFIC SIGNAL PROGRESSION

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

---

DECEMBER 6, 2019

VIVEK THIMMAVAJHALA



North Central Texas  
Council of Governments

# HOV TCM SUBSTITUTION

## OVERVIEW

Three Interim HOV lanes remain in the following State Implementation Plan (SIP) as TCMs:

*Dallas-Fort Worth 1-Hour Ozone Attainment Demonstration State Implementation Plan Revision - April 2000*

*Dallas-Fort Worth 1997 8-Hour Ozone Attainment Demonstration and Reasonable Further Progress State Implementation Plan Revision - May 2007*

These Interim HOV lanes are being removed as a TCM in the SIP documentations due to being changed to Managed Lanes.

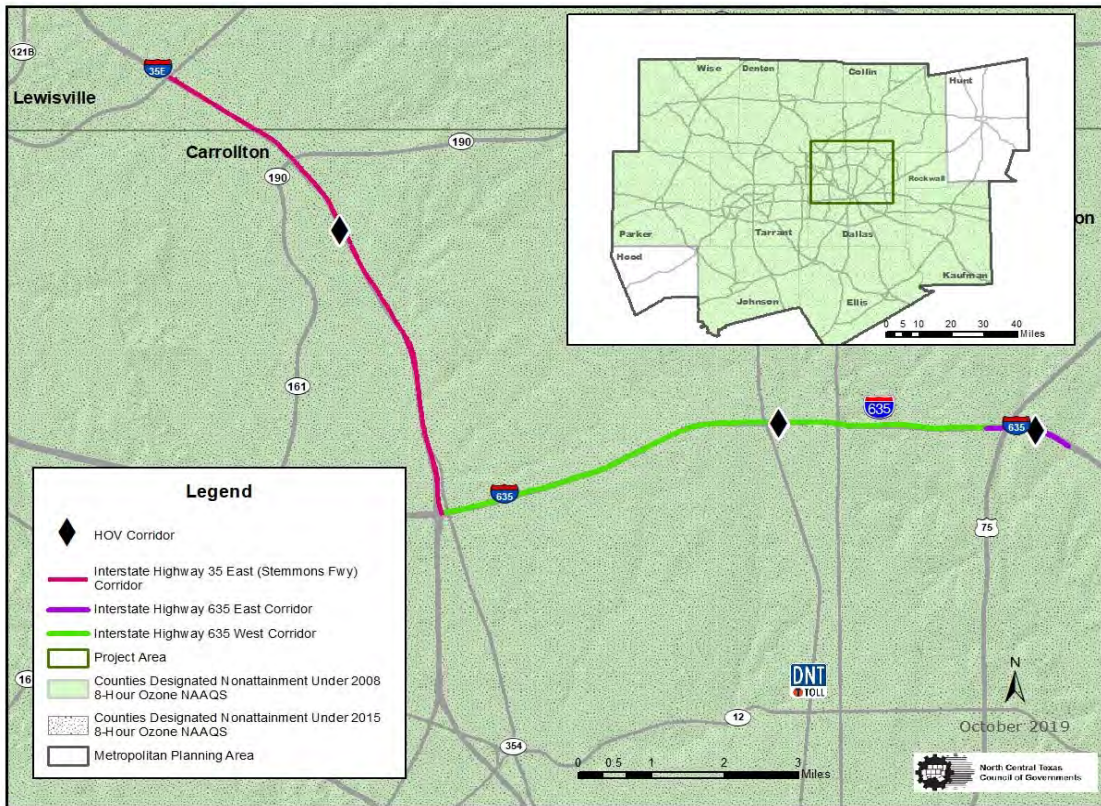
Removing them requires substituting alternate TCM projects that achieve equivalent emissions benefits.



# HOV TCM SUBSTITUTION

## HOV LANES TO BE SUBSTITUTED

### Location of HOV Lanes to be Substituted



**IH 35E corridor (Stemmons Fwy)  
between IH 635 and SH 121**

**IH 635 east corridor (LBJ Fwy)  
between Coit Rd and Greenville Ave**

**IH 635 west corridor (LBJ Fwy)  
between Luna Rd/IH 35E and US 75**

# HOV TCM SUBSTITUTION

## TRAFFIC SIGNALIZATION PROJECTS TO BE USED AS SUBSTITUTES

### 6 Corridors:

**Parker Rd (Midway Rd to Preston Rd)**  
9 signals

**Park Blvd (Midway Rd to Coit Rd)**  
16 signals

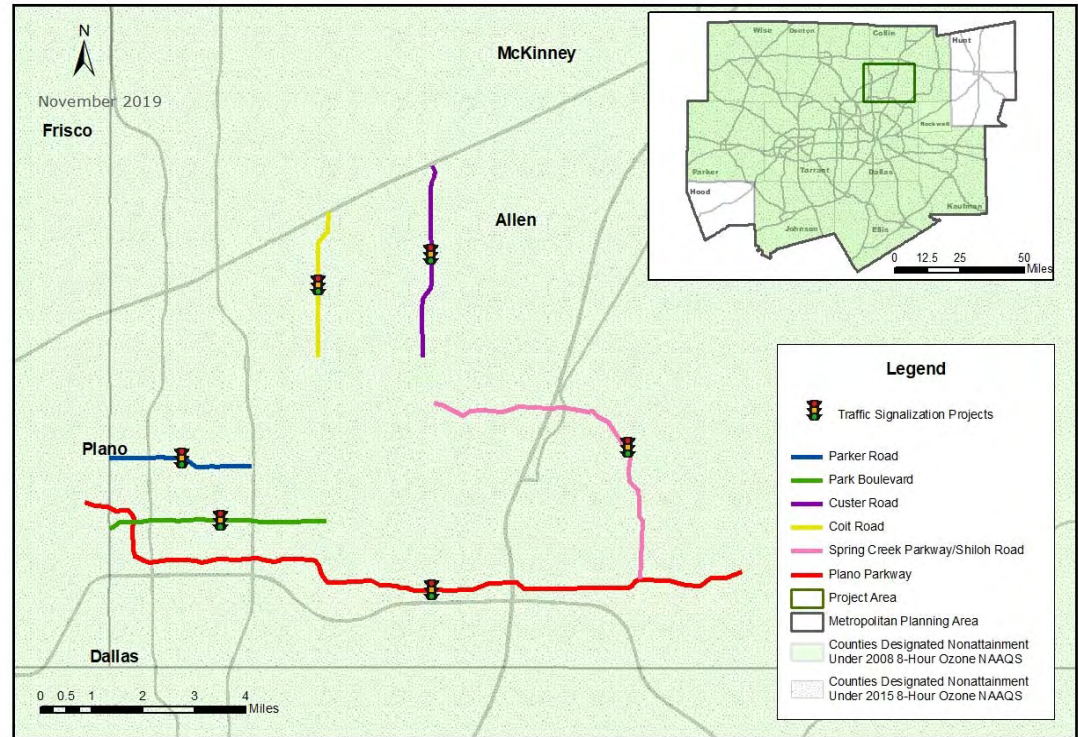
**Custer Rd (Legacy Dr to SH 121 NB)**  
8 signals

**Coit Rd (Legacy Dr to SH 121 NB)**  
8 signals

**Spring Creek Pkwy/Shiloh Rd (Custer Rd to Plano Pkwy)**  
14 signals

**Plano Parkway (Dublin Rd to Marsh Ln)**  
30 signals

### Location of Traffic Signals





# HOV TCM SUBSTITUTION

## Transportation Control Measure Substitution

Transportation Control Measures (TCM) specified in an implementation plan may be replaced with Control Measures if the substitute measures achieve equivalent or greater emissions reductions than the TCMs to be replaced.

Pollutants	Emissions Impact of three HOV Projects	Emissions Impact of Corridor Signalization Projects	Difference
NO <sub>x</sub>	-0.108 tpd	+0.117 tpd	+0.009 tpd
VOC	-0.061 tpd	+0.075 tpd	+0.014 tpd

# HOV TCM SUBSTITUTION

## TIMELINE

STTC – HOV TCM Substitution – Information	October 25 <sup>th</sup> , 2019
RTC – HOV TCM Substitution – Information	November 14 <sup>th</sup> , 2019
<b>STTC – HOV TCM Substitution – Action</b>	<b>December 6<sup>th</sup>, 2019</b>
<b>RTC – HOV TCM Substitution – Action</b>	<b>December 12<sup>th</sup>, 2019</b>
<b>Interagency Consultation Concurrence Letters</b>	<b>February, 2020</b>
<b>Approved HOV TCM Substitution</b>	<b>May, 2020</b>

# HOV TCM SUBSTITUTION

## Request for Action

**Recommend Regional Transportation Council approval on the TCM substitution of three HOV projects listed below with traffic signalization projects.**

**IH 35E corridor (Stemmons Fwy) between IH 635 and SH 121**

**IH 635 east corridor (LBJ Fwy) between Coit Rd and Greenville Ave**

**IH 635 west corridor (LBJ Fwy) between Luna Rd/IH 35E and US 75**

**The traffic signalization projects are mentioned on slide 4.**

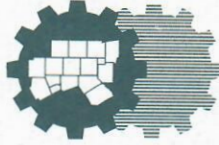
# HOV TCM SUBSTITUTION

## CONTACTS

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**Vivek Thimmavajjhala**  
**Transportation System Modeler**  
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## North Central Texas Council Of Governments

November 6, 2019

Mr. Sean Donohue  
 Chief Executive Officer  
 Dallas Fort Worth International Airport  
 P.O. Box 619428  
 DFW Airport, TX 75261-9428

Dear Mr. Donohue:

This letter is in response to recent discussions between the Dallas Fort Worth International Airport (DFWIA) and the North Central Texas Council of Governments (NCTCOG) regarding expansion of your airside bus fleet. Due to significant growth of daily flights as compared to available gates, there is a pressing operational need to expand DFWIA's airside bus fleet to shuttle passengers from the tarmac to the terminal. To ensure increasing operational needs are met, airport staff have identified up to \$3,500,000 in funding needed to assist in the purchase of four electric airport buses, associated infrastructure, and equipment. In addition, this includes temporary lease of airport buses for use during the summer of 2020 prior to arrival of electric airport buses in late 2020.

NCTCOG recognizes the regional significance of purchasing electric buses over traditional diesel buses in keeping with DFWIA's sustainability goals, maintaining compliance with general conformity for continued airport expansion, sustaining carbon neutral accreditation, and eliminating passenger exposure to harmful exhaust emissions that would otherwise be present with diesel engines. This initiative will also avoid release of ozone precursor emissions that would otherwise impact the regions efforts in meeting federal ozone National Ambient Air Quality Standards.

Therefore, in partnership with the DFWIA, NCTCOG will request Regional Transportation Council approval of up to \$3,500,000 through a strategic funding partnership. Specific funding details will be determined once agreement on the budget estimate, funding program eligibility, and other such items are settled. The DFWIA will need to submit a Transportation Improvement Program (TIP) modification for such funding via the May 2020 cycle by the January 24, 2020, deadline. Please contact Christie Gotti at (817) 608-2338 or [cgotti@nctcog.org](mailto:cgotti@nctcog.org) for any questions you may have.

Sincerely,

Michael Morris, P.E.  
 Director of Transportation

CK:ch

cc: Robert Horton, Vice President, Environmental Affairs, DFWIA Executive Vice President,  
 Operations, DFWIA  
 Christie Gotti, Senior Program Manager, NCTCOG  
 Chris Klaus, Senior Program Manager, NCTCOG

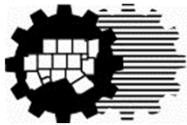
# Partnership with DFW International Airport to Enable Electric Bus Purchase

**Surface Transportation Technical Committee**

**December 6, 2019**

**Chris Klaus**

**Senior Program Manager**



North Central Texas  
Council of Governments



# Project Background

## **Additional Airside Buses Needed to Support Growing Number of Daily Flights**

### **Buses Available in Diesel and Electric Options**

Buses Expected to Operate for 20+ Years

### **Higher Capital Cost and Longer Lead Time for Electric Buses**

Up to \$3.5 Million Additional Expenses for 4 Electric Buses, Associated Infrastructure, Equipment, and Temporary Lease of Airside Buses Prior to Electric Bus Delivery

### **Grant Funds Not Available**

Constraints Include Buy America and Scrappage Requirements



# Electric Airside Bus





# Regional Significance of Electric Buses

**Avoid Increase in Ozone-Forming Pollutants**

**Maintain Compliance with General Conformity as Airport Expands**

**Reduce Passenger & Employee Exposure to Exhaust Emissions from Diesel Buses**

**Sustain Airport Carbon-Neutral Accreditation**

# Action Requested

## Endorse RTC Approval Of:

Contribution of Up to \$3.5 Million in Regional Toll Revenue Funds (Dallas County and Regional Accounts) to DFW International Airport to Support Purchase of 4 Electric Airside Buses, Associated Infrastructure, Equipment, and Temporary Lease of Airside Buses Prior to Electric Bus Delivery

Flexibility for Staff to do a Funding Swap if Determined to be More Appropriate

Administratively Amending the 2020-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and Other Planning/Administrative Documents as Needed

# Timeline

<b>Milestone</b>	<b>Estimated Timeframe</b>
Regional Transportation Council Approval	November 2019
Surface Transportation Technical Committee Endorsement	December 2019
Submittal to Statewide Transportation Improvement Program (STIP)	February 2020
Anticipated Approval of STIP Revision	Late March/Early April 2020
Anticipated Approval of Regional Toll Revenue Funds by the Texas Transportation Commission*	April 2020
Anticipated Electric Bus Delivery	Fall 2020

\*To maximize investment, funding source may change, thus adjusting estimated timeframe.

# For More Information

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**Christie Gotti**

Senior Program Manager

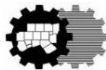
817-608-2338

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# METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY (ROUND 2)

Surface Transportation Technical Committee

December 6, 2019



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- ❖ The RTC has been selecting projects since 1992.
- ❖ The first Metropolitan Planning Organization (MPO) Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015, and it reviewed projects selected from 1992 to 2005 that had not yet gone to construction.
- ❖ That initiative was successful in getting 46 projects to construction.
- ❖ Staff has been directed to initiate a second round of the Milestone Policy to review projects currently over 10 years old that have not been implemented.

# MILESTONE POLICY ROUND 2

- ❖ Affected projects:
  - ❖ Funded between 2006 and 2010 that have not let or obligated
  - ❖ Funded prior to 2006 that had let, but have had implementation issues (e.g., re-bid, utility delays)
  - ❖ Funded with RTC-selected sources
  - ❖ Locally funded and added to the Transportation Improvement Program (TIP) prior to 2010
  - ❖ Funded with Congressional Earmarks that are subject to rescission
- ❖ 41 projects will need to be reconfirmed or cancelled
- ❖ Projects have \$605,904,439 in total funding

# INTENDED OUTCOMES OF THE MILESTONE POLICY

- ❖ Providing a realistic assessment of project status for decision-making
- ❖ Balancing project construction schedule capacity within the current financial constraints
- ❖ Increasing the amount of available funds for priority, “ready-to-go” projects, rather than long delayed projects



# PROPOSED REAPPROVAL PROCESS

- ❖ Agencies with projects on the Milestone Policy Project List will be notified via letter (in addition to STTC & RTC agenda items)
- ❖ Agencies must reconfirm the projects as a priority by:
  - ❖ Providing a realistic and achievable schedule, which must receive NCTCOG & TxDOT concurrence
  - ❖ Providing documentation of policy board support
    - ❖ If projects are advancing imminently or have policy board approval within the last six months, new action is not needed (just submit latest approval documentation)
    - ❖ If policy support documentation is greater than six months old, new action is requested
  - ❖ Documenting the availability of local matching funds

# LESSONS LEARNED – SUGGESTIONS FOR AGENCIES TO CONSIDER

- ❖ Review timeline with “20/20 vision,” not “Rose-Colored Glasses”
  - ❖ Include review of start and end dates for STIP approval, funding agreement execution, engineering, environmental clearance, right-of-way acquisition, utility relocations, bidding process, railroad or other interagency agreements
  - ❖ Include time for TXDOT review
  - ❖ Do not assume phases can run concurrently
  - ❖ Build in reasonable, but not excessive, contingency timing
- ❖ Coordinate with TxDOT & NCTCOG staff in advance to ensure timelines are realistic

# TIMELINE

- ❖ January 2020 – Notify implementing agencies
- ❖ May 1, 2020 – Formal responses due to NCTCOG staff
- ❖ Summer 2020 – Bring the Milestone Policy Project List to STTC/RTC for review and approval

# UPDATE ON NOVEMBER 2019 RTC ACTION

- ❖ At its November 2019 meeting, the RTC action differed from the STTC recommendation regarding one Milestone Policy project in the City of Dallas
- ❖ A temporary extension was granted for TIP 11258.9 and staff was directed to work with the City of Dallas staff to develop a specific deadline in time for the December 2019 RTC meeting
- ❖ STTC recommendations for the other projects were approved as is.
- ❖ City of Dallas committed to implementing a system to track projects that are identified as part of the Milestone Policy

# QUESTIONS?

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DRAFT

**MPO MILESTONE POLICY LIST (ROUND 2)  
DALLAS-FORT WORTH REGION**

FUNDING INITIATIVE	TIP CODE	CSJ	FISCAL YEAR	IMPLEMENTING AGENCY	CITY	FUNDING CATEGORY	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	ESTIMATED LET/START DATE	TOTAL FUNDING	COMMENTS
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20115	0081-03-047	2023	DENTON CO	ARGYLE	RTR, SBPE, S102, LOCAL CONTRIBUTION	US 377	SOUTH OF FM 1171	CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	09/2024	\$52,007,246	CONSTRUCTION IS NOT FULLY FUNDED (FUNDING GAP OF APPROXIMATELY \$77 MILLION)
2010 CONGRESSSIONAL EARMARK	53079	0902-50-104	2021	BURLESON	BURLESON	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	CS	ON ALSBURY FROM HULEN ST	CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	05/2022	\$4,802,880	EARMARK FUNDS ARE AT RISK OF RESCISSION BY FHWA IF PROJECT DOES NOT ADVANCE TO THE RIGHT-OF-WAY PHASE PRIOR TO 2021
2005-2006 PARTNERSHIP PROGRAM 3	11726.4	0918-47-168	2019	DALLAS CO	DALLAS	RTR, LOCAL CONTRIBUTION	CS	RIVERFRONT BLVD FROM CADIZ STREET	UNION PACIFIC RAILROAD	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	05/2020	\$46,700,000	
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20062	0092-01-052	2020	TXDOT-DALLAS	DALLAS	SBPE, CAT 2M, PROP 12 V2, LOCAL CONTRIBUTION	US 175/SH 310	ON SM WRIGHT PHASE 2A; SOUTH OF BUDD ST	IH 45	RECONSTRUCT FREEWAY TO 6 LANE DIVIDED ARTERIAL	12/2019	\$50,588,000	
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20066	2374-03-074	2021	TXDOT-DALLAS	DALLAS	STBG, LOCAL CONTRIBUTION	IH 20	AT BONNIE VIEW RD		IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	05/2021	\$2,988,645	
2009 SUSTAINABLE DEVELOPMENT CFP	20236	0918-47-023	2018	DALLAS	DALLAS	RTR	VA	OMNI CONVENTION HOTEL AND CONVENTION CENTER DART STATION PEDESTRIAN IMPROVEMENT PROJECT ON LAMAR ST; FROM ROSS ST	CANTON ST	PEDESTRIAN IMPROVEMENTS; LANDSCAPING; AND TRAFFIC SIGNALIZATION	06/2018	\$2,696,052	
2009 SUSTAINABLE DEVELOPMENT CFP	20240	0918-47-027	2019	DALLAS	DALLAS	RTR	VA	COLLECTIVE MIXED USE DEVELOPMENT		BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD.	05/2020	\$2,482,813	
2006-2008 LOCALLY FUNDED	82384	0000-18-019	2022	FLOWER MOUND	FLOWER MOUND	LOCAL CONTRIBUTION	CS	ON KIRKPATRICK LN (PHASE III) FROM FM 1171	BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	06/2023	\$9,000,000	
2006-2008 LOCALLY FUNDED	82389	0000-18-021	2019	FLOWER MOUND	FLOWER MOUND	LOCAL CONTRIBUTION	CS	ON SILVERON BLVD AT FM 2499		SIGNAL INSTALLATION	12/2019	\$240,000	
2006-2008 LOCALLY FUNDED	82399	0000-18-022	2022	FLOWER MOUND	FLOWER MOUND	LOCAL CONTRIBUTION	CS	COLLEGE PKWY AT TIMBER CREEK		SIGNAL INSTALLATION	02/2023	\$215,000	
2005 PARTNERSHIP PROGRAM 2	11544	0902-48-805	2011	FWTA/TRINITY METRO	FORT WORTH	STBG	CS	TRE CROSSING	AT HALTOM RD	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	04/2020	\$50,000	
2005 PARTNERSHIP PROGRAM 2	11548	0902-48-809	2011	FWTA/TRINITY METRO	FORT WORTH	STBG	CS	TRE CROSSING	AT JUDKINS STREET (SOUTH)	UPGRADE TO QUAD GATE	05/2020	\$93,600	
2005 PARTNERSHIP PROGRAM 2	11549	0902-48-806	2011	FWTA/TRINITY METRO	FORT WORTH	STBG	CS	TRE CROSSING	AT RIVERSIDE DRIVE	REPLACE CROSSING AND ADD 2ND TRACK	06/2020	\$32,900	
2005 PARTNERSHIP PROGRAM 2	11559	0902-48-799	2013	FWTA/TRINITY METRO	FORT WORTH	STBG	CS	TRE CROSSING	AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	11/2019	\$1,313,233	
2004 PARTNERSHIP PROGRAM 1	53029	0014-15-033	2023	TXDOT-FORT WORTH	FORT WORTH	CAT 2M	US 287	ON US 81/US 287 FROM FM 3479 (HARMON ROAD)	SOUTH OF NORTH TARRANT PARKWAY CROSSOVER	RECONSTRUCT NORTHBOUND FRONTAGE ROAD AND EXIT RAMP SOUTH OF FM 3479	10/2022	\$1,541,669	
2004 PARTNERSHIP PROGRAM 1	53030	0014-15-034	2023	TXDOT-FORT WORTH	FORT WORTH	CAT 2M	US 287	ON US 81/US 287 FROM FM 3479 (HARMON ROAD)	SOUTHBOUND ENTRANCE RAMP	CONSTRUCT TURNAROUND FROM NB TO SB AT NORTH TARRANT PARKWAY; RECONSTRUCT EXISTING SOUTHBOUND FRONTAGE ROAD FROM FM 3479 TO US 287	10/2022	\$1,538,179	

SORTED BY CITY, THEN BY TIP CODE

CFP: CALL FOR PROJECTS

VA: VARIOUS

CS: CITY STREET

MPO MILESTONE POLICY LIST (ROUND 2)  
DALLAS-FORT WORTH REGION

FUNDING INITIATIVE	TIP CODE	CSJ	FISCAL YEAR	IMPLEMENTING AGENCY	CITY	FUNDING CATEGORY	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	ESTIMATED LET/START DATE	TOTAL FUNDING	COMMENTS
2004 PARTNERSHIP PROGRAM 1	53031	0014-15-035	2023	TXDOT-FORT WORTH	FORT WORTH	CAT 2M	US 287	ON US 81/US 287 FROM NORTH ENTRANCE/EXIT RAMP NORTH	FM 3479 (HARMON ROAD)	RECONSTRUCT NB FRONTAGE ROAD FROM FM 3479 TO RAMP AND SOUTHBOUND FRONTAGE ROAD FROM RAMP TO FM 3479	10/2022	\$1,538,179	
2004 PARTNERSHIP PROGRAM 1	53032	0014-15-036	2023	TXDOT-FORT WORTH	FORT WORTH	CAT 2M	US 287	ON US 81/US 287 FROM NORTH OF FM 3479	NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND ENTRANCE FROM FM 3479 AND IH 35W TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND EXIT TO FM 3479 AND ENTRANCE FROM NORTH TARRANT	10/2022	\$1,556,479	
2008-2011 LOCALLY FUNDED	83112	0000-18-027	2023	FRISCO	FRISCO	LOCAL CONTRIBUTION	CS	LEBANON RD FROM COIT RD	INDEPENDENCE PKWY	WIDEN FROM 2 LANES TO 4 LANES	10/2024	\$5,800,000	
1992 CALL FOR PROJECTS	3089	N/A	2020	GARLAND	GARLAND	LOCAL CONTRIBUTION	CS	CITY WIDE BOTTLENECK IMPROVEMENTS		FIRST AT AVENUE B/AVENUE D; BROADWAY AT IH 30; NAAMAN SCHOOL RD AT SH 78; ARAPAHO AT SHILOH; BUCKINGHAM AT PLANO; BUCKINGHAM AT SHILOH; SHILOH AT BELTLINE; CENTERVILLE AT SH 66; FOREST AT SHILOH; FIRST AT MILLER; FOREST AT JUPITER	01/2020	\$3,202,833	PROJECT ORIGINALLY FUNDED FEDERALLY AND WAS DEFEDERALIZED THROUGH THE 2013-2016 TIP DEVELOPMENT PROCESS
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20261	0918-47-064	2020	GARLAND	GARLAND	RTR, LOCAL CONTRIBUTION	VA	MGR BIKEWAY FROM JUPITER & APOLLO	SOUTH CITY LIMITS AT DUCK CREEK	CONSTRUCT BIKEWAY/TRAIL CONNECTING MESQUITE AND RICHARDSON, BRIDGE OVER DUCK CREEK, TRAIL CONNECTOR UNDER IH 30, DUCK CREEK GREENBELT, DUCK CREEK BRIDGE ADJACENT TO CENTERVILLE, ON/OFF STREET GLENBROOK/KINGS BRIDGE/APOLLO CONNECTOR, LINKS TO VELOWEB	01/2020	\$3,620,086	
DECEMBER 2009 EMERGENCY RTR FUNDING CHANGES	20213	0918-47-051	2019	DALLAS CO	GRAND PRAIRIE	RTR, LOCAL CONTRIBUTION	CS	WILDLIFE PARKWAY FROM SH 161	BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	12/2019	\$35,121,000	
2004 RAILROAD CROSSING RELIABILITY PARTNERSHIP PROGRAM	11263.2	0902-48-645	2015	HALTOM CITY	HALTOM CITY	STBG, CAT 12(S), LOCAL CONTRIBUTION	CS	UNION PACIFIC RAILROAD CROSSING AT NORTH HALTOM ROAD	AND GLENVIEW DRIVE	INSTALL NON-TRANSVERSABLE MEDIANS ON NORTH HALTOM AND NON-TRANSVERSABLE MEDIANS AND OFF-SETTING FOUR QUADRANT GATES AT GLENVIEW DR	02/2020	\$550,000	
2004 PARTNERSHIP PROGRAM 1	11527	0581-02-124	2021	TXDOT-DALLAS	IRVING	SBPE, S102, CAT 1, CAT 12	SL 12	AT SH 183		RECONSTRUCT INTERCHANGE (PH 2)	09/2020	\$232,100,000	
2004 PARTNERSHIP PROGRAM 1	11237.2	0918-45-812	2023	IRVING	IRVING	STBG, LOCAL CONTRIBUTION	CS	ON CONFLANS RD FROM SH 161	VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	02/2021	\$13,057,834	
2009 CONGRESSSIONAL EARMARK	83219	0918-47-073	2018	IRVING	IRVING	CAT 10 (CONGRESSSIONAL EARMARK)	CS	IRVING BOULEVARD/2ND STREET FROM SOWERS ROAD	LEE STREET	PLANNING AND IMPLEMENTATION STUDY FOR IRVING BOULEVARD/2ND STREET TO MOVE FROM TXDOT ON-SYSTEM TO CITY OF IRVING CONTROL; IMPLEMENTING COMPLETE STREETS THROUGH THE DOWNTOWN CORE	07/2018	\$380,000	EARMARK FUNDS ARE AT RISK OF RESCISSION BY FHWA
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20108	0918-46-238	2020	LEWISVILLE	LEWISVILLE	RTR	CORPORATE DR	HOLFORD'S PRAIRIE RD	ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	11/2020	\$10,207,548	
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20111	0918-46-239	2018, 2019	LEWISVILLE	LEWISVILLE	RTR, LOCAL CONTRIBUTION	CORPORATE DR	HOLFORD'S PRAIRIE RD	FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY SEGMENT 5	08/2020	\$4,843,921	

MPO MILESTONE POLICY LIST (ROUND 2)  
DALLAS-FORT WORTH REGION

FUNDING INITIATIVE	TIP CODE	CSJ	FISCAL YEAR	IMPLEMENTING AGENCY	CITY	FUNDING CATEGORY	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	ESTIMATED LET/START DATE	TOTAL FUNDING	COMMENTS
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20113	0918-46-240	2018	LEWISVILLE	LEWISVILLE	RTR	CS	ON CORPORATE DRIVE FROM FM 544	JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY SEGMENT 6	04/2020	\$20,898,278	
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20131	0918-46-236	2019	LEWISVILLE	LEWISVILLE	RTR	CS	ON CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE	DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	11/2020	\$6,724,178	
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20152	0918-46-237	2019	LEWISVILLE	LEWISVILLE	RTR	CS	ON CORPORATE DRIVE	AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY SEGMENT 3	11/2020	\$6,944,824	
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20261.2	0918-47-297	2020	MESQUITE	MESQUITE	RTR, LOCAL CONTRIBUTION	VA	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK	MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	02/2020	\$827,115	PROJECT RECENTLY BROKEN OUT FROM TIP 20261, BUT HAS THE SAME SCOPE AND THE FUNDING WAS AWARDED TO THE PROJECT IN 2008; THEREFORE, IT IS BEING INCLUDED IN THIS LISTING
2008-2011 LOCALLY FUNDED	83052	0000-18-026	2021	DALLAS CO	MESQUITE	LOCAL CONTRIBUTION	CS	ON LAWSON RD FROM MILAM RD	CLAY-MATHIS RD	WIDEN FROM 2 LANES TO 4 LANES	10/2020	\$10,500,000	
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20058	0918-24-156	2019	PLANO	PLANO	RTR	CS	PARKER ROAD	AT COIT ROAD AND ALMA ROAD	ADD DUAL LEFT AND RIGHT TURN LANES	12/2019	\$1,734,842	
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20059	0918-24-155	2019	PLANO	PLANO	RTR	CS	ON PARK BOULEVARD; FROM COIT ROAD	TO JUPITER ROAD	INTERSECTION IMPROVEMENTS TO INCLUDE SIGNAL MODIFICATIONS, REMOVAL OF ROAD HUMPS, MAXIMIZING LEFT LANE LENGTHS, RIGHT TURN LANES AND DUAL LEFT TURN LANES ALONG PARK BLVD AT COIT RD, CUSTER RD, ALMA DR, K AVE AND JUPITER RD	12/2019	\$2,347,097	
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20060	0918-24-154	2020	PLANO	PLANO	RTR, LOCAL CONTRIBUTION	CS	ON LEGACY DRIVE; INDEPENDENCE PARKWAY	TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	03/2020	\$2,015,500	
2008-2011 TXDOT SELECTED	53138.2	0495-01-064	2026	TERRELL	TERRELL	LOCAL CONTRIBUTION	SP 557	AT LAS LOMAS PARKWAY (CR 305)		CONSTRUCT PHASE 1 (4-LANES) OF ULTIMATE 8 LANE BRIDGE PLUS CONNECTIONS TO LAS LOMAS PARKWAY	03/2026	\$2,961,583	
2004 PARTNERSHIP PROGRAM 1	11572	0902-48-579	2022	TXDOT-FORT WORTH	VARIOUS	STBG, LOCAL CONTRIBUTION	CS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY		CONSTRUCT NORTH TARRANT PARKWAY OVER US 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE	10/2022	\$7,553,702	
2005 PARTNERSHIP PROGRAM 2	11593	0902-90-142	2020	FWTA	VARIOUS	CAT 12(S)	CS	16 TRE GRADE CROSSINGS THROUGHOUT TARRANT COUNTY		UPGRADE CROSSINGS BY PROVIDING NEW CROSSING PANELS, NEW AND LONGER CROSSING ARMS, NEW RAILROAD SIGNALS, AND A NON-MOUNTABLE CURB MEDIAN	06/2020	\$1,054,223	ORIGINAL FUNDING WAS APPROVED THROUGH PARTNERSHIP PROGRAM 2; THIS FUNDING AMOUNT REMAINS FROM THAT ORIGINAL COMMITMENT
2005-2006 PARTNERSHIP PROGRAM 3	11734	0902-90-034	2021	DFW AIRPORT	VARIOUS	STBG	CS	EAST-WEST CONNECTOR FROM SH 360	RENTAL CAR DRIVE	CONSTRUCTION OF EAST-WEST CONNECTOR 0 TO 4 LANES DIVIDED URBAN	10/2019	\$27,075,000	DISCUSSIONS BETWEEN AIRPORT AND NCTCOG STAFF PENDING; PROJECT MAY BE CANCELED
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20084	0047-14-053	2028	TXDOT-DALLAS	VARIOUS	SBPE, S102, RTR	US 75	NORTH OF CR 370	CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	08/2025	\$27,000,000	CONSTRUCTION IS NOT FULLY FUNDED
<b>TOTAL</b>												\$605,904,439	



# High Occupancy Verification Technology

**STTC**

**December 2019**

**Natalie Bettger**



# Project Overview

## **Project Purpose:**

Regional Transportation Council instructed staff to replace manual enforcement (self-declaration through Drive On TEXpress app/website) with more advanced technology verification equipment

## **Work Completed:**

Pilot Test on DFW Connector Corridor

- 98.4% exact match in reported occupancy
- 1.6% indicates an “over count”

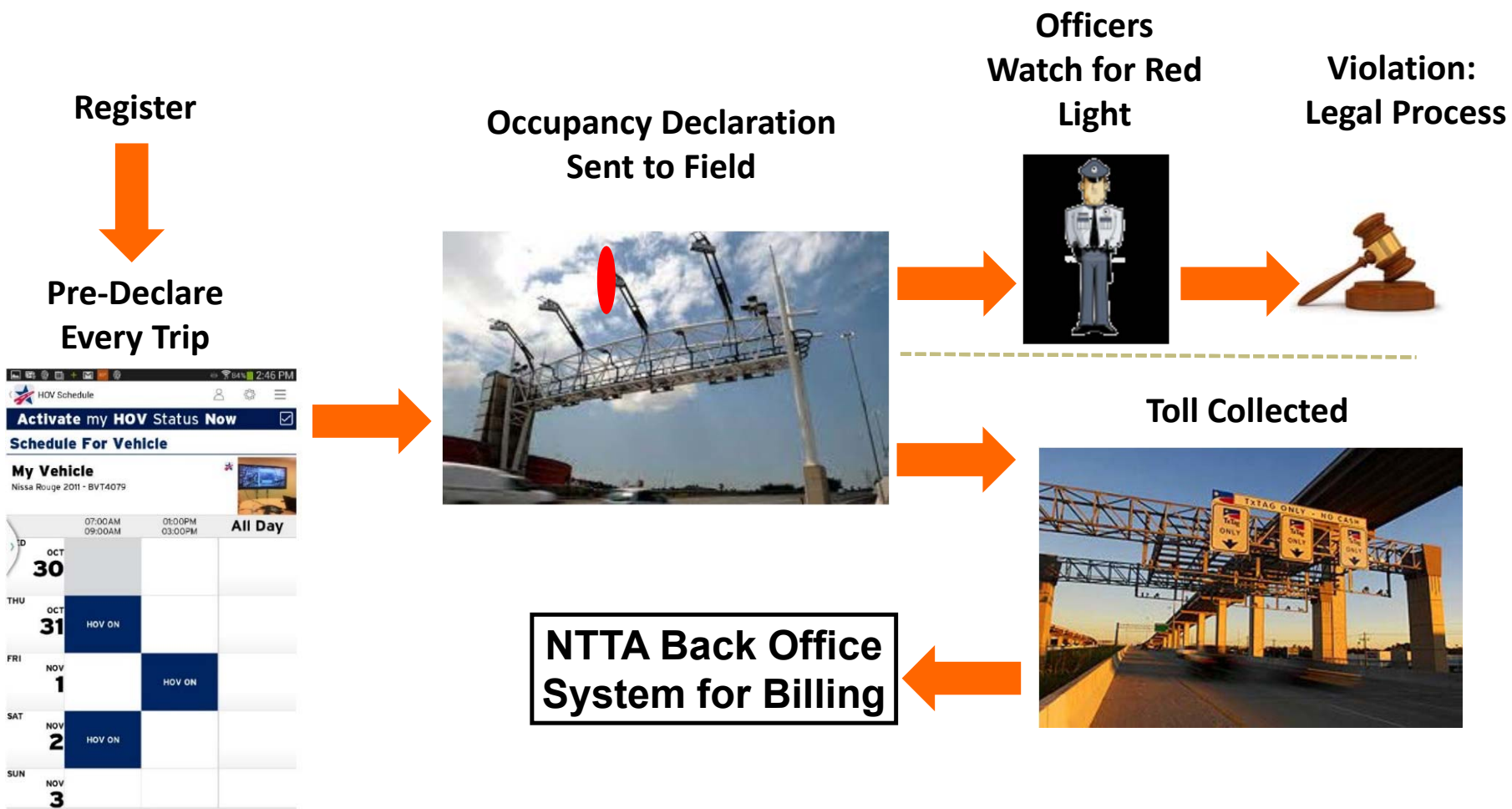
## **Proposed Phases:**

### **Phase 1 – Managed Lanes**

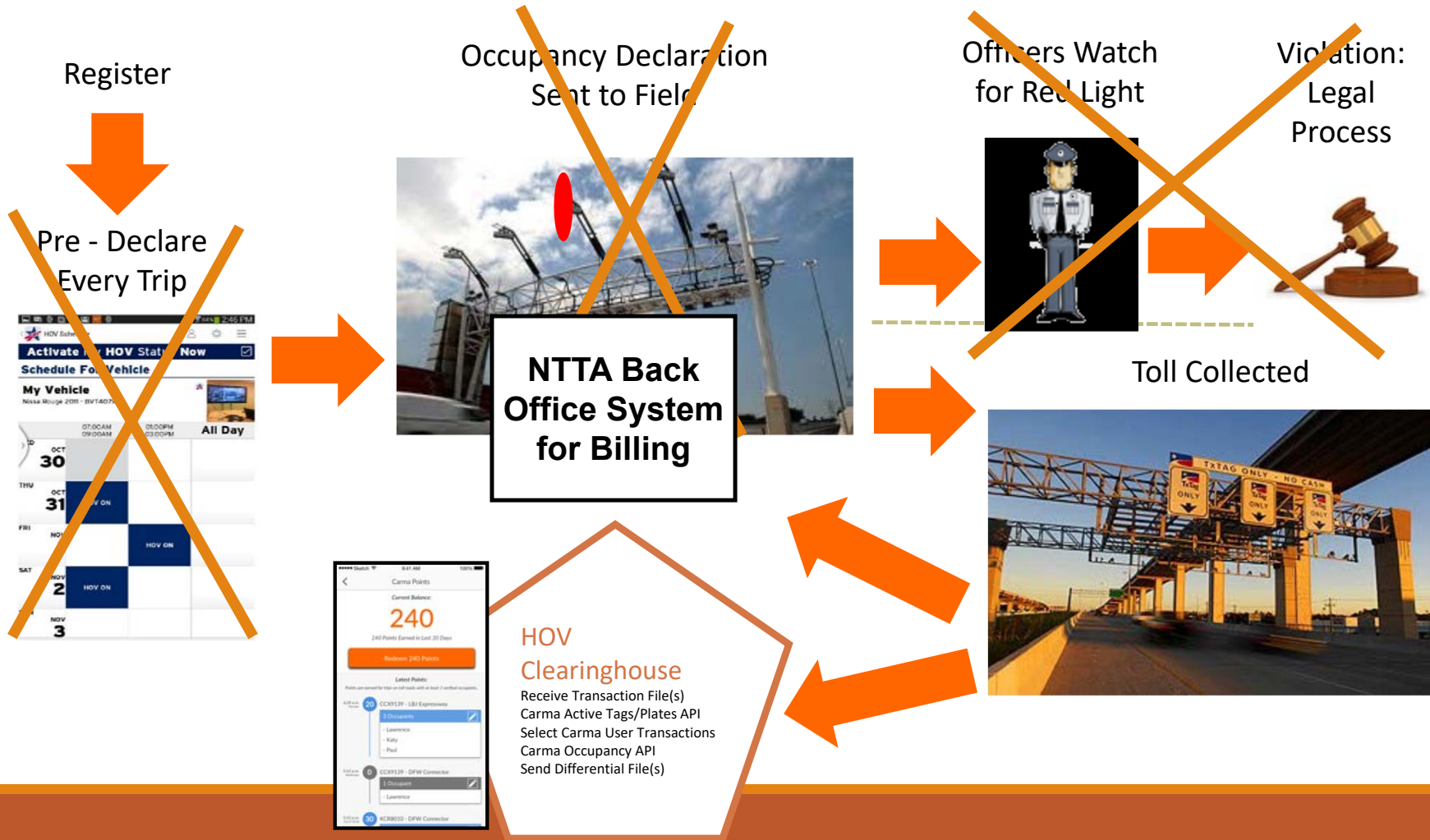
- HOV Discount
- Support for all managed lanes in DFW (LBJ, NTE, DFW Connector, IH 30, IH 35E and IH 635)

### **Phase 2 and Beyond – Other Corridors, Modes, & Events**

# Current HOV Enforcement



# Proposed HOV Program



# GoCarma

## How it Works



### Get the GoCarma App

Each person in the car has the GoCarma app on their phone.



### Setup a GoCarma Pass

A small Bluetooth device that you keep in your car's glove box.



### Drive in a TExpress Lane

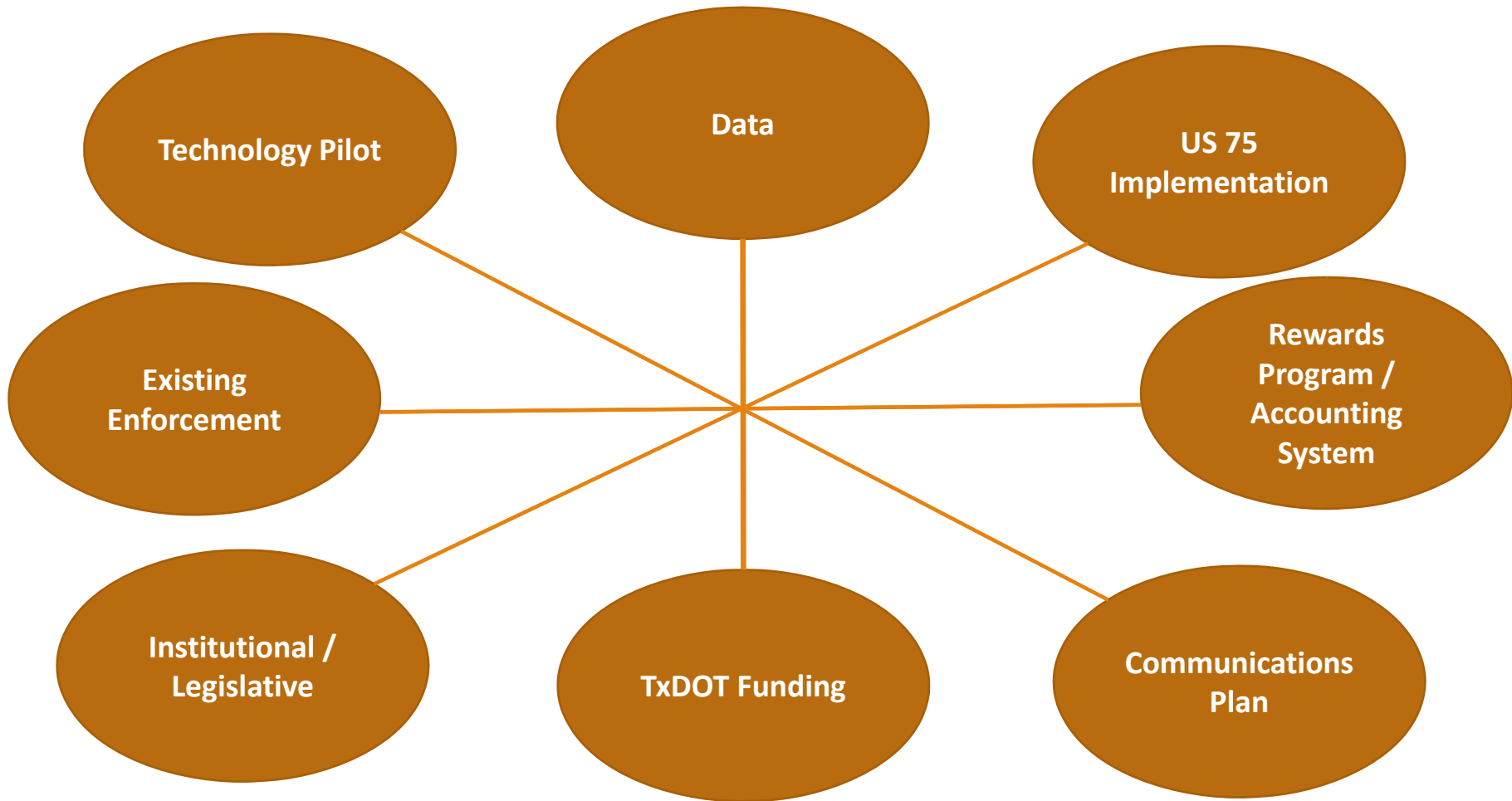
The app automatically verifies the number of people in the car.



### Earn HOV Discounts

Each HOV transaction will result in a discount being applied by NTTA.

# Continue Monitoring through Implementation Process



# Ramp Up to Implementation

Cooperative effort between:

- TxDOT/Transcore
- NTTA
- LBJE/NTE Mobility Partners

Back-office integration testing

Public education and outreach plan developed

Coordinated switchover schedule

Violation process

Customer service scenarios and business rules

# Schedule

December 2, 2019	December 2, 2019 – LBJ/NTE will begin communications with current TEXpress Users and Partner Website Updates with GoCarma; 2 <sup>nd</sup> Pre-Launch Meeting with Partners
<b>December 6, 2019</b>	<b>STTC Update Item</b>
December 12, 2019	RTC Update Item
January 6, 2020	GoCarma App Release
January 9, 2020	RTC Reminder – Director’s Report
January 10, 2020	3 <sup>rd</sup> and Final Pre-Launch Meeting with Partners
January 13, 2020	NCTCOG Press Release
January 24, 2020	STTC Fast Fact
January 24, 2020	Go Live (focus on existing TEXpress users)
February 13, 2020	RTC Update Item
February 28, 2020	STTC Update Item
April 2020	Paid Outreach and Education (new recruitment)



## Contacts

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Senior Program Manager

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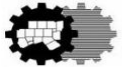
817-695-9263

# Performance End Dates (PED) for Federally Funded Transportation Projects

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SURFACE TRANSPORTATION TECHNICAL  
COMMITTEE

DECEMBER 6, 2019



North Central Texas  
Council of Governments  
Transportation Department

# Background

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- On December 2, 2014, the Office of Management and Budget (OMB) published Code of Federal Regulations (CFR) Title 2 Part 200.
- The regulation imposes a period of performance during which costs can be incurred and reimbursed for federally funded transportation projects (2 CFR 200.309).
- It became effective on December 26, 2014, requiring all Federal Project Authorization Agreements (FPAAs) thereafter to include a PED.
- Several of the PEDs established soon after this regulation was implemented have expired, and at least one project in the region has been affected negatively.

# What is a Performance End Date?

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- A PED is the termination date of the period of performance.
- Costs incurred on a project after this date are not eligible for federal reimbursement.
- The PED is listed in the FPAA.
- A PED is applicable to both state and locally let projects funded with federal dollars.
- If a project phase exceeds the PED, the Federal Highway Administration (FHWA) will no longer reimburse that phase with federal funding.

# Establishing and Modifying the Performance End Date

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- The period of performance is determined by the Texas Department of Transportation (TxDOT), in coordination with FHWA division offices, for each phase of a project.
- The period is based on a project's estimated schedule, including any closeout procedures after the actual work is finished.
- A PED can be modified in limited circumstances if there is a change that affects the completion schedule of a project, such as:
  - Change orders that affect scope
  - Delays in award or advertisement
  - Adding a new project phase to the agreement
- Requests to adjust the PED should be submitted to FHWA through TxDOT within the period of performance, not after it has expired.

# Example of Performance End Dates in Older FPAA's

## Federal Project Authorization and Agreement

District: DAL State Code: 48 FAFOS Proj Nbr: 18180 FMIS Proj Nbr: 1802592

Federal Project Number: STP 1802(582)TP County: Collin Control Section-Job (SPN): 0818-24-214

Add'l CSJs: \_\_\_\_\_

Project Description: FROM OAK POINT PARK AND NATURE PRESERVE TO CHAPARRAL ROAD. COTTONWOOD CREEK TRAIL EXTENSION. CONSTRUCT HIKE AND BIKE TRAIL.

Action Type:  Amendment Oversight:  C - Assumed/Locally Administered On NHS System:  No Financing:  Regular

TxDOT is authorized to proceed with the following work:  PE  ROW  Construction  Other

State Remarks	FHWA Remarks
Amending to add Construction phase and associated funding Amending PED to reflect the addition of the Construction phase of work DAL District LG: City of Plano, DUNS No: 0743853573, Zip Code 75086-0358 <b>For PE, PED 12/30/2019</b> CFDA Number 20 205 IDC =0 This agreement is subject to the following award terms: <a href="http://edocket.access.gpo.gov/2010/pdf/2010-22705.pdf">http://edocket.access.gpo.gov/2010/pdf/2010-22705.pdf</a> and <a href="http://edocket.access.gpo.gov/2010/pdf/2010-22708.pdf">http://edocket.access.gpo.gov/2010/pdf/2010-22708.pdf</a>	1

# Example of Performance End Dates in Recent FPAA's

State: Texas State Code: 48 Project Number: STP 2020(428)MM Project End Date: 03/28/2025

Project Description: VARIOUS LOCATIONS WITHIN COLLIN, DALLAS AND TARRANT COUNTIES. IDENTIFY TRANSIT SERVICES OUTSIDE TRANSPORTATION AUTHORITY SERVICE AREAS.

Standard Place Code: NA Env Clearance Type: \_\_\_\_\_

Env Clearance Date: \_\_\_\_\_

# Why is the Performance End Date Important?

---

- The date is listed at the end of the FPAA with no explanation of its importance, so it can be overlooked until the project exceeds the date.
- If a project surpasses the PED and costs are incurred after that date, the implementing agency will be responsible for 100% of those costs.
- The PED can be modified after the previously approved date has passed, but work performed during the lapse period will not be reimbursed.



# Recommended Agency Actions

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- Local agencies should coordinate with their TxDOT districts to do the following:
  - Establish a PED that is realistic on future projects
  - Verify PEDs that have already been established
  - Extend a PED if it is not realistic
- Visit the PED guidance on FHWA's website:  
[https://www.fhwa.dot.gov/cfo/projfundsmgt\\_qa.cfm#a7](https://www.fhwa.dot.gov/cfo/projfundsmgt_qa.cfm#a7)

# Questions?

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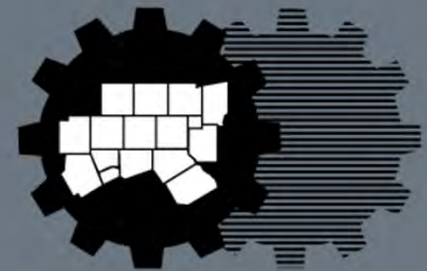
[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

# TRAIL OF THE MONTH

## Highlighted Regional Trails

Surface Transportation Technical Committee

Matt Fall  
Sustainable Development  
December 6, 2019



**North Central Texas  
Council of Governments**

## OUTREACH INITIATIVE

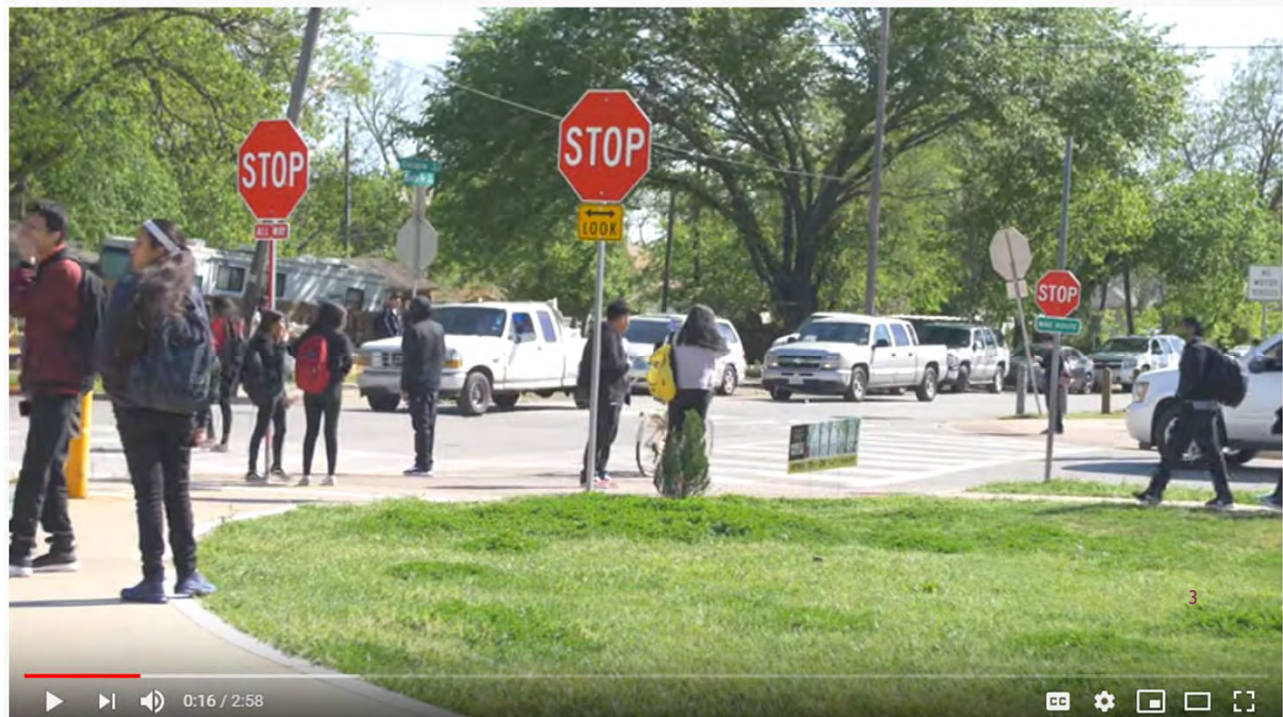
- **Make the public aware of the many great trail systems in the Dallas-Fort Worth region**
- **Over 773 miles built and 3,869 miles planned**
- **Highlight current and future investment by cities and the Regional Transportation Council**





## Videos highlight the benefits of our trail system, such as:

- Transportation
- Regional connectivity
- Access to job centers and schools
- Community enhancement
- History of the trails





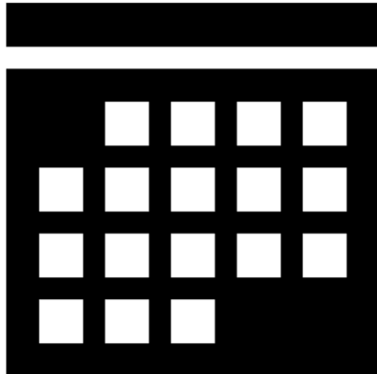
## Videos include interviews with:

- Local government leaders and staff
- Trail users
- Organizations, such as *Friends of the Trail* groups



The image shows a YouTube video player interface. At the top left is the YouTube logo and a search bar. The video content shows two men walking on a paved trail outdoors. The man on the left is wearing a dark polo shirt and has a name tag that reads "Adam Medrano". The man on the right is wearing a pink sweater and has a name tag that reads "Mayor Pro Tem City of Dallas". The video player includes a progress bar at 1:19 / 2:58 and various control icons like play, volume, and full screen. Below the video, the title "Trail of the Month: Santa Fe Trail" is displayed, along with "92 views • Aug 2, 2019" and engagement icons for likes (2), dislikes (0), share, save, and a menu icon.

## SCHEDULE/CALENDAR OF TRAIL VIDEOS



- **Santa Fe (August 2019)**
- **Cottonwood Creek (September 2019)**
- **River Legacy Trail (October 2019)**
- **Cotton Belt Trail (November 2019)**
- **Preston Ridge Trail (December 2019)**
- **DCTA Rail to Trail (January 2020)**
- **Trinity Trails – Ft. Worth – Benbrook – Westworth Village (February 2020)**
- **SoPac Trail (March 2020)**
- **Lone Star/Campion/Delaware Creek to Downtown Irving (April 2020)**
- **Central Trail (May 2020)**
- **Regional Trails Overview (June 2020)**



# Trail of the Month #

# Dallas

## Santa Fe Trail





# THANK YOU!

**Karla Weaver**

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**Kevin Kokes**

Program Manager

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**Matt Fall**

Senior Planner

mfall@nctcog.org

**Trail of the Month Videos:**  
**[nctcog.org/bikeweb](http://nctcog.org/bikeweb)**



North Central Texas  
Council of Governments

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
2020 SCHEDULE OF MEETINGS  
(Fourth Friday, 1:30 pm)**

January 24, 2020

February 28, 2020

March 27, 2020

April 24, 2020

May 22, 2020

June 26, 2020

July 24, 2020

August 28, 2020

September 25, 2020

October 23, 2020

December 4, 2020

(Proposed combination of the November and December meetings)

Dates are subject to change.

**REGIONAL TRANSPORTATION COUNCIL  
2020 SCHEDULE OF MEETINGS  
(Second Thursday, 1:00 pm)**

January 9, 2020

February 13, 2020

March 12, 2020

April 9, 2020

May 14, 2020

June 11, 2020

July 9, 2020

August 13, 2020<sup>1</sup>

September 10, 2020<sup>1,2</sup>

October 8, 2020

November 12, 2020<sup>3</sup>

December 10, 2020

Dates are subject to change.

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<sup>1</sup> This meeting date may be rescheduled for a different date in August or September to coincide with the annual Irving Transportation Investment Summit.

<sup>2</sup> The 2020 Texas Municipal League Annual Conference and Exhibition is scheduled for October 14-16 at the City of Grapevine and does not conflict with the RTC meeting schedule.

<sup>3</sup> The 2020 National League of Cities City Summit is scheduled for November 18-21 and does not conflict with the RTC meeting schedule.

**MINUTES****Regional Transportation Council  
PUBLIC MEETING*****Fiscal Year 2019 Public Transportation Funding: Program of Projects******Community Schools and Transportation Program Update******Clean Vehicle Funding Opportunities******Regional Transportation Council Public Comment Procedures*****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, October 14, 2019, at 6:00 pm at the North Central Texas Council of Governments (Arlington); Natalie Bettger, Senior Program Manager, moderated the meeting, attended by 7 people.

**Public Meeting Purpose and Topics**

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on November 8, 2018. Staff presented information about:

1. Fiscal Year 2019 Public Transportation Funding: Program of Projects – presented by Allysha Mason, NCTCOG; Onyinye Akujuo, Trinity Metro; Athena Forrester, DCTA
2. Community Schools and Transportation Program Update – presented by Kathryn Rush
3. Clean Vehicle Funding Opportunities – presented by Huong Duong
4. Regional Transportation Council Public Comment Procedures – presented by Carli Baylor

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meeting are available at [www.nctcog.org/input](http://www.nctcog.org/input), and a video recording was posted at [www.nctcog.org/video](http://www.nctcog.org/video).

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

**Summary of Presentations*****Fiscal Year 2019 Public Transportation Funding: Program of Projects presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/POPs.pdf>

***Handout 5307:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/5307-POPs.pdf>

**Handout 5310:**

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/5310-POPs.pdf>

**Handout 5337:**

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/5337-POPs.pdf>

**Handout 5339:**

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/5339-POPs.pdf>

Public transportation is part of a comprehensive transportation system and includes various types of services, such as fixed route, commuter, demand response and rail. Investing in these modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion and improves air quality.

Three urbanized areas, Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney, are eligible to receive formula funds through the Programs of Projects. There are four federal funding programs for the aforementioned areas:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

The Dallas-Fort Worth region receives approximately \$128.3 million in Federal Transit Administration (FTA) formula funds annually through the award cycle. NCTCOG utilizes two different processes to award these funds. Two percent of the funding is set aside for a competitive Call for Projects as well as strategic partnerships. Ninety-eight percent of the funding is available annually through the Programs of Projects process.

Approximately \$116.9 million of the Programs of Projects funding for Fiscal Year 2019 was utilized by transit authorities. Of this \$116.9 million, 67 percent was utilized by Dallas Area Rapid Transit (DART), 17 percent by Trinity Metro and 7 percent by the Denton County Transit Authority (DCTA). The remaining 9 percent of funding was utilized by all other transit providers.

Core services provided by the Trinity Metro include fixed-route bus service, express service, paratransit bus service, the Trinity Railway Express and Molly the Trolley. There is a new electric bus route called The Dash! as well as new bus stops and shelters, which are part of the 100 new bus shelters installation plan over the next five years. Future improvements for Trinity Metro will include increasing bus frequency, extended service hours and changes to benefit ridership, a new mobile ticketing app and new projects from Transit Moves Fort Worth.

DCTA is committed to improving mobility, air quality, economic development and livability in areas it serves. DCTA member cities include Lewisville, Highland Village and Denton. Contract cities include City of Frisco, McKinney UTD and City of Coppell. Core services provided by DCTA include A-train commuter rail, local fixed-route bus service, ADA paratransit service, demand-response services, university bus service at University of North Texas and North Central Texas College, North Texas Xpress and commuter vanpool. DCTA uses formula funds for preventive maintenance on vehicles and A-trains, operational support for bus services, safety, bus stop enhancements, transportation improvements and fleet replacements.

**Community Schools and Transportation Program presentation:**

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/Comm-Schools.pdf>

The Community Schools and Transportation Program was created with funding from a federal transportation planning grant (TIGER). The program's objectives include the following:

- Encouraging coordination between school districts and local governments
- Advancing long-term planning for school siting
- Improving transportation safety near schools
- Promoting alternative transportation options to schools

In order to help improve traffic safety near schools, NCTCOG staff conducted a school traffic congestion and travel flow study and compared speeds on roads adjacent to schools during the summer to speeds during the school year. Staff found speeds decreased an average of 4.4 mph in the morning and 3.2 mph in the afternoon during the school year. The greatest change was on roads with a school speed zone 15 mph less than the posted speed limit.

Additionally, staff conducted an analysis of traffic congestion, safety and connectivity around case study schools. This study found schools with the most congestion had the least restrictions on on-street parking, that lack of sidewalks correlate with fewer students walking to school and that more cars pick up in the afternoon than drop off in the morning.

Recommendations for reducing traffic congestion and improving safety include the following:

- Staff/volunteers should always be present in loading zones
- Separate travel modes
- Drop off and pick up in a single file against the sidewalk
- Identify spaces for parents to park
- Restrict on-street parking
- Prioritize students that walk and bike
- Communicate expectations

Lastly, there are many resources available in the region related to improving transportation around schools, including coordination with transit services, the NCTCOG School Siting Guidebook, technical assistance on school siting, Walk to School Day promotion and many others.

**Clean Vehicle Funding Opportunities presentation:**

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/Clean-Vehicle.pdf>

There are many funding opportunities available throughout the Dallas-Fort Worth region related to reducing emissions and improving air quality.

Current electric vehicle incentives include up to \$10,000 in savings per vehicle. Additionally, the DERA School Bus Rebates Program, Texas Clean School Bus Program, Texas Volkswagen Environmental Mitigation Program and North Texas Freight Terminal Electrification Program are all currently accepting funding applications.

For more information on clean vehicle funding opportunities, visit [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding).

**Regional Transportation Council Public Comment Procedures presentation:**

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/Public-Comment-at-RTC.pdf>

House Bill 2840 took effect on September 1, 2019 and states members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item. The bill also says a governmental body may adopt reasonable rules regarding public comments and may not prohibit public criticism of the body.

To abide by this new law, NCTCOG staff developed a speaker request card for individuals to identify the agenda item on which they wish to speak and/or provide a written comment on during Regional Transportation Council (RTC) meetings. A public comment period took place before action items at the September and October meetings. No public comments were received at the aforementioned meetings. However, if any comments are received during future meetings, they will be documented in the RTC minutes.

Next steps include benchmarking local governments on a number of topics, drafting rules for the RTC to adopt, looking at additional documents such as the RTC Bylaws and Public Participation Plan to incorporate HB 2840 requirements as needed and considering room layout and technology needs to enforce time limits.

### **ORAL COMMENTS RECEIVED AT MEETING**

#### **Fiscal Year 2019 Public Transportation Funding: Program of Projects**

##### **Debra Caudy, Citizen**

- A. Funding for Span, Inc.

*Question:* Do you all have any involvement with Span, Inc.? Can you help with funding?

*Summary of response by Athena Forrester, DCTA:* Span, Inc. receives their own block of funding through NCTCOG. I would reach out to Span Inc., but you can also reach out to our Director of Operations at DCTA.

*Summary of response by Shannon Stevenson:* We need to know the gap in services in order to find the best solution. As Allysha mentioned in her presentation, we do have that set-aside funding to help with the kind of initiatives you're talking about. We're also moving towards more strategic partnerships with other agencies, which will help make it easier to find funding solutions.

#### **Community Schools and Transportation Program Update**

##### **Dr. Barbara Odom-Wesley, City of Arlington Councilmember**

- A. Results of Walk to School Day promotion

*Question:* Would you share some of your findings from the Walk to School Day event?

*Summary of response by Kathryn Rush:* We didn't get as much attention with Walk to School Day as we would have liked this year, but we're really excited about next year. We're going to build off lessons learned and talk to schools about what we can do to further promote it.

*Question:* Who was your target audience for this event?

*Summary of response by Kathryn Rush:* We reached out to school districts and PTAs to encourage them to participate. Fort Worth ISD was a great partner and most of their councilmembers attended an event at one of their schools.

*Question:* Did you discover some cities aren't very walkable?

*Summary of response by Kathryn Rush:* I wasn't actually at any of the events, but one of the big drivers for some schools bringing attention to lack of infrastructure.

### **Clean Vehicle Funding Opportunities**

#### **Dr. Barbara Odom-Wesley, City of Arlington Councilmember**

*Question:* What is the criteria for purchasing an electric vehicle and obtaining the incentives?

*Summary of response by Huong Duong:* It depends on the funding opportunity. The Oncor rebate requires you to bring the flyer to the dealership for them to honor while the \$300 rebate requires submission to the City of Denton.

### **COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

No comments received via website, email or social media.



## PUBLIC COMMENTS REPORT

### WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

#### Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018.

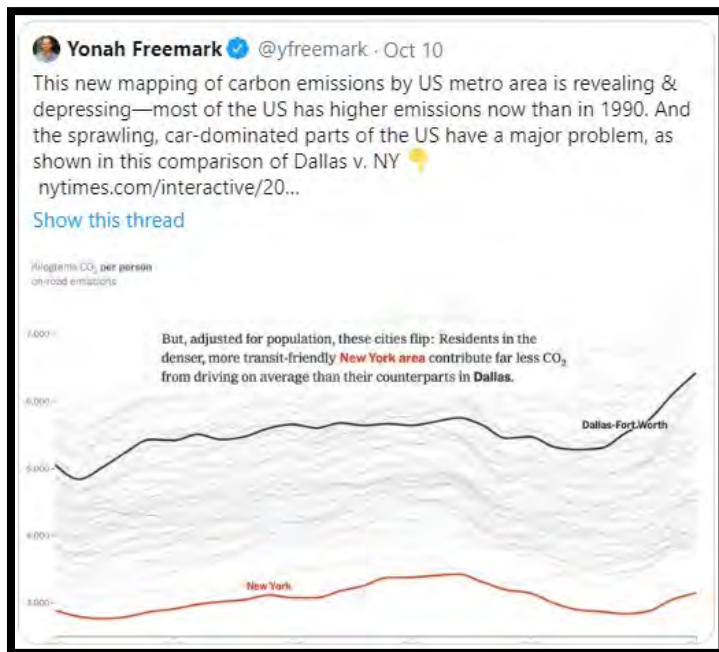
This report is a compilation of general public comments submitted by members of the public from Friday, September 20, through Saturday, October 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, comments related to transit development and use were in the majority.

#### Air Quality

#### Twitter –

1. Big win for Dallas over NYC, thanks to @NCTCOGtrans, Michael Morris & @TxDOTDallas ! – Wylie H Dallas (@Wylie\_H\_Dallas)



Will miniature soccer fields under highways reverse the trend? – GerrardGerrard  
 🏆🏆🏆🏆🏆🏆 (@GerrardGerrard7)

#### Alternative Fuels

#### Facebook –

1. Thank you to our attendees and co-hosts (NCTCOG Transportation Department DFW Clean Cities, Atmos Energy and Applied LNG) for today's meeting and tour of Applied LNG's liquefaction plant. Support those who support us! – Texas NGV Alliance



### **Bicycle & Pedestrian**

#### **Email –**

**1. Jessica Lewis**

Would like to see better pedestrian crosswalk signals at Marine Creek Parkway & College Dr. My son has already been hit by a vehicle trying to cross from Terrace Landing to the high school. And on another date another student was hit. Police reports were done in both occasions. Drivers are not paying attention when driving from the high school and making a left turn. Surely we do not need an actual death for something to be done.

**2. Jim F. Chadwell, Ed.D.**

Eagle Mountain-Saginaw ISD is the 2nd fastest-growing ISD in Tarrant County and the 6th fastest-growing ISD in DFW, yet our roadway infrastructure is severely insufficient to accommodate this growth. With few sidewalks, poorly-lit roadways, and roads with inadequate space for pedestrians, students are faced with hazards every day. Our community expects well-planned streets and sidewalks to keep children safe. I am happy to discuss infrastructure priorities for the next 5 years. Thank you.

#### **Twitter –**

1. We are soon to have 50+ miles of trails connecting Dallas to Ft. Worth! Civic activism pays off! – Wylie H Dallas (Wylie\_H\_Dallas)



**Facebook –**

1. There are many reasons to participate in Walk to School Day tomorrow. Reason #1: It can help students live healthy lifestyles! – NCTCOG Transportation Department



And also help reduce car traffic, too! – Paul McManus

You beat us to that message, Paul, but you're absolutely right! – NCTCOG Transportation Department

2. The 23rd Annual Walk to School Day was a hit! More than 95 schools in the DFW region joined the thousands of students walking to school across the country. Pictured here are students from Daggett Middle School walking alongside Fort Worth Mayor Betsy Price.

3. Spanish architect Santiago Calatrava designed the Margaret Hunt Hill bridge, which opened in Dallas, TX in 2012.



He also designed the double archway "hike and bike" bridges that still haven't opened yet, right?

What's going on with THAT "Margaret"? – David Smith

Hi, David! Designed by Spanish architect Santiago Calatrava, the \$115 million hike and bike bridge was scheduled to open two years ago. It remains closed because the engineering firm in charge of construction insists the bridge, whose two grand arches soar hundreds of feet above the barren, mostly dry river bed below, is too wobbly for people to walk on or ride their bikes across safely. – NCTCOG Transportation Department

Well, if you're familiar at all with the floodplain you know that it is not barren. Trees line both sides of the river in many areas. (How many trees were cut down for the bridges to be built?)

And the vast majority of the upper Trinity watershed drains through that section of the floodplain. You may remember there was a significant construction delay in 2015 (?) due to the excessive rainfall in May that year.

But to the gist of the matter, it sounds like the bridges were not designed well, were not constructed well and now we are stuck with an unusable pair of bridges.

That's too bad. – David Smith

David Smith you should google and see articles from Dallas News, etc that cover this in detail. It's a bit complicated and not exactly the designers fault. We have discussed this in one of our Facebook groups ETA - Enthusiasts of Transit Association – Curtis Garrison

4. The 23rd Annual Walk to School Day was a hit! More than 95 schools in the DFW region joined the thousands of students walking to school across the country. Pictured here are students from Daggett Middle School walking alongside Fort Worth Mayor Betsy Price.

For resources on how to keep the momentum going, visit [www.nctcog.org/saferoutestoschool](http://www.nctcog.org/saferoutestoschool). – NCTCOG Transportation Department



This is wonderful! – Paul McManus

We think so, too! – NCTCOG Transportation Department

### **Innovative Vehicles & Technology**

#### **Twitter**

1. Thanks for the glimpse of the future of transportation at today's #driveelectricweek event, @NCTCOGtrans & @NTXTeslaOwners! #NDEW2019 – CoServ (@CoServ\_Energy)



Woot! #TheFutureIsHere – N TX Tesla Owners (@NTXTeslaOwners)





2. We were excited to see nearly 200 electric vehicles, including the Nissan Leaf, Chevrolet Volt and Bolt and the Harley-Davidson Livewire electric motorcycle this past weekend at our annual NDEW event! Check out this article on how it went: <http://bit.ly/2mLt2bF>. – NCTCOGTransportation (@NCTCOGtrans)



What's all the stuff in the frunk? – Ryan Scanlan (@DVTOC) (@Xenius101)

Just a different approach to electric cars. If you look at GM, BMW and Tesla they all have a different approach to making an electric car. We hypothesize they will all be similar to a Surf board with a body setup just from the benefits of low gravity and maximized cabin space. – N TX Tesla Owners (@NTXTeslaOwners)



I think it's more old school thinking. They're still trying to share tech from last century with tech from next century. – Ryan Scanlan (@DVTOC) (@Xenius101)

It is a classical approach to automobiles, yes. – N TX Tesla Owners (@NTXTeslaOwners)

### Facebook –

1. We were excited to see nearly 200 electric vehicles, including the Nissan Leaf, Chevrolet Volt and Bolt and the Harley-Davidson Livewire electric motorcycle this past weekend at our annual NDEW event! Check out this article on how it went: <http://bit.ly/2mLt2bF>. – NCTCOG Transportation Department



Awesome! Looking forward to the State Fair meet. – Ralph C. Quinones-Alvarez

Nice write up. Rick you got some good quotes in the article. – Joe Busch

## **Project Planning**

### **Email –**

#### **1. Virgil Niekamp**

Please fix the traffic flow through the Alliance Corridor already. Please and thank you.

#### **2. Larry McFarland**

If you are planning anything less than doubling the number of public lanes then you are wasting the time and money of hundreds of thousands of people every day. It doesn't take a study to determine where the problem highways are located, just use your smart phone app to see the red roads. Red means problem.

Adding a lane to a road is not an improvement. We have plenty of government workers who can plan for traffic conditions as of 1980, but apparently not many who can plan for traffic today, let alone some distant point in the future.

Adding two toll lanes to a right of way that could contain four non-toll lanes is underutilizing our limited roadway area. What a waste.

I'm really sad for you if this is the best you can do with the public roads we are subjected to.

#### **3. Charles Peterson**

In planning transportation projects, adequate money should be earmarked for maintaining striping on existing roadways. Many major arteries, particularly in Fort Worth, have worn out pavement markings that make driving treacherous at night and in rainy weather. Most of Beach Street between 28th Street and North Tarrant are prime examples. Markings on Heritage Trace Parkway are nearly worn out. There are many other examples. Even freeway markings are suspect in places.

### **Twitter –**

1. This is the proposed location of the soccer club under I-345 being proposed by @SenRoyceWest and @NCTCOGtrans boss Michael Morris. – Wylie H Dallas (@Wylie\_H\_Dallas)





What a cruel joke....tear down that highway! – larry (@larry\_htx)

Michael Morris and his 30yrs stint at NCTCOG are indeed jokes.

And we're stuck with fiscal & health burdens for it. 😞 – Loren S. (@txbornviking)

2. Another incredibly dumb, supremely wasteful project, courtesy of @NCTCOGtrans . – Wylie H Dallas (@Wylie\_H\_Dallas)



### Public Meetings & Forums

#### Twitter –

1. Our 'TREC Talks' series continues October 7 with @NCTCOGtrans's Michael Morris – TREC Dallas (@TRECDallas)



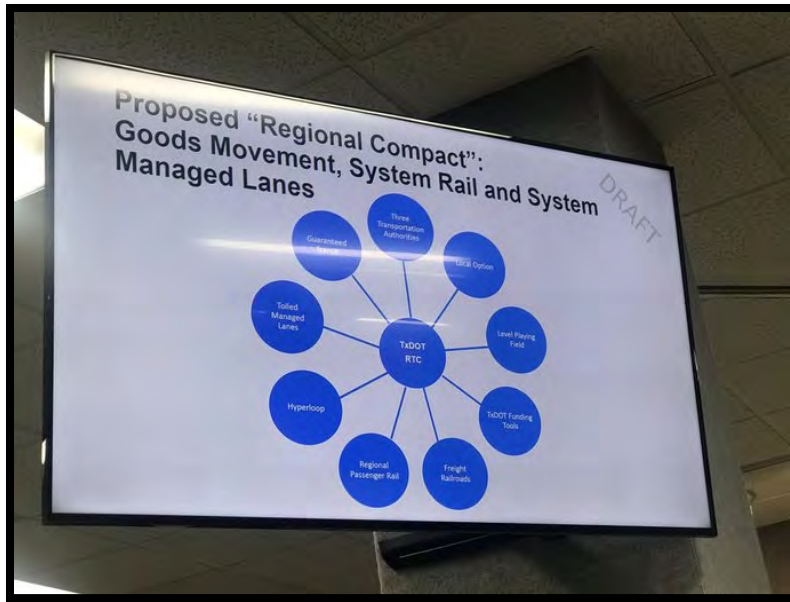
2. Join us October 7 for the next installment of our “TREC Talks” series with @NCTCOGtrans’s Michael Morris <http://ow.ly/6q4k50wtr3g> – TREC Dallas (@TRECDallas)



3. We'd like to thank @NCTCOGtrans Director Michael Morris for meeting with our members yesterday as part of our TREC Talks event series! – TREC Dallas (TRECDallas)



4. At the monthly meeting of the Regional Transportation Council in Arlington. @TrinityMetro @CityofFortWorth @NCTCOGtrans @TarrantCountyTX @TarrantTransit – Sal Espino (@SAL\_FW)



## Transit

### Email –

#### 1. David Paul

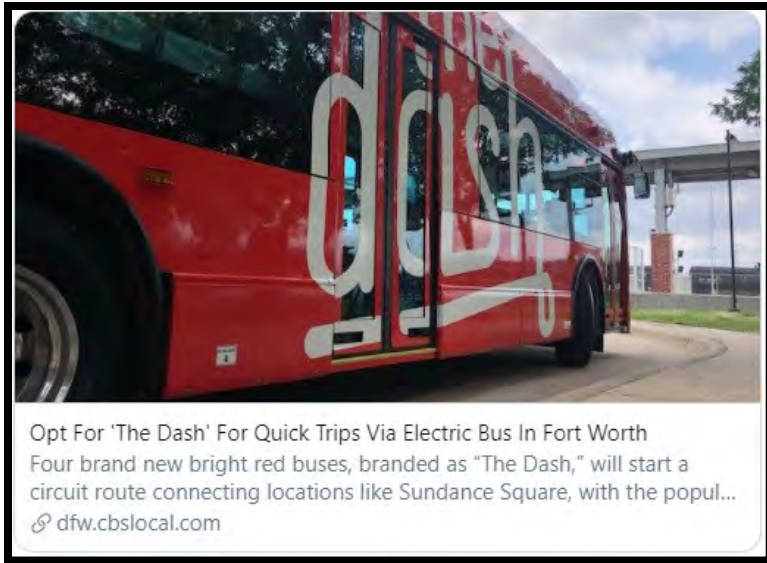
I think there needs to be more transportation to south FW. As FW grows, you have failed to expand the number of bus stops and the regions you go and pick up for public transportation. Not sure if this is the venue for road construction but I think better timelines and better expectation of results needs to be communicated to everyone involved because it seems like road construction is being done but conclusion is not better than before so seems like a waste of funds.

#### 2. Charles Peterson

I am not privy to ridership statistics on Fort Worth buses or on the new train to the airport, but I see the buses and trains frequently and there are never more than a couple of passengers on them-usually none. Transportation that doesn't transport anyone is a waste of money and is definitely not "green." Someone needs to rethink existing and future projects for viability.

### Twitter –

1. Check out The Dash - the new electric bus from @TrinityMetro that connects @DTFortWorth to @CrockettRowW7th, the Cultural District, & new @DickiesArena Runs every 15 minutes. Free thru 10/31 <https://dfw.cbslocal.com/2019/09/20/opt-for-the-dash-for-quick-trips-via-electric-bus-in-fort-worth/>. @CityofFortWorth @VisitFortWorth @NCTCOGtrans @Genz26 – Sal Espino (@SAL\_FW)



2. On Monday evening, @TrinityMetro Pres/CEO Bob Baulsir briefed the @CityofNRH Mayor, Council, staff, & public on #TEXRail & transit. Great partner in @CityofNRH! Appreciated the warm welcome. @NETarrant @NCTCOGtrans @DFWAirport @TarrantCountyTX @TarrantTransit @Bob10481548 – Sal Espino (@SAL\_FW)



3. Kudos to Elizabeth Espino for taking #TEXRail on her own to DFW Airport at Terminal B. I am a proud transit spouse :) @TrinityMetro @CityofFortWorth @CityofNRH @GrapevineTXCity @DFWAirport @NCTCOGtrans @TarrantTransit @TarrantCountyTX @DFWAirport – Sal Espino (@SAL\_FW)





4. @TrinityMetro Mercantile ZIPZONE is expanding its service area so you can travel to & from #TEXRail's Mercantile Ctr St from even more places. Here is link for info: <https://ridetrinitymetro.org/services/zip-zone/> @CityofFortWorth @MercantileFW @FTWChamber @NCTCOGtrans @fwhcc @FWMBCC @TarrantTransit – Sal Espino (@SAL\_FW)



Thanks for sharing! I'll definitely try this out since I work within the Mercantile ZIPZONE 🚗🚆 – Matthew Loos, PE (@MatthewLoosPE1)

5. Excited to hear update on high speed rail this morning with @trtcmobility at Fort Worth Central Station. @TrinityMetro @CityofFortWorth @NCTCOGtrans @FTWChamber @fwhcc @FWMBCC @TarrantTransit – Sal Espino (@SAL\_FW)



6. It's Texas-OU weekend! The State Fair continues. Ride Trinity Railway Express (TRE) to get there! <http://trinityrailwayexpress.org/statefair/> @TrinityMetro @RideDCTA @dartmedia @CityofFortWorth @CityOfDallas @NTxCommission @NCTCOGtrans – Sal Espino (@SAL\_FW)



**Facebook –**

1. We enjoyed attending the launch of the new Dash service! Be on the lookout for bright red buses that can get you from Sundance Square, to the popular W. 7th area, museums and the new Dickies Arena! Take advantage of FREE rides from now through Oct. 31! – NCTCOG Transportation Department



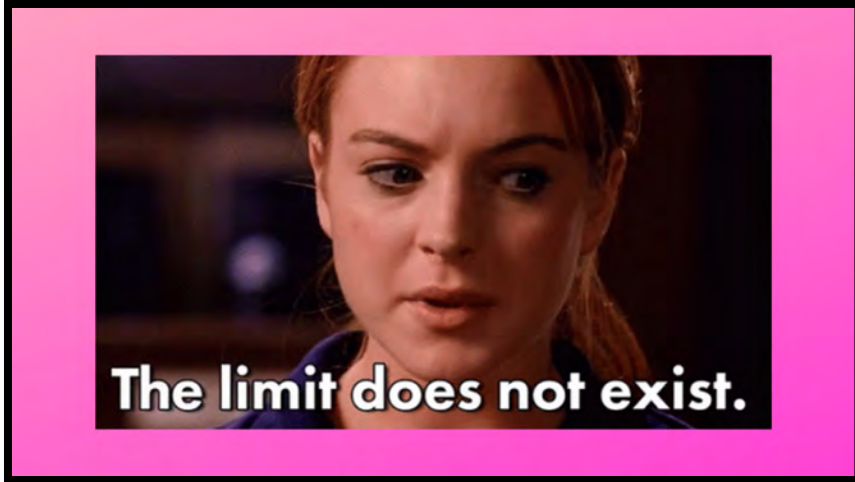
Plus, for everybody reading this post, The Dash also connects to both the TRE and TEXRail at Central Station in downtown Fort Worth! – Paul McManus

2. It's opening day of the State Fair of Texas! Ride DART (or connect to it via the TRE) and be dropped off at one of two gates. Easy, air-conditioned travel without the hassle of finding parking and navigating through traffic! For more info, visit: <http://bit.ly/StateFairTransit>. – NCTCOG Transportation Department



Plus, if you're coming from Denton County, you can take DCTA's A-Train and connect to DART's Green Line light rail at Trinity Mills Station in Carrollton! – Paul McManus

3. When Cady Heron was asked how many rides she could take with a regional pass. #MeanGirlsDay – NCTCOG Transportation Department



But you will still be limited to where the mass transit will take you, and WHEN it will take you there.

Mass transit will ALWAYS SUCK. Get a car and go where you want, when you want, because you want.

We're Americans, not some backwater European h\*llhole (or worse). – Phil Neil

#### Other

#### Email –

##### 1. **Danielle Tucker**

more local contractors selected for work on projects, at least be from the 12 counties, not saying people cannot learn, but we have resources here local that can complete the work and know of all the businesses and vendors.

##### 2. **Diana Marie Iverson**

I would like to see police officers in the evening for personal safety!

##### 3. **Lynn Marie Fox**

I would like the hours expanded to include evening and Sunday hours for church attendance.





A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

## November 2019

### CALENDAR

**November 1, 11 am**

**DRMC**

North Texas Tollway Authority  
5900 W. Plano Parkway  
Plano, TX 75093

**November 6, 8:30 am**

**TRTC**

Fort Worth Central Station  
1001 Jones St.  
Fort Worth, TX 76102

**November 11, 6 pm**

**Public Meeting**

NCTCOG  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**November 14, 1 pm**

**Regional Transportation Council**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**December 6, 1:30 pm**

**Surface Transportation  
Technical Committee**

NCTCOG  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

## NCTCOG eyes proposals for high-speed study

High-speed transportation in North Texas has drawn interest from everyone from students to planners, policymakers to industry professionals. The idea of traveling between Dallas and Fort Worth in just a few minutes appeals to people in an area experiencing some of the most intense growth in the country. It would add another option to help residents get to their destinations, but may also serve as a gateway to other parts of Texas.

What the high-speed transportation will look like is expected to become clearer soon. The North Central Texas Council of Governments has released a request for proposals for firms interested in developing and evaluating technologies and alignments, as well as documenting these efforts through the NEPA process for the Dallas-Fort Worth corridor, including Arlington and Dallas Fort Worth International Airport. NCTCOG, the Federal Railroad Administration and the Federal Transit Administration will administer this study.

Several potential methods exist, including high-speed rail and hyperloop technology. With Texas Central's work in the Dallas-to-Houston corridor, there is already an effort to bring high-speed rail to Texas.

Hyperloop technology was demonstrated in Arlington as part of a national tour by Virgin Hyperloop One over the summer, and the company is considering the region to house a certification facility.

The selected option should enhance the regional transportation system and connect the metropolitan area with other proposed high-performance passenger systems in the State. A consultant is currently studying the feasibility of bringing high-speed transportation to the Fort Worth-to-Laredo corridor.

Firms interested in studying the Dallas-Fort Worth corridor must submit proposals to NCTCOG by 5 p.m. Friday, December 13.

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department.



## DART breaks ground on Silver Line regional rail

Work on Dallas Area Rapid Transit's Silver Line has begun. DART held a series of ceremonial ground-breaking events in September along the route of the 26-mile regional rail line, which will run from Plano to DFW Airport, where passengers can connect with Trinity Metro's TEXRail.

Opening in December 2022, the \$1.1 billion project will provide passenger rail connections and service that will improve mobility, accessibility and system linkages to major employment, population and activity centers in the northern part of the DART service area. The Silver Line will

traverse a total of seven cities: Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano. Service will include 10 stations across the alignment, providing new transit opportunities for North Texas residents and delivering greater capacity and connectivity, spurring economic development, and supporting workforce development across the region.

The stations are DFW Terminal B, DFW North, Cypress Waters, Downtown Carrollton, Addison, Knoll Trail, UT Dallas, CityLine, 12th Street and Shiloh Road.

In addition to the TEXRail connection, DART's Silver Line will interface with three existing rail lines: The Red/Orange Lines in Richardson/Plano, the Green Line in Carrollton and the Orange Line at DFW Airport. — By Dallas Area Rapid Transit

## Volkswagen funding for refuse vehicles now open

The Texas Volkswagen Environmental Mitigation Program has opened the next round of funding for projects to replace or repower old diesel refuse vehicles. Refuse vehicles may include garbage trucks, recycling trucks, roll-off trucks, dump trucks, grapple trucks and chipper trucks.

Approximately \$8.3 million in funding is available to the Dallas-Fort Worth area, including the counties of Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise. Local governments are eligible to receive up to 80% funding for replacements and repowers. Grants will be awarded on a first-come, first-served basis. Visit [www.tceq.texas.gov/agency/trust](http://www.tceq.texas.gov/agency/trust) for more information about the program and grants available.



DART photo

Officials celebrate the groundbreaking of the DART Silver Line during a celebration in Addison. The regional rail line is expected to be complete in 2022.

## **LEGISLATURE**

### **HB 2840 introduces public comment at RTC**

A new law passed by the Texas Legislature has changed how public comments are treated at Regional Transportation Council meetings.

Known as House Bill 2840, the law is intended to make it easier for Texans to address government entities before any votes are taken or items are discussed.

As of September 1, there is a single comment period at the beginning of each RTC meeting.

Comment cards will be provided. If members of the public wish to comment, they must submit their cards and specify which agenda items they plan to address. Then, they will be allowed to speak or simply submit their written comments. Both forms of commentary will be added to the official minutes.

Going forward, other considerations will be made such as room layout, additional personnel and technology needs in order to enforce time limits and ensure RTC meetings flow efficiently.

The RTC will also have to officially adopt a new set of rules regarding public comments in the future. There are special provisions for non-English speakers. Individuals who require interpreters will be given extra time to convey their message to the RTC.

## **REGIONAL**News

### **Video series highlights DFW bike trails**

Each day, North Texas' regional trail system plays a major role in helping people travel to schools, jobs, retail areas, transit stops and other important destinations. To highlight the regional trail network across the Dallas-Fort Worth area, NCTCOG has begun a series of monthly videos.

The videos focus on the benefits of trails, such as transportation and regional connectivity, access to job centers, and community enhancement. They include interviews with local government leaders and staff who helped develop the trails, as well as trail users and organizations important to their maintenance and promotion. The videos are intended to be a resource for people to learn about great bicycling and walking facilities all around them.

Over the next several months, NCTCOG's Sustainable Development Team will release — on the first Friday of each month — videos showcasing a specific trail in the region. You can view these videos by visiting [www.nctcog.org/bikeweb](http://www.nctcog.org/bikeweb). Watch for new trail videos each month. In the meantime, grab your helmet and bike or walking shoes and go explore.

### **NCTCOG selected for zero emissions funding**

NCTCOG has been selected to receive funding from the Federal Highway Administration to create a plan for the build-out of electric vehicle charging and hydrogen refueling infrastructure along Interstate Highway 45. This is a critical step in the transition of this highway to a Zero-Emission Vehicle Corridor and will enable emissions-free travel, with focus on the freight sector. Last month, the RTC approved an application to FHWA for funding for the project.

NCTCOG, in cooperation with the Houston-Galveston Area Council, will develop a stakeholder group that includes fleet users, hydrogen and electric vehicle industry representatives, research groups, and utilities.

This initiative is part of a longer-term, broad view of IH 45 as a strategic corridor for sustainable initiatives, which could include autonomous vehicle technologies, truck platooning and other emerging transportation elements.



## 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

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

**\$8.3 million**

Funding available through the Volkswagen settlement to replace or repower old diesel refuse vehicles.

## **Public to receive hyperloop update Nov. 11**

NCTCOG will host a public meeting in November to provide updates on several transportation projects and initiatives, including hyperloop technology.

The meeting will take place at 6 pm Monday, November 11 at NCTCOG's Arlington offices, 616 Six Flags Drive.

With transportation needs increasing throughout the region, NCTCOG is focused on several innovative projects that could increase the reliability of the system. Staff will provide a status report on one of these, hyperloop technology.

In addition, the meeting will touch on HOV transportation control measures (TCMs), which are not yielding the same emissions benefits they once were. Consequently, they could be removed from the clean air plan, known as the State Implementation Plan. If taken out of the plan, they must be replaced by other projects that achieve equivalent emissions benefits. NCTCOG staff has identified traffic signal corridors in the nonattainment region that will serve as alternate TCM projects.

Staff will also highlight 12 shared-use trails within the Dallas-Fort Worth region through a series of videos detailing their benefits, including economic development, regional connectivity and improved quality of life.

Finally, the meeting will feature a discussion of alternative fuel corridors. The US Department of Transportation must identify highways that have adequate alternative fuel infrastructure. Staff will present an update on the current status of highway designations and next steps to alternative fuel station signage and development of additional infrastructure.

Information on the Regional Smoking Vehicle Program and Know Before You Fly Your Drone workshops will be highlighted.

To watch the meeting online, click the "live" tab at [www.nctcog.org/video](http://www.nctcog.org/video). A recording of the presentations will also be posted at [www.nctcog.org/input](http://www.nctcog.org/input).

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Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation.

TEXAS DEPARTMENT OF TRANSPORTATION

# FORT WORTH DISTRICT PARTNERS



US 377 Cresson Relief Route Groundbreaking

## TxDOT: Connecting you with Texas

As part of the #EndTheStreakTX campaign, TxDOT is reminding drivers to stay alert, obey traffic laws and take personal responsibility behind the wheel.

Nearly 67,000 people have died on Texas roadways since Nov. 7, 2000.

This equates to over 6,900 days with a fatality and 3,526 average fatalities each year.

November 2019

### **Cresson Relief Route**

TxDOT and local leaders broke ground Sept. 5 on the US 377 Cresson Relief Route. The \$61 million project will construct a three-mile relief route west of the city of Cresson including an overpass to alleviate congestion at the current at-grade crossing with the Fort Worth & Western Railroad rail line. It is estimated for completion in 2022.

 [txdot.gov](http://txdot.gov) • Cresson

### **I-20 in Benbrook**

Construction begins this winter to add an east and westbound auxiliary lane on I-20 from Bryant Irvin Road to Winscott Road. This project will reduce congestion and improve safety for commuters in southwest Tarrant County. The \$21 million project is estimated for completion in 2021.

### **US 81/287 Public Meetings**

Two public meetings for US 81/287 are scheduled in November at the LifePoint Fellowship Church in Haslet. A public meeting for US 81/287 from Pioneer Road to Avondale-Haslet Road will be held Thursday, Nov. 7 at 6 p.m. A public meeting for US 81/287 from Avondale-Haslet Road to I-35W will be held Thursday, Nov. 14 at 6 p.m. The proposed 10-mile project

would add one-way frontage roads in each direction.

### **Safe Driving**

It is important to drive safely, obey the speed limit, and avoid distracted driving at all times. But when it comes to roadway safety in Texas, the fall season is the deadliest time of year. In 2017 and 2018, there were more vehicle crash fatalities in November than in any other month. Factors include the darker evenings and changing weather. It is also deer hunting season. With the recent time change, it is especially important for drivers to be extra vigilant around dusk.

### **Winter Weather Preparedness**

In November, the TxDOT Fort Worth and Dallas districts will hold a joint winter weather preparedness media event as crews demonstrate using TxDOT's equipment and materials. Long before winter, TxDOT crews implement plans for response to snow and ice. In the Fort Worth District, 142 drivers and 140 pieces of equipment will be on standby this winter and over 33,000 tons of materials have been stockpiled including sand, salt and brine.

INSIDE:  UPDATE



# PARTNERS *in construction*

## AWARDED PROJECTS

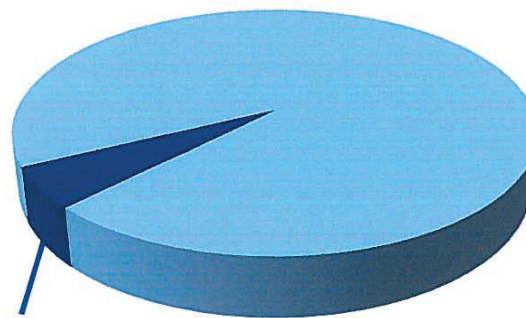
	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
OCT	I-20	Bryant Irvin Rd to Winscott Rd	Add auxiliary lanes	\$19.9	\$21.4	+8.0

## PROJECTED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)
NOV	5th Ave	At Whatley Creek, Mineral Wells	Bridge replacement	\$1.0
	US 67	SH 144 to the Johnson County Line, Somervell County	Add passing lanes	\$8.6
	Various roadways	Tarrant & Parker Counties	Sign replacement	\$0.4
DEC	US 67	SH 220 to US 281, Erath County	Add passing lanes	\$14.3
	SH 174	Elk Dr to Newton Dr, Burleson	Hike & bike trail	\$2.2
	Various roadways	Districtwide	Seal coat	\$13.2
	SH 121 frontage rd	At Mustang Dr, Grapevine	Traffic signal	\$1.1
	Business 287	At Bailey-Boswell Rd, Saginaw	Construct new overpass bridge	\$11.0
JAN	FM 3450	FM 167 to SH 171, Hood & Parker Counties	Pavement rehabilitation	\$6.5
	FM 917	At FM 2738 & FM 731, Johnson County	Illumination & signing	\$0.3

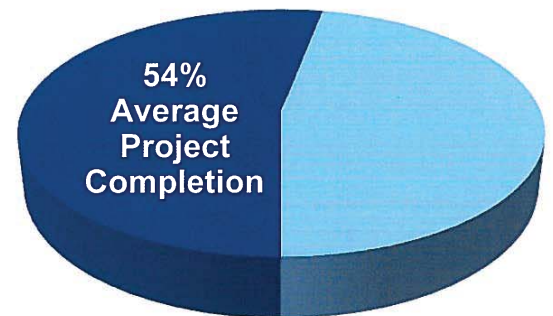


### \$430 M PROPOSED LETTING



\$23 M Total Let To Date

### FY 2020 CONSTRUCTION\*



TOTAL CONTRACTS \$5.2 B

\*includes CDAs



# PROJECT *update*

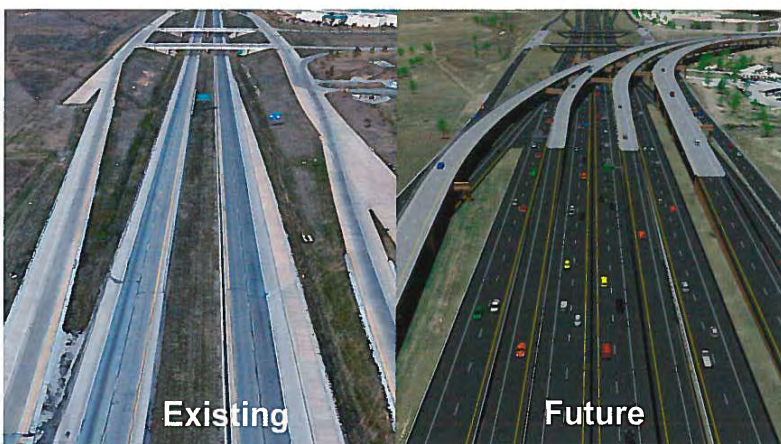
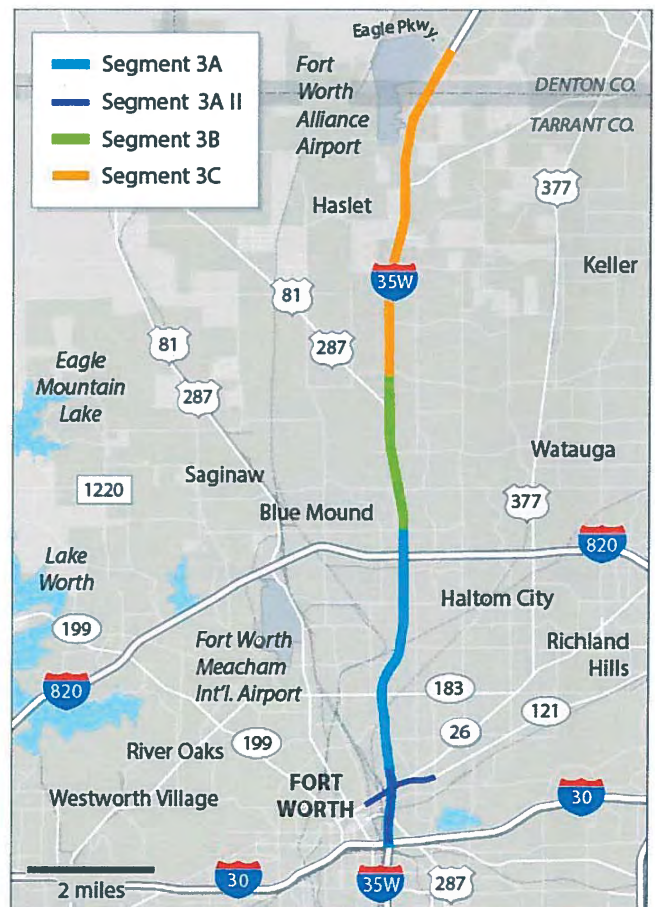
The next phase of Interstate 35W improvements in Fort Worth will be underway in 2020 to reconstruct the corridor to the north. The project will rebuild I-35W from US 81/287 to Eagle Parkway while adding two TEXpress Lanes in each direction, interchanges, auxiliary lanes and some frontage roads.

The seven-mile project expands the partnership between TxDOT and NTE Mobility Partners (NTEMP) with another \$950 million investment. In partnership with AllianceTexas, the project will add direct connections at SH 170, a wish-bone connector at Westport Parkway, and ramps at Golden Triangle Boulevard and Heritage Trace Parkway. Farther south, the project will also complete the west side of the I-820 interchange, which was not funded previously.

By late 2023 when construction is complete, 17 miles of TEXpress Lanes will operate concurrently from downtown Fort Worth to north of the Denton County line. These lanes will further connect with the region's TEXpress Lane network along the North Tarrant Express and Midtown Express. Totalling \$2.6 billion, the three segments of I-35W are improving safety and mobility by doubling the existing capacity on what was one of the state's most congested corridors.

This overall project is part of a public-private partnership between NTEMP and TxDOT. NTEMP built I-35W from just north of I-30 to north of I-820, including the I-35W/820 interchange which opened to traffic in 2018. TxDOT built I-35W from just north of I-820 to US 81/287 which opened to traffic in 2016.

 [northtarrantexpress.com](http://northtarrantexpress.com)





# PARTNERS

November 2019



Tarrant . Johnson  
Parker . Wise . Hood  
Erath . Palo Pinto  
Jack . Somervell



Fort Worth District Office  
2501 SW Loop 820  
Fort Worth, TX 76133  
817-370-6500

 [txdot.gov](http://txdot.gov) • Fort Worth



November 7, 2000 was the last  
deathless day on Texas roadways.



# #EndTheStreakTX





DALLAS DISTRICT

# PROGRESS

Monthly Report on Dallas District Projects and Topics \*\*\* COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO

## TxDOT EMBRACES GOAL TO END DEATHS ON TEXAS ROADS BY 2050

*#EndTheStreakTX* campaign helps TxDOT with lifesaving effort

**TEXAS** — Nov. 7, 2000 was the last deathless day on Texas roadways. Since then, at least one person has died on our roadways every single day. Earlier this year, the Texas Transportation Commission tasked TxDOT with the goal to **#EndTheStreak** of all fatalities on Texas roads by 2050. The commission also set a goal of cutting fatal crashes in half by 2035, which would reduce annual fatalities to approximately 1,800.



TxDOT already focuses on safety with engineering, education and enforcement efforts. However, this goal builds on those efforts with an increased emphasis on safety in project prioritization, selection and design as well as continuing driver safety awareness programs.

“While we are committed to invest in the best engineering practices to make our roads safe, we also need drivers and passengers to act more responsibly and help us end the streak of daily deaths on our roads to reach our goal of zero deaths,” said Texas Transportation Commissioner Laura Ryan.

On average, ten people are killed every day on roads in Texas. Texans can play a major role to **#EndTheStreak** with a few simple driving habits: wearing seatbelts, driving the speed limit, not texting or being distracted and never driving under the influence of alcohol or drugs. ■

**On the road, one mistake is all it takes to destroy lives.** Learn more about the three leading causes of injury and death on Texas roadways and how to avoid them:

### 3

## DEADLY

driving behaviors

On the road, one mistake is all it takes to destroy lives. Read on to learn the leading causes of injury and death on Texas roadways in 2018 and how to avoid them.

### 1

**Driving after drinking or doing drugs**

Alcohol and drugs slow down your reaction time, mess with your coordination and affect your judgement – all of which are needed to drive safely.

### 2

**Speeding**

Speeding, tailgating, brake checking, and weaving through lanes are aggressive behaviors that can lead to collisions. Don't risk your life or someone else's just to "save a few minutes off your commute" or to "punish" other drivers.

### 3

**Distracted Driving**

When you're not focused on the road, your risk of a crash increases. Don't talk, text, or use apps while driving.

## #EndTheStreakTX

SOURCE: TxDOT

TxDOT graphic



## OCTOBER 2019 LET PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M)**	CONTRACTOR
1	0196-01-110	US 77	I-35E to Eagle Dr. and from US 380 to I-35	Full depth concrete repair	\$1.34	\$1.49	10.86	\$1.69	Silver Creek Construction
2	0195-02-071	US 77	FM 2164 to McKinney St.	Base repair, mill and overlay	\$1.17	\$1.43	22.62	\$1.62	FOUTSCO Paving Company, LLC
	0081-05-046*	VA	Various roadways in the Dallas District	Seal coat, pavement markings and markers	\$14.22	\$14.21	-0.04	\$17.77	Brannan Paving Co., Ltd.
<b>ESTIMATED OCTOBER 2019 TOTALS</b>					<b>\$16.73</b>	<b>\$17.13</b>	<b>2.42</b>	<b>\$21.08</b>	
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>					<b>\$16.73</b>	<b>\$17.13</b>			
<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>					<b>\$235.08 M</b>				

\*Unmapped.

\*\* Estimated Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

## NOVEMBER 2019 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0081-03-048	US 377/ BS 114K	On US 377 BS 114K in Roanoke from Henrietta Creek Rd. to N. of BS 114K, on BS 114k at DOT No 795 342V	Replace the bridge, reconstruct/widen 2/4 to 4 lane divided urban, replace railroad underpass and improve BS 114K drainage	\$25.84
2	0081-13-064	I-35W/ I-35	I-35W at W. Graham bridge & on I-35 at Trietsch Branch	Upgrade bridge railing and approach railing	\$1.31
3	0122-01-043	US 287/ SH31	US 287 from I-45 to FM 637 & on SH 31 from Hill County line to FM 55	Pavement repair, overlay and pavement markings	\$3.27
4	1663-03-017	FM 744	Hill County line to FM 55	Reconstruct existing pavement and add shoulders	\$15.16
5	1014-02-044	FM 550	SH 205 to SH 276	Restore existing pavement and add shoulders	\$6.82
	0918-47-180*	CS	Various locations in the City of Dallas	Improve traffic signals	\$2.00
<b>ESTIMATED TOTAL</b>					<b>\$54.40</b>

\*Unmapped.

## COMPLETED CONSTRUCTION PROJECTS (FROM OCTOBER 1-31, 2019)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0009-11-244	I-30	West of Gus Thomasson Rd. to east of N. Galloway Ave.	Full depth concrete pavement mainlanes	\$2.07	10/28/2019
2	0092-14-093	I-345	At Ross Ave.	Bridge deck repair and abutment	\$0.91	10/28/2019
3	0095-02-102	US 80	I-635 from S of Gross Rd. to US 80; US 80 from Gus Thomason Rd. to Galloway Ave.	Ramp modifications and additional lane on frontage road	\$10.44	10/07/2019
4	0095-13-037	I-20	I-635 to Van Zant C/L	Installation of wireless ITS	\$3.41	10/01/2019
5	0081-13-057	I-35W	Eagle Parkway to SH 114	Construct 2 Lane NB frontage road with ramps	\$15.23	10/01/2019
6	0195-02-077	I-35	US 77 to Rector Rd.	Full depth concrete repair	\$1.06	10/18/2019
7	0353-02-063	SH 114	At FM 156	Construct interchange	\$30.58	10/07/2019
8	0197-05-058	US 175	Near Mabank High School	Construct at grade crossing	\$1.05	10/01/2019
<b>ESTIMATED TOTAL</b>					<b>\$64.75 M</b>	

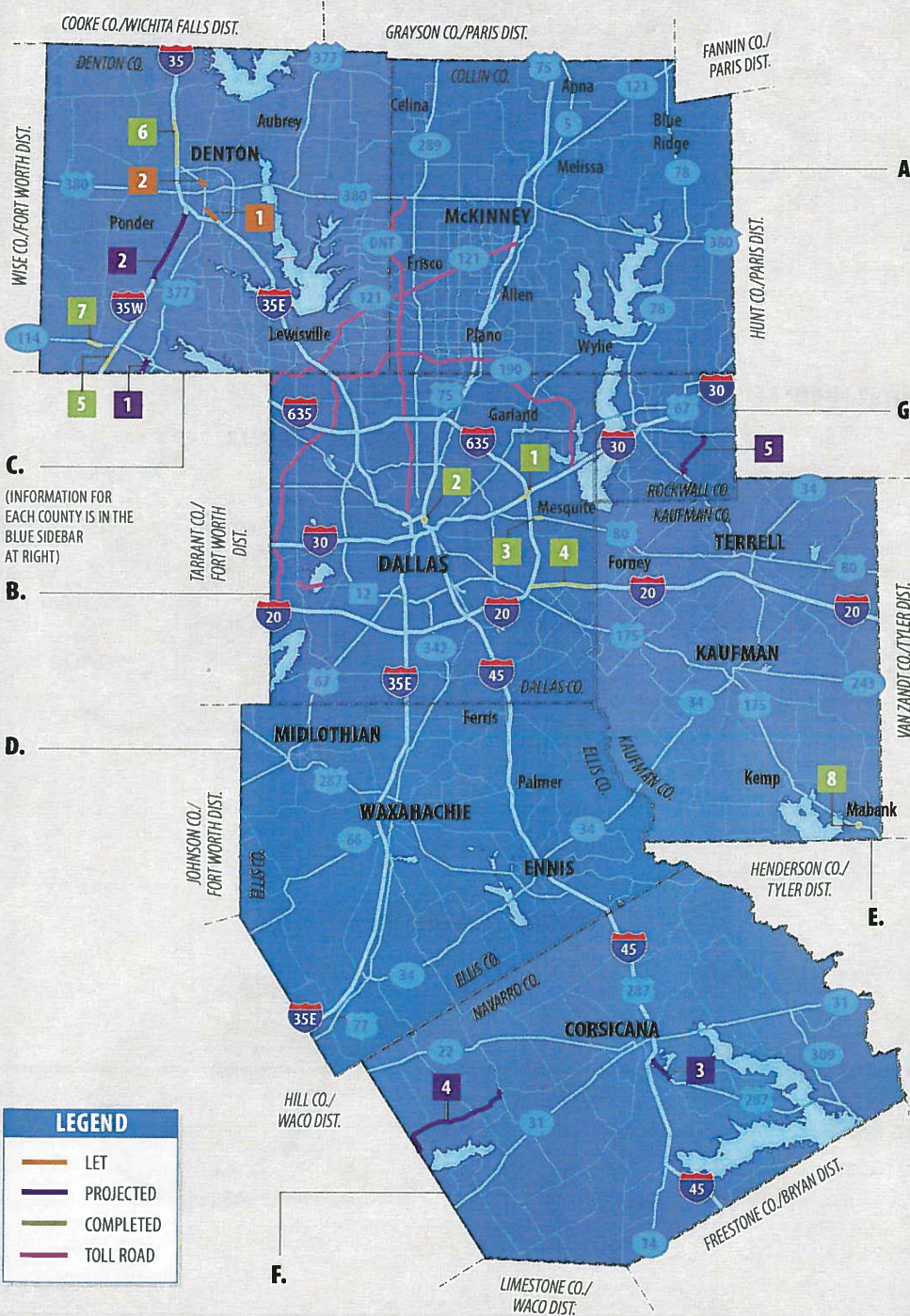
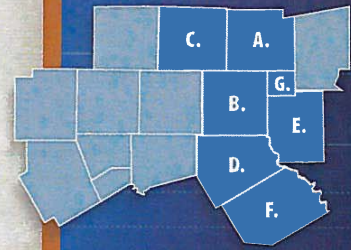
SOURCE: Texas Department of Transportation.

TxDOT.graphics



# DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **October**, are projected to let in **November**, or have recently been completed.



**C.**  
(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

**LEGEND**

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TXDOT research.  
\*POPULATION ESTIMATE: NCTCOG.



## 2019 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,085,742  
\*POPULATION ESTIMATE | 4,905,280  
LANE MILES | 10,753,693

**A. COLLIN COUNTY**  
VEHICLE REGISTRATION: 799,926  
\*POPULATION ESTIMATE: 1,010,330  
LANE MILES: 1,462,514

**B. DALLAS COUNTY**  
VEHICLE REGISTRATION: 2,155,995  
\*POPULATION ESTIMATE: 2,554,770  
LANE MILES: 3,377,212

**C. DENTON COUNTY**  
VEHICLE REGISTRATION: 680,143  
\*POPULATION ESTIMATE: 874,240  
LANE MILES: 1,633,926

**D. ELLIS COUNTY**  
VEHICLE REGISTRATION: 181,071  
\*POPULATION ESTIMATE: 189,820  
LANE MILES: 1,526,862

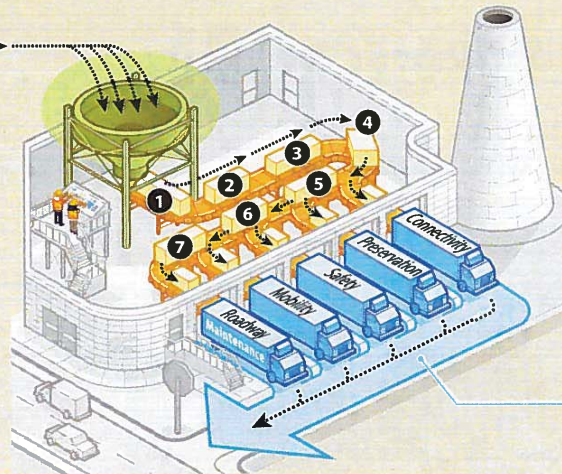
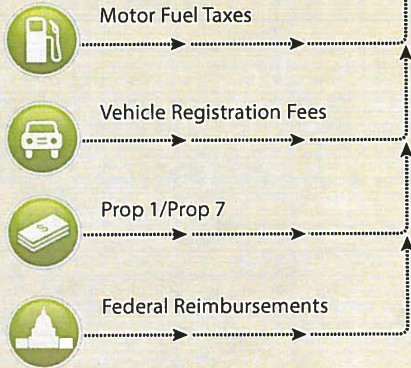
**E. KAUFMAN COUNTY**  
VEHICLE REGISTRATION: 124,760  
\*POPULATION ESTIMATE: 124,850  
LANE MILES: 1,215,130

**F. NAVARRO COUNTY**  
VEHICLE REGISTRATION: 52,355  
\*POPULATION ESTIMATE: 50,250  
LANE MILES: 1,191,856

**G. ROCKWALL COUNTY**  
VEHICLE REGISTRATION: 91,492  
\*POPULATION ESTIMATE: 101,020  
LANE MILES: 346,193



## 1. FUNDING SOURCES



## 2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

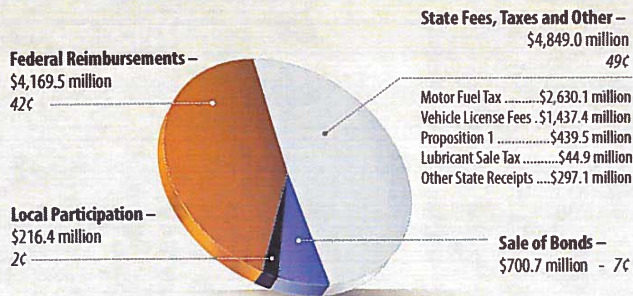
## 3. MOBILITY AND MAINTENANCE PROJECTS

TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist

TxDOT graphics

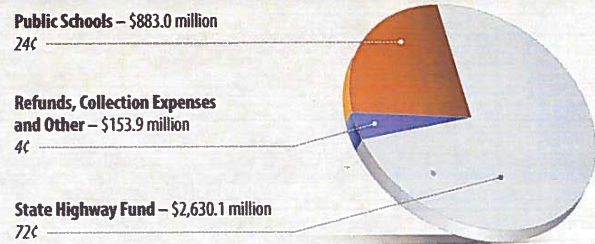
## DISTRIBUTION OF TOTAL STATE HIGHWAY FUND\* RECEIPTS

**TOTAL RECEIPTS: \$9.936 billion**

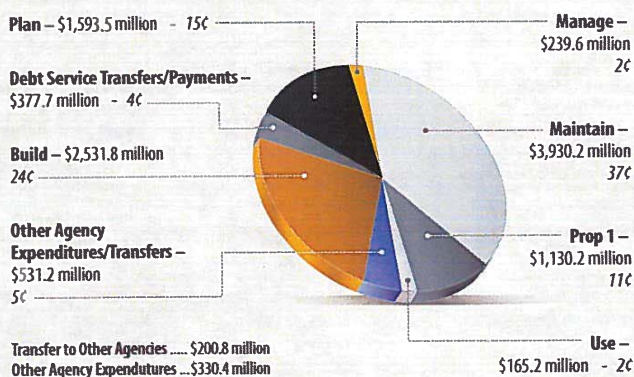


## DISTRIBUTION OF TEXAS MOTOR FUEL TAXES

**GROSS TAX COLLECTED BY STATE COMPTROLLER: \$3.667 billion**

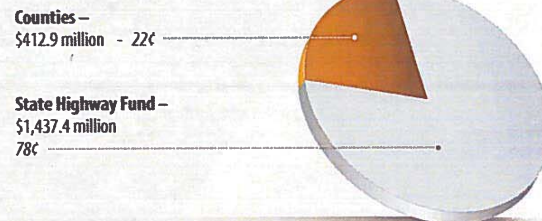


## TOTAL DISBURSEMENTS\*: \$10.499 billion



## DISTRIBUTION OF TEXAS MOTOR VEHICLE REGISTRATION FEES

**GROSS COLLECTIONS: \$1.850 billion**



\*Includes all expenditures to appropriated State Highway Fund.

TxDOT graphics

## DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF TRANSPORTATION  
4777 E. Highway 80  
Mesquite, TX  
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[www.txdot.gov](http://www.txdot.gov)



### REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/forinhtml?form=Report\\_a\\_Pothole](http://www.txdot.gov/contact-us/forinhtml?form=Report_a_Pothole) or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>