

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, January 26, 2018
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 December 8, 2017, Minutes

Action Possible Action Information Minutes: 5

Presenter: Todd Plesko, STTC Chair

Item Summary: Approval of the December 8, 2017, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

1:35 – 1:35

2. Consent Agenda

Action Possible Action Information Minutes: 0

2.1. FY2018 and FY2019 Unified Planning Work Program Modifications

Presenter: Vickie Alexander, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017, and September 30, 2019. Amendments to this document are being proposed to reflect project updates and funding adjustments. The proposed amendments were presented to the public through the January 9, 10, and 16, 2018, public meetings and are also included as [Electronic Item 2.1.1](#). Additional information is provided in [Electronic Item 2.1.2](#).

2.2. Video Web Hosting Services and Equipment Upgrade in the Transportation Council Room

Presenter: Michael Bort, NCTCOG

Item Summary: Staff will provide a brief summary on the status of the contract for web hosting services and request a recommendation for Regional Transportation Council (RTC) approval of \$50,000 in RTC Local funding to support the upgrade of video displays in the Transportation Council Room. Approval will also be sought to include this additional funding in the

Background: FY2018 and FY2019 Unified Planning Work Program, 2017-2020 Transportation Improvement Program, and other administrative/planning documents as necessary. In 2016, the Texas Legislature adopted Senate Bill 1237, which requires a metropolitan planning organization that serves one or more counties with a population of 350,000 or more to broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the videos must be archived and made available through a web site. The North Central Texas Council of Governments' (NCTCOG) current contract for this service expires in April 2018. Additionally, NCTCOG staff recommends the replacement of the front projector and screen in the Transportation Council Room and the addition of two monitors at the back of the room. Funding currently exists for the web hosting services, but additional funding is needed to purchase the upgraded equipment.

1:35 – 1:45

3. **Blue-Green-Grey Awards**

Action Possible Action Information Minutes: 10

Presenter: Emily Beckham, NCTCOG

Item Summary: Staff will provide information regarding the Blue-Green-Grey Application for New Ideas funding opportunity proposals received and the evaluation process. A recommendation for Regional Transportation Council approval to award funding for implementation of selected projects will be requested.

Background: The North Central Texas Council of Governments (NCTCOG) issued the Blue-Green-Grey funding opportunity on October 4, 2017. Applications were due on November 3, 2017. Eligible projects were to be in the 12-county Metropolitan Planning Area and address innovative outcomes focused on three elements: Blue (water), Green (environment), and Grey (transportation infrastructure). Eligible applicants could include teams of individuals, private firms, and governmental agencies and could receive a maximum award of \$50,000. NCTCOG will seek approval to proceed with awards for implementation of projects awarded through the 2017-2018 Blue-Green-Grey Application for New Ideas. [Electronic Item 3.1](#) provides additional information on application scoring. [Electronic Item 3.2](#) reflects NCTCOG staff recommendations.

1:45 – 1:55

4. **"Big Projects": IH 635 Update, IH 35W 3C Update, Communication Program with the Texas Legislature, and Follow Up to the Texas Transportation Commission Meeting**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update on IH 635 East, IH 35W 3C, and "Big Projects" in the State of Texas, as well as provide a follow up to the January 25, 2018, Texas Transportation Commission meeting.

Background: Funding for IH 635 East, IH 35W 3C, and implementing "Big Projects" in the region and the State of Texas have been discussed regularly. Regional Transportation Council members and staff will be attending the Texas Transportation Commission meeting to present the importance of the IH 635 East project.

1:55 – 2:05

5. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects**

Action Possible Action Information Minutes: 10

Presenter: Marian Thompson, NCTCOG

Item Summary: Staff will present the recommended projects to be funded under the Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects.

Background: Approximately \$2 million and \$2.9 million, respectively, is anticipated to be available to fund Regional Traffic Signal Retiming Program and Minor Improvement Program projects within the 10-county air quality nonattainment area. North Central Texas Council of Governments staff evaluated the eligibility and scored and ranked projects submitted for funding. Staff will present the recommended listing of projects to the Surface Transportation Technical Committee for information. [Electronic Item 5.1](#) and [Electronic Item 5.2](#) provide a summary of the recommended projects and the funding amounts.

2:05 – 2:20

6. **Mobility 2045 Update**

Action Possible Action Information Minutes: 15

Presenter: Kevin Feldt, NCTCOG

Item Summary: Work continues on the region's next long-range transportation plan, Mobility 2045. Staff will present a brief overview of the progress to date, including special initiatives. In addition, staff will present information regarding:

- Major policy revisions from Mobility 2040 (including new technology policies and a tolled/managed lane policy) and draft Mobility 2045 policies
- Major program revisions from Mobility 2040 and draft Mobility 2045 programs
- Draft financial plan
- Draft roadway project recommendations
- Draft transit project recommendations
- Schedule for completion

Background: The last comprehensive update of the Metropolitan Transportation Plan (MTP) occurred in 2016 with the adoption of Mobility 2040. Staff has continued MTP development with a variety of efforts. Development will continue over the next five months. Mobility 2045 will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. The Regional Transportation Council is expected to take action on Mobility 2045 in June 2018.

2:20 – 2:30

7. **2017-2018 CMAQ/STBG Funding Program: Sustainable Development Phase 4**

Action Possible Action Information Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will brief the Committee on the proposed projects to be funded under the Sustainable Development Phase 4 Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant (STBG) Funding Program.

Background: In March 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. Staff has received requests from local agencies that have projects containing Texas Department of Transportation Turnback, transit-oriented development, and/or other context-sensitive elements. Details on the projects that staff is proposing to fund can be found in [Electronic Item 7](#).

2:30 – 2:40

8. **Access North Texas**

Action Possible Action Information Minutes: 10

Presenter: Kelli Schlicher, NCTCOG

Item Summary: Staff will provide information on an update to Access North Texas. Since August 2016, staff has coordinated with a wide range of stakeholders, transit customers, and the public to document the transportation needs of older adults, individuals with disabilities, individuals with lower incomes, and others with transportation challenges. Access North Texas outlines strategies to address these needs and serves as a guide for agencies that will implement these strategies to improve access to work, medical appointments, education, and the community. For example, the draft plan identifies a need for partnerships to increase the affordability of fares for those most in need throughout the region. On January 11, 2018, the Regional Transportation Council (RTC) approved \$1 million to support the early implementation of this strategy from Access North Texas. The draft plan document will be available by the end of January at www.accessnorthtexas.org and public meetings will be held in February.

Background: Access North Texas is the public transportation coordination plan for North Central Texas and was last updated in 2013. The Fixing America's Surface Transportation (FAST) Act requires that this plan be developed and Chapter 461 of the Texas Transportation Code requires coordination among public transportation providers. The North Central Texas Council of Governments is the lead agency in developing this plan for the 16-county region. The plan identifies the transportation needs of older adults, individuals with disabilities, individuals with lower incomes, and others with transportation challenges and focuses on strategies to address these needs over the next four years. Projects funded through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program must be included in this plan.

2:40 – 2:50

9. **General Motors Update**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will highlight a process to engage public and private-sector parties to advance test track possibilities for the next generation of people mover systems.

Background: Negotiations are underway with General Motors, the State of Texas, local governments, and the Regional Transportation Council in developing the next generation people mover test track between General Motors and the rail head. This distance is less than half of a mile. This project also includes the possibility of parts being delivered to the assembly plant in addition to vehicles being transported to the rail head.
[Electronic Item 9](#) contains conceptual drawings.

2:50 – 3:00

10. **High-Speed Rail Update**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update on the latest efforts related to high-speed rail in the Dallas-Fort Worth region.

Background: The Dallas-Fort Worth region is a critical component of a high-speed rail network across Texas connecting to Houston, Dallas, Arlington, Fort Worth, Austin, San Antonio, and points beyond. The Texas Department of Transportation (TxDOT) is leading the environmental study for the Fort Worth to Dallas corridor. Texas Central Partners is also pursuing a high-speed rail project from Dallas to Houston and is currently conducting an environmental study. [Electronic Item 10](#) contains a concept plan from TxDOT.

3:00 – 3:10

11. **Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Report**

Action Possible Action Information Minutes: 10

Presenter: Bailey Muller, NCTCOG

Item Summary: Staff will recognize fleets who earned Bronze or Silver Fleet levels under the Dallas-Fort Worth Clean Cities (DFWCC) fleet recognition program for their 2016 activities. Staff will also highlight and request participation in the Clean Fleet Policy and the Clean Cities 2017 annual survey.

Background: The North Central Texas Council of Governments has been the host organization for DFWCC, a United States Department of Energy (DOE) initiative to increase energy security and reduce petroleum consumption in the transportation sector since 1994. Clean Cities coalitions are required to complete annual reporting to the DOE every March. In order to complete this reporting, DFWCC seeks information from local fleets about alternative fuel use and other fuel-saving activities. Three years ago, DFWCC began a recognition program to highlight fleets who demonstrate excellence in their fleet reporting. In December 2017, DFWCC staff announced fleets who had earned bronze or silver designation based on their 2016 reports.

In preparation for the March 2018 submittal to the DOE, staff is preparing to collect fleet reports describing 2017 activities. DFWCC has a goal to demonstrate a 15 percent increase in petroleum displacement each year as part of this report. Fleets must complete this reporting in order to earn fleet recognition and to comply with partnership elements of the Regional Transportation Council's Clean Fleet Policy. More details are provided in [Electronic Item 11](#).

3:10 – 3:30

12. **Fast Facts**

Action Possible Action Information Minutes: 20

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

1. *Kate Zielke* – Eco-Logical Award
2. *Berrien Barks* – High-Occupancy Vehicle Subsidy Report ([Electronic Item 12.1](#))
3. *Bailey Muller* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 12.2](#))
4. *Bailey Muller* – Dallas-Fort Worth Clean Cities Events ([Electronic Item 12.3](#))
5. *Bailey Muller* – Alternative Fuel Corridor Update ([Electronic Item 12.4](#))
6. *Kristina Ronneberg* – Clean Construction Contract Language Incorporated into North Central Texas Council of Governments (NCTCOG) Public Works Construction Standards ([Electronic Item 12.5](#))
7. *Jenny Narvaez* – United States Environmental Protection Agency Proposes Existing 10-County Nonattainment Area for Revised 2015 National Ambient Air Quality Standards for Ozone ([Electronic Item 12.6](#))
8. *Adam Beckom* – East/West Equity Update ([Electronic Item 12.7](#))
9. *Brian Dell* – 2019-2022 Transportation Improvement Program Development Update
10. *Brian Dell* – 2017 Transportation Development Credits Annual Report ([Electronic Item 12.8](#))
11. *Carli Baylor* – December Public Meeting Minutes ([Electronic Item 12.9](#))
12. *Carli Baylor* – Public Comments Report ([Electronic Item 12.10](#))
13. *Carli Baylor* – February Public Meeting Notice ([Electronic Item 12.11](#))
14. *Jeff Neal* – NCTCOG Environment and Development Department Low Water Crossings Interactive Web Map ([Electronic Item 12.12](#))
15. *Vercie Pruitt-Jenkins* – Metropolitan Planning Organization Federal Certification Review
16. *April Leger* – More Electronic Meeting Materials and Less Paper Materials
17. Written Progress Reports:
 - Local Motion ([Electronic Item 12.13](#))
 - Transportation Partners Progress Reports ([Electronic Item 12.14](#))

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

14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on February 23, 2018, at the North Central Texas Council of Governments.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
December 8, 2017**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 8, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Micah Baker, Bryan Beck, Katherine Beck, David Boski, Mohammed Bur, Dave Carter, Ceason Clemens, Robert Cohen, Kent Collins, Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Massoud Ebrahim, Chad Edwards, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Matthew Tilke, (representing Gary Graham), Brian McNulty (representing Ron Hartline), Laura Mitchell (representing Kristina Holcomb), Matthew Hotelling, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Sholeh Karimi, Alonzo Liñán, Paul Luedtke, Rebecca Divney (for Stanford Lynch), Alberto Mares, Brian Moen, Cesar J. Molina Jr., Lloyd Neal, Mark Nelson, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, William Riley, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Randy Skinner, Chelsea St. Louis, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, Jared White, and Robert Woodbury.

Others present at the meeting were: Nick Ataie, Lindsey Baker, Tom Bamonte, Berrien Barks, Natalie Bettger, Jason Brown, Ron Brown, John Brunk, Ken Bunkley, Angie Carson, Sarah Chadderdon, Jim Chin, Brian Crooks, Nathan Drozd, Brian Flood, Mike Galizio, Wade Haffey, Heather Haney, Sam Hedson, Victor Henderson, Rebekah Hernandez, Chris Hoff, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kroll, Sonya Landrum, April Leger, Mindy Mize, Michael Morris, Justin Nayluiz, Jeff Neal, Nick Page, Parans Palaniappan, Donald Parker, Chris Reed, Christina Roach, Rylea Roderick, Russell Schaffner, Mark Stephens, Mitzi Ward, Kathryn Welch, Brian Wilson, and Michael Zoawsky.

1. **Approval of October 27, 2017, Minutes:** The minutes of the October 27, 2017, meeting were approved as submitted in Reference Item 1. Lori Shelton (M); Cesar J. Molina Jr. (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2017-2020 Transportation Improvement Program (TIP) was requested. February 2018 revisions to the 2017-2020 TIP were provided in Electronic Item 2.1 for the Committee's consideration.

A motion was made to approve the item on the Consent Agenda. Clarence Daugherty (M); Cesar J. Molina Jr. (S). The motion passed unanimously.
3. **Performance Measures: Safety and Transit Asset Management:** Dan Lamers presented a recommendation for Regional Transportation Council (RTC) approval of proposed regional targets for measuring and evaluating the performance of two aspects of the transportation system: roadway safety and transit asset management. Federal legislation has established quantitative performance measure requirements and targets that must be tracked and reported annually. Proposed targets were developed in conjunction with State and regional partners. Safety targets for number of fatalities, fatality rates,

number of serious injuries, serious injury rates, and non-motorized fatalities and serious injuries were highlighted. Adopted targets are the region's share of the Texas Department of Transportation's (TxDOT) target to reduce each of the measures by 0.4 percent every year until the end of five years, resulting in a 2 percent reduction. When presented to the RTC, members requested that staff add a regional, aspirational goal that even one death on the transportation system is unacceptable. North Central Texas Council of Governments (NCTCOG) safety projects and programs being implemented within the region that address TxDOT safety emphasis areas were highlighted. As staff continues to move forward with existing and new types of programs, safety benefits that help meet targets within the region will be tracked and reported back to the RTC. For transit asset management, there are two RTC emphasis area categories: rolling stock (transit vehicles) and infrastructure (rail track). Targets focus on the aging condition of assets with the benchmark that no transit asset exceeds the industry standard for maximum service or performance restrictions. In some instances, an individual transit agencies may have more stringent requirements. Since requirements among the transit agencies differ, further coordination is needed with the transit agencies to develop standardized performance measures. Staff will be working with each to identify a common useful life and metrics that can be tracked moving forward. The timeline for this effort was reviewed. Mr. Lamers noted that the target-setting deadline for transit asset management is December 27, 2017, and February 27, 2018, for roadway safety. The proposed regional targets for roadway safety and transit asset management were provided in Reference Item 3.1. Additional information on the NCTCOG programs and projects that address the Texas Department of Transportation Strategic Highway Safety Plan emphasis areas was provided in Electronic Item 3.2. A motion was made to recommend Regional Transportation Council approval of the regional targets for roadway safety and transit asset management as detailed in Reference Item 3.1 and to direct staff to continue coordination with transit providers to standardize a regional transit asset management approach. Action also included a recommendation for Regional Transportation Council approval of the aspirational goal for roadway safety that even one death on the transportation system is unacceptable. Daniel Vedral (M); Randy Skinner (S). The motion passed unanimously.

4. **2017-2018 CMAQ/STBG Funding Program: Federal/Local Funding Exchanges:** Brian Dell briefed the Committee and requested a recommendation for Regional Transportation Council (RTC) approval of the proposed list of projects to be funded under the Federal/Local Funding Exchanges Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program. As a reminder, the program is to increase the pool of regional revenues through the exchange of federal and local funding. This effort establishes the third phase of the RTC/Local program which is designed to fund various air quality projects, regional programs, and other projects that would be better suited for funding outside the federal process. A summary of the proposed funding exchanges was presented, and details on each of the projects were provided in Reference Item 4.1. Proposed projects for the Federal/Local Funding Exchanges include: 1) the Dallas Area Rapid Transit (DART) Transit Related Improvement Program (TRIP) (already approved by the RTC), 2) Glade Road in partnership with the Dallas Fort Worth International Airport, 3) the Trinity Railway Express (TRE) Local Swap, 4) FM 148 in partnership with the City of Terrell, and 5) Broadway Avenue in Haltom City. Mr. Dell noted that funds will not be added to the Transportation Improvement Program until an agreement is executed with partners. Staff proposed to use Transportation Development Credits in lieu of a local match to maximize the amount of local funds collected over time for the Glade Road and Broadway Avenue projects. For the TRE Local Swaps, staff is working with DART and the Fort Worth Transportation Authority to

determine what improvements will be funded with the federal funds. The local funding amount listed is the total to be paid by all six cities over three years (approximately \$560,325 annually). Funds for FM 148 will be repaid to the RTC over 15 years through the City of Terrell's pass-through finance agreement with the Texas Department of Transportation. Staff is working to finalize the details of the agreement with Haltom City, but anticipates the funds would be repaid to the RTC over a period of 15 years or less. Mr. Dell noted that staff received a last minute comment from representatives of the airport that it would like to add a note that the approval of Glade Road will be contingent on Dallas Fort Worth International Airport Board approval in January. The schedule for this effort was highlighted. Clarence Daugherty asked what determines the variation of payback among the different entities. Mr. Dell discussed the variations in payback. It was noted that each entity's situation may be unique. A motion was made to recommend Regional Transportation Council approval of the proposed list of funding exchanges and projects to fund through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Funding Federal/Local Funding Exchanges Program in Reference Item 4.1 and to direct staff to administratively amend the 2017-2020 Transportation Improvement Program /Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Cesar J. Molina Jr. (M); Mark Nelson (S). The motion passed unanimously.

5. **US 75 Technology Lanes Next Steps:** Michael Morris presented proposed improvements to US 75 technology lanes and proposed support to advance the improvements. The Regional Transportation Council (RTC) has approved funding for technology lanes on US 75 north of IH 635 to McKinney. Support is requested to continue a partnership with the Federal Highway Administration Division Office and explore policy, operational, and legislative relief to advance these improvements in the corridor. The improvements are modeled after similar improvements on SH 161 in Irving between SH 183 and Belt Line Road. Staff has developed a white paper outlining reasons the improvement are needed in the corridor. The project was previously approved by the RTC using Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds that have associated constraints. Legislative relief has been used elsewhere in the country to modernize early implemented High Occupancy Vehicle (HOV) lanes that used CMAQ funds. Staff proposed correspondence to the North Texas legislative delegation requesting assistance with draft legislative language needed to advance the HOV lane improvements on US 75, distributed at the meeting in Reference Item 5. The US 75 improvements will include the use of shoulder lanes in the peak period. In addition, shoulder lanes in the off-peak period are proposed to mitigate non-recurring, incident-related congestion. A motion was made to recommend Regional Transportation Council approval for staff to move ahead with the tools necessary, including legislation, to advance technology lane improvements on US 75 in Dallas and Collin counties. Clarence Daugherty (M); Paul Luedtke (S). The motion passed unanimously.
6. **"Big Projects": IH 635 East Update and Communication Program with the Texas Legislature:** Michael Morris outlined elements of the Regional Transportation Council's (RTC) proposed position in December to advance IH 635 East, as well as a communication program with the Texas Legislature. Reference Item 6, distributed at the meeting, contained RTC correspondence to the Texas Transportation Commission (TTC) requesting it expedite the IH 635 East Phase 3 procurement process from US 75 to and including the IH 30 Interchange. The project is included in the approved long-range transportation plan, has received environmental clearance, and is ready to proceed. Funding for a majority of the staged constructed project is available, as well as multiple funding options. In addition, project costs are increasing at \$5 million per month. Mr. Morris discussed recent criticism by

some in the Legislature regarding the region's efforts. RTC successes were highlighted. Approximately \$28 billion in construction improvements have occurred in the Dallas-Fort Worth (DFW) region since 2000 in partnership with the Texas Department of Transportation (TxDOT) and the North Texas Tollway Authority (NTTA). A graphic has highlighted showing how the region's congestion from 2013-2016 has been offset with transportation investments. In addition, the percentage of the 100 most congested corridors in the DFW region has dropped from 45 percent to 30 percent in the same timeframe, with remaining congestion supporting the continued needed for the fair share allocation of State/federal revenue. He also highlighted a graphic showing the relationship of transportation revenues versus needs, as well as the RTC's responsibilities regarding transportation. He noted the importance of reengaging the Texas Legislature to provide TxDOT the appropriate level of revenue. Mr. Morris highlighted 15 questions that will be presented to the RTC in December 2017 to engage the Legislature to potentially increase transportation revenue. The first group of questions addresses the local congressional delegation: 1) why are revenues not collected smarter, 2) why is Texas sending money to other states, 3) why is Texas being short changed using old formulas, 4) why is everyone not paying taxes, and 5) why can't the Dallas-Fort Worth region pilot test the new federal infrastructure program since it is one of the few donor states. The second group of questions addresses the Texas Legislature: 6) why are revenues not collected smarter, 7) why is Texas sending money to other states, 8) why can't TxDOT borrow funds when the cost of construction is greater than the cost of money, 9) why can't TxDOT use the credit rating of the State and pay lower interest, 10) why did the Legislature reduce TxDOT's construction revenue by changing TxDOT interest payments, 11) why can't the Legislature give TxDOT more reliable authority on new revenue sources, 12) why does the Legislature restrict transit choices that lower the need for freeway capacity, toll managed lanes, and toll road lanes, 13) why does Texas let tax dollars leak to neighboring states for entertainment choices, 14) why does Texas resist local option revenue generation, and 15) why can't the Legislature support new institutional structures to deliver next generation technology, rail, people mover, and transportation reward programs. Members discussed proposed correspondence, continued efforts with the TTC, and criticism by some in Austin of the region's efforts to implement important projects. STTC Chair Todd Plesko also added the importance of pursuing local option. Exploring formula allocation through legislation was also discussed. Mr. Morris noted that correspondence would encourage communication with the Texas Legislature and would likely be addressed to the chairs of the Senate and House Transportation Committees, the Governor's office, and chairs of the metropolitan planning organizations for Austin, Houston, and San Antonio.

7. **Mobility 2045 Update:** Kevin Feldt presented an overview of the progress to date as work continues on the region's next long-range transportation plan, Mobility 2045. The schedule for the effort was highlighted. Programs and policies will be presented to the Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC) at their January meetings, with the draft final Plan presented in February. In addition, an RTC Workshop is scheduled for February 8. Final action is anticipated by STTC on May 25, and by RTC on June 14. Major transit projects were highlighted. Many are similar to Mobility 2040 recommendations and include rail corridors from Fort Worth to Denton and Fort Worth to Cleburne. Also included is the addition of express bus lanes on IH 30, as well as other corridors. The roadway project identification, selection, and prioritization process was highlighted. Recommendations are consistent with House Bill (HB) 20, consistent with federal regulations, and were developed through a coordinated, comprehensive, and continuous process. Major arterial recommendations are consistent with the 2019-2022 Transportation Improvement Program and were developed in coordination

with transportation partners and local governments. Staff developed criteria for arterial system needs based on changes in population, employment densities, arterial spacing, congestion on arterials, and connectivity. Draft major arterial recommendations were highlighted, many occurring at the periphery of the region. Mr. Feldt reviewed the process for major roadway project prioritization. Efforts include identifying needs based on Mobility 2040 and selecting corridors based on funding, feasibility, and consensus. The list of potential projects are then refined based on goals established by federal legislation. Draft proposed roadway recommendations were highlighted. Recommendations include asset optimization corridors to enhance portions of the existing facilities rather than building additional capacity, illustrative roadway corridors for future evaluation, major roadway corridors for new/additional freeway and tollway capacity, arterial capacity, and tolled/tolled managed lane facilities. Pending roadway recommendations were also highlighted. Staff is continuing efforts to finalize actual projects such as capacity needed as a result of removing the Trinity Parkway project, IH 30 between Arlington and Fort Worth, and others. Clarence Daugherty asked if maps would be available to members. Mr. Feldt indicated that maps would be available on the website following the meeting.

8. **Rise of Fraudulent Temporary Vehicle Registration Tags:** Shawn Dintino presented information on the increase in fraudulent and improper temporary vehicle registrations. In 2013, HB 2305 was passed by the Texas Legislature that created the single sticker program linking registration and inspection. The measure was successful in eliminating counterfeit inspection certifications, but caused a significant rise in counterfeit and improper temporary registration tags being used to avoid vehicle inspections. Numerous tag types with similar designs, different tag timeframes and placement requirements, and a lack of security features make fraudulent tags difficult to identify and enforce. In addition, fraudulent tags make it difficult to track witnesses to crimes and have been tied to more severe criminal activity. Funding of enforcement has also become limited due to the veto of Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) funding for FY2018 and FY2019, which help fund on-road enforcement task forces. Air quality is also impacted as a result of vehicles circumventing the emissions inspection process, as well as safety issues due to vehicles not receiving safety inspections. Funding for various entities is also impacted since counterfeit or improper temporary tags prevent billing for use of tolling facilities, lost revenue to inspection repair facilities, and lost revenues to state and local jurisdictions from lack of registration and inspection fees. Moving forward, staff will perform analyses to quantify the problem, look into what others states are doing to combat temporary tag fraud, seek opportunities for funding law enforcement training, and efforts for the upcoming legislative session to restore funding. Details were provided in Electronic Item 8.
9. **Air Quality Update:** Jenny Narvaez provided a summary of the 2017 ozone season activity for the Dallas-Fort Worth region, as well as information on the status of the 2015 National Ambient Air Quality Standards for Ozone and the 2016-2017 Air North Texas Partner Awards. The end of November concluded the 2017 ozone season, with the region experiencing 24 exceedance days. No level red days were experienced and the region's exceedances continue to trend downward. The design value at the end of the ozone season was 79 parts per billion (ppb), so the region did not reach the 75 ppb standard for attainment. Design values for the 85 ppb, 75 ppb, and 70 ppb standards were highlighted. Data showing the decreasing design value relative to the significant population growth in the region was highlighted. In addition, the ratio of nitrogen oxides (NO_x) and volatile organic compounds (VOC) was highlighted which indicate that NO_x emissions are decreasing faster than VOC emissions. Staff will send correspondence to the Texas Commission on

Environmental Quality (TCEQ) seeking its input which could result in different strategies moving forward to address air quality as a result of the converging NO_x/VOC ratio trends. Monitor exceedances for the 2008 ozone standard of 75 ppb were highlighted, with only one monitor out of 20 in the region exceeding the standard. The design value is the three-year average of the 2015, 2016, and 2017 season. In 2015, the region experienced a design value of 88 ppb. Next year's average will not include this 88 design value so the future design value is expected to continue to decrease. Looking at the 2015 standard of 70 ppb, half of the monitors did exceed the standard but no attainment designations have been made. However in November 2017, the Environmental Protection Agency (EPA) designated counties under the 2015 standard as attainment/unclassifiable or unclassifiable. Counties not part of the list are not necessarily designated as nonattainment. Hood and Hunt Counties were not included on the attainment list. The 2015 rule is expected to become effective in January 2018, and staff continues to await designations for nonattainment counties. Ms. Narvaez also noted that in November, the Regional Transportation Council presented the Air North Texas 2016-2017 Partner Awards. Details were provided in Electronic Item 9. The City of Grand Prairie received the Air North Texas Partner of the Year award. Staff will continue to monitor next steps associated with the region's design value being higher than the 75 ppb standard. In addition, staff will monitor the EPA's final designations and associated rules to the 70 ppb standard. Staff will also continue transportation conformity efforts on Mobility 2045. For the 2018 ozone standard, staff will work to enhance its communication plan for the region and continue to develop and implement mobile source emission reduction programs. As noted, staff will compose a letter to TCEQ on the future converging NO_x and VOC ratios. Details were provided in Electronic Item 9. John Polster discussed the NO_x/VOC ratios, and Lloyd Neal discussed transport issues from non-mobile sources. He asked if there has been any resolution. Ms. Narvaez noted that staff continues to monitor this issue and that as the standard lowers, more areas will be in nonattainment and held to the same requirements as the Dallas-Fort Worth region, which should also help lower background levels.

10. **Status Report on NTTA/TxDOT Toll Equity Loan Agreement (TELA) and Associated RTC/NTTA Agreement Concerning Return of TELA Fees:** Ken Kirkpatrick briefed the Committee on the Mutual Termination of the Regional Transportation Council (RTC)/North Texas Tollway Authority (NTTA) agreement concerning the return of Toll Equity Loan Agreement (TELA) fees to NTTA. In 2010, NTTA created a Special Projects system specifically for the financing, construction, and operation of the President George Bush Turnpike-Western Extension (SH 161) and the Chisholm Trail Parkway (CTP). In order to finance the two projects together outside of the regular NTTA system, the Texas Department of Transportation provided a TELA to enhance the credit rating of the system by using the State Highway fund as a financial backstop for the projects, lowering NTTA's financing costs. The TELA required NTTA to pay certain TELA fees beginning after ten years. As a result the RTC adopted policy position P10-05, provided in Electronic Item 10.1, that encouraged NTTA to retire the TELA as soon as financially feasible to reduce risk to the Dallas-Fort Worth region, and also supported either the waiver of the TELA fees or the return of any such fees to NTTA for NTTA selected projects. In addition, the RTC directed staff to develop an agreement to effectuate this policy. The resulting agreement was provided in Electronic Item 10.2. Since that time, NTTA has taken several actions to refinance due to favorable interest rates and has saved substantially. In November, NTTA refinanced the Special Projects system and merged it with the NTTA system, releasing TxDOT of the TELA commitment (provided in Electronic Item 10.3) and eliminating the need for the TELA support. A Mutual Termination of the agreement has been executed by NTTA and RTC staff, provided in Electronic Item 10.4. Correspondence from NTTA regarding the

bond refinancing for SH 161 and the Chisholm Trail Parkway was provided in Electronic Item 10.5. This initiative highlights the important partnership among TxDOT, NTTA, and the RTC to advance big projects in the region.

11. **Transportation Funding Categories Summary:** Michael Morris highlighted a summary table of transportation funding categories. This summary, provided in Electronic Item 11, was requested by Regional Transportation Council (RTC) Chair Rob Franke at the November 9, 2017, meeting.
12. **Fast Facts:** Nathan Drozd noted that in November 2017, the Texas Department of Transportation (TxDOT) issued a finding of no significant impact on the environmental assessment for Loop 9 from IH 35E to IH 45. The document covered construction of a six-lane frontage road facility and the purchase of right-of-way for a future limited access facility. TxDOT will continue to support the project by continuing on Phase 1 which will be a two-way, two-lane frontage road expected to let in March 2022.

Bailey Muller highlighted current air quality funding opportunities for vehicles. The Texas Emission Reduction Plan (TERP) Rebate Grant has opened for replacement and upgrade of diesel heavy-duty vehicles or equipment. The deadline for applications is February 13, 2018. In addition, the TERP Alternative Fueling Facilities Program Grant remains open with \$6 million available for electric infrastructure or natural gas projects. The deadline for applications closes January 18, 2018. Details were provided in Electronic Item 12.1.

Bailey Muller also highlighted upcoming Dallas-Fort Worth Clean Cities Events. The Annual Meeting is scheduled for December 13, 2017, from 11 am-1 pm at the North Central Texas Council of Governments (NCTCOG). In addition, an Idle Reduction Webinar is scheduled for January 30, 2018, Registration is free. Details were provided in Electronic Item 12.2.

Additionally, Bailey Muller provided an update on the Volkswagen settlement. On December 1, 2017, Governor Abbott submitted for Texas to become a beneficiary of the settlement to receive approximately \$209 million for vehicle and infrastructure updates. The governor designated the Texas Commission on Environmental Quality as the lead agency for the funds. Additional details were made available in Electronic Item 12.3.

Brian Wilson highlighted the Traffic County Fact Sheet provided in Electronic Item 12.4. Staff works with TxDOT and regional partners to gather this data that is used in the transportation planning process. Fact sheets are also available at www.nctcog.org/factsheets.

Carli Baylor noted October public meeting minutes were provided in Electronic Item 12.5.1 and November public meeting minutes in Electronic Item 12.5.2. The public meeting minutes are a compilation of the comments received for the October and November meetings, respectively.

Carli Baylor also referenced the December input opportunity notice distributed at the meeting in Reference Item 12.11. The online review and comment period will be opened December 11, 2017, through January 10, 2018. Members of the public can provide input on proposed modifications to the list of funded projects maintained in the Transportation Improvement Program.

In addition, Carli Baylor highlighted the public comment report provided in Electronic Item 12.6. The report contains general comments submitted by members of the public from October 20 through November 19, 2017.

Brian Crooks noted the second round of the Mobility Plan Policy Bundle effort is now open. Early submittals are due by March 2, 2018, and the final deadline is April 6, 2018. In addition, a Mobility Plan Policy Bundle Workshop is scheduled for January 26, 2018. Additional details are available in Electronic Item 12.7 and at www.nctcog.org/policybundle.

April Leger noted that the 2018 Surface Transportation Technical Committee and Regional Transportation Council meeting schedules were provided in Electronic Item 12.8.

The current Local Motion was provided in Electronic 12.9, and transportation partner progress reports were provided in Electronic Item 12.10.

13. **Other Business (Old and New):** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 26, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee

DATE: January 19, 2018

FROM: Vickie Alexander
Program Manager

SUBJECT: Modifications to the FY2018 and FY2019 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017, and September 30, 2019.

Listed below, and in the following attachment, is the second set of proposed modifications to the FY2018 and FY2019 UPWP. Included in these amendments are project updates and funding adjustments. The proposed modifications were presented at the January 9, 10 and 16, 2018, public meetings. Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting.

Transportation Planning Fund (TPF) Modifications

- 4.04 Performance-Based Planning and Coordination (program \$50,000 TPF to support continued staff coordination on performance-based planning activities to ensure federal and state initiatives are fully integrated into NCTCOG's planning process)
- 5.02 Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (update text to reflect the addition of thoroughfare planning assistance for the Cities of Lake Worth and White Settlement)

Other Funding Source Modifications

- 2.01 Travel Forecasting Support – Regional Travel Data Collection, Transit Travel Survey (add text to reflect work activities for the Fort Worth Transportation Authority on a comparison of automatic passenger counters [APCs] against observed passenger counts to validate the accuracy of the APC devices)

- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (move \$24,685 Department of Energy [DOE] funds from Subtask 3.04, add \$20,315 DOE funds, and add text to reflect movement of DFW Clean Cities Coalition work activities to Subtask 3.03 from Subtask 3.04)
- 3.04 Transportation and Air Quality Communications – Air Quality Public Education and Communication and Clean Cities Program (remove \$24,685 DOE funds and text referencing DFW Clean Cities Coalition work activities as a result of the movement to Subtask 3.03 noted above and update text in Air Quality Public Education and Communication to reflect a broader work scope focus beyond air quality initiatives)
- 3.06 Transit Operations – FTA Urban Funding Grant Administration (program \$1,108,720 Federal Transit Administration [FTA] 5307 and 5310 funds as a result of FY2018 budget adjustment due to the identification of actual dollars through executed grant agreement and Fiscal Year 2017 close out)
- 5.01 Regional Transportation Studies – North Texas Tollway Authority Feasibility Studies and Strategic Corridor Initiatives (per a request from the City of Dallas, update text to remove the Trinity Parkway from the lists of potential corridors to be studied)
- 5.01 Regional Transportation Studies – Harry Hines Boulevard Corridor Study from Loop 12 to Downtown Dallas (remove \$200,000 in local funding as match and replace with TDCs; update text to reflect use of TDCs)
- 5.01 Regional Transportation Studies – M-Line Extension Feasibility Study (remove \$200,000 in local funding as match and replace with TDCs; update text to reflect use of TDCs)

The following modifications have previously been approved by the Regional Transportation Council and/or NCTCOG Executive Board (e.g., via the Transportation Improvement Program) and are now being incorporated into the Unified Planning Work Program:

- 2.01 Travel Forecasting Support – Regional Travel Model (program \$5,000 Transportation Planning Funds [TPF] to reflect full authorized funding amount of \$50,000 in FY2018; work was not begun in FY2017 as originally anticipated on the University Partnership Program project regarding managed lanes in travel modeling)
- 2.02 Transportation Data Management – Data-Supported Transportation Operations and Planning (D-STOP) in the Dallas-Fort Worth Area (carry over FY2017 funding balance of \$25,041 RTC Local funds into FY2018 to support the completion of the University Partnership Program project on Travel Modeling in an Era of Connected and Automated Transportation Systems: An Investigation in the Dallas-Fort Worth Area, Year II)

- 3.03 Air Quality Management and Operations – Technology Improvements (program \$2,090,742 Environmental Protection Agency [EPA] funds and \$5,050,099 local funds as match to reflect receipt of grant award under the Clean Diesel Funding Assistance Program for projects that replace older diesel vehicles and equipment with new, low-emissions vehicles or equipment)
- 3.03 Air Quality Management and Operations – Technology Improvements (program \$150,000 RTC Local to serve as a backstop for the development phase of the Clean Technologies Revolving Loan Program to fund emission-reduction strategies; funds to be repaid if local matching funds are collected)
- 3.03 Air Quality Management and Operations – Technology Improvements (in response to the Governor’s veto of AirCheckTexas funding, program \$1,000,000 Surface Transportation Block Grant Program [STBG] funds with Transportation Development Credits [TDCs] as funding match to support NCTCOG staff work activities in administering the remaining FY2016 and FY2017 AirCheckTexas funds for the region through FY2019)
- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (in response to the Governor’s veto of air quality funding, program \$150,000 STBG funds with TDCs as funding match to support Hood County’s clean air efforts through FY2019)
- 3.05 Public Transportation Planning and Management Studies – Regional Public Transportation Coordination and Planning (program \$5,000 TPF to reflect full authorized funding amount of \$50,000 in FY2018; work was not begun in FY2017 as originally anticipated on the University Partnership Program project regarding access to opportunity)
- 3.06 Transit Operations – FTA Urban Funding Grant Administration (program \$495,000 FTA 5310, 5316, and 5317 funds to support the implementation of the Enhanced Mobility of Seniors and Individuals with Disabilities Program, the Job Access/Reverse Commute Program, and the New Freedom Program)
- 5.10 Regional Military and Community Coordination – Regional Joint Land-use Study (program remaining unspent \$22,140 Department of Defense [DOD] funds and \$2,460 local funds to support continued staff activities related to compatible development surrounding military installations; add project text)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or vp Pruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2018 and FY2019 UPWP prior to the Surface Transportation Technical Committee meeting. A recommendation will be requested at the meeting for Regional Transportation Council approval of the proposed modifications.

AMENDMENT #2 TO THE FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM

2.01 Travel Forecasting Support

Regional Travel Data Collection

Other Funding Sources

Transit Travel Survey – NCTCOG, in coordination with DART, DCTA, and FWTA, will prepare to conduct a regional transit onboard survey beginning in FY2019. This survey will be heavily used in updating the travel demand model. **In addition, in FY2018 an Automatic Traffic Count Validation study will be conducted for the Fort Worth Transportation Authority. This study involves a comparison of automatic passenger counters (APCs) against observed passenger counts to validate the accuracy of the APC devices.** Consultant assistance will be utilized. Surface Transportation Block Grant Program funds and local funds will be utilized to support work efforts. Anticipated products ~~in FY2019~~ include:

- **Report on the APC count comparison for FWTA;**
- Scope of work **for the regional transit onboard survey;** and
- Interagency agreements.

3.03 Air Quality Management and Operations

Partnerships and Collaborations

Other Funding Sources

This element includes participation in collaborative efforts on the local, State, and federal levels to promote or implement projects or programs that help improve air quality. New innovative partnerships may also be sought with local governments, and private and non-profit stakeholders with key connections or interest in air quality or promoting “green” initiatives, such as hospitals, hotels, utility companies, or private developers. Collaborations may also be established with entities having connections to vehicles/equipment/technologies. Staff may also provide technical assistance and develop resources to facilitate involvement and aid decision making among local governments, industry, and the public. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, US Department of Energy funds, Regional Transportation Council Local funds, local funds, and Transportation Development Credits. NCTCOG may seek assistance from universities through the University Partnership Program for data collection and/or analysis to optimize use of funded improvements. This element is ongoing throughout FY2018 and FY2019. Anticipated products include:

- Continued partnerships with federal, State, and regional/local partners including, but not limited to, the National Association of Regional Councils (NARC) and DOE;
- Continued membership in and support of formal partnership arrangements, including the North Central Texas Stewardship Forum and EPA SmartWay Transport Partnership;

- Administration of a cooperative purchasing initiative to reduce alternative fuel vehicle costs, in conjunction with local fleets and the NARC through the Fleets for the Future project;
- Administration of the Freight Efficiency Outreach Program or similar program, in collaboration with local trucking industry representatives and other entities;
- Comments drafted and submitted on air quality regulations, projects, programs, or studies by federal, State, local, or private entities, as requested and appropriate;
- Periodic meetings and conference calls regarding various air quality initiatives;
- Innovative new partnerships with key stakeholder organizations, such as vehicle auctioneers, charities and non-profits who accept donated vehicles, hospitals and universities, vehicle rental companies, and major employers in the region;
- A website that serves as a “clearinghouse” of information regarding energy efficiency and conservation associated with air quality, transportation, and related issues; ~~and~~
- A report evaluating the effectiveness of various funding programs; ~~and~~
- **Continued implementation of DFW Clean Cities Coalition activities including, but not limited to, collaboration with stakeholders to identify strategies to increase use of Clean Cities approaches with regard to resiliency and emergency response efforts, hosting of meetings/trainings/workshops/ webinars focused on Clean Cities initiatives, recognition and highlights of local fleet efforts, coordination of alternative fuel and electric vehicle activities associated with implementation of the Volkswagen Settlement, collaboration regarding designation of alternative fuel corridors under Section 1413 of the FAST Act, and collection/submittal of data regarding alternative fuel use in the North Central Texas region.**

3.04 Transportation and Air Quality Communications

As policies, projects, and programs are implemented to fulfill obligations required under ~~the variety of air quality mandates (e.g., Clean Air Act, National Ambient Air Quality Standards, State Implementation Plan, etc.)~~ **federal and State transportation and air quality regulations**, communication efforts are strategically created and implemented to educate and inform the region on **current and new transportation and air quality levels, associated impacts, strategies for improvement, funding opportunities, and new programs and/or policies.** ~~Staff will continue to engage the region through both traditional and new media, including professionally produced videos. Media may be distributed through various avenues, including, but not limited to, social media, websites, portable storage devices (i.e., flash drives), and television. In order to produce professional, high-quality material, additional production equipment may be purchased.~~

Air Quality Public Education and Communication-Transportation and Air Quality Marketing, Education, and Engagement

Other Funding Sources

The North Central Texas Council of Governments (NCTCOG) will continue to implement ~~a general public awareness campaign that encourages public participation and support of key elements in the State Implementation Plan and other air quality improvement strategies, as well~~

~~as the reduction of energy use~~ **strategically created communications efforts to educate and inform the region on transportation- and air quality-related issues, including strategies for improvement, funding opportunities, training initiatives, and new programs/policies. Major efforts will focus on Transportation and Air Quality Marketing, Education, and Engagement Programs, and Clean Vehicle Technologies Programs.** This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, **US Department of Energy funds**, Transportation Development Credits, and other funding sources. Paid media will be utilized when needed. This element is ongoing throughout FY2018 and FY2019. Anticipated products include:

- ~~A~~ **Regional air quality and transportation campaigns (including Air North Texas, AirCheckTexas Drive a Clean Machine, Car Care Clinics, Electric Vehicles North Texas, Engine Off North Texas, and other efforts that support transportation and air quality improvement strategies)**, utilizing communication strategies including, but not limited to, web site/**web pages**, paid advertising and media, social and electronic media, videos, email and blog updates, air pollution alerts, flyers, brochures, and outreach **and associated displays**;
- Integrated campaign resources for use by local governments, the business community, education institutions, and other **stakeholders**/interested parties;
- Communication and marketing services for local governments, as well as other NCTCOG Transportation Department programs/campaigns;
- Procurement, **inventory**, and distribution of educational items;
- Performance measure strategies for **transportation and** air quality communications initiatives;
- **Purchase of electronic equipment, devices (e.g., counters, outreach wheels), online services, and computers for the purpose of outreach, technical guidance, photography and video production**;
- ~~Inventory of educational items~~;
- Regional growth of overall efforts through regular meetings and conference calls with the Air North Texas Coalition, **stakeholder groups**, and other partners including State, federal, and local interest groups about the campaign and other air quality education initiatives;
- New partner recruitment for ~~the Air North Texas transportation and air quality campaigns~~; and
- ~~Air North Texas Coalition~~ **Partner recognition for work on programs, such as Air North Texas.**

Clean Cities Program

Other Funding Sources

~~The Dallas Fort Worth (DFW) Clean Cities program will continue to serve as a locally based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector. The program~~

~~consists of facilitating the deployment of alternative fuel vehicles (AFVs); supporting installation of alternative fuel refueling infrastructure throughout the North Texas region; increasing the use of fuel blends (i.e., biodiesel/diesel and ethanol/gasoline); accelerating sales of hybrid electric vehicles; promoting informed consumer choice on fuel economy; and encouraging the use of idle reduction technologies and strategies. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, US Department of Energy funds, Transportation Development Credits, and other funding sources. Paid media may be used when needed. This element is ongoing throughout FY2018 and FY2019. Anticipated products include:~~

- ~~• Education, outreach, events, technical guidance, data gathering, annual report and fleet recognition, video/online media, interactive website (including hosting and maintenance of content and design), and advertisement of these initiatives;~~
- ~~• Purchase of electronic equipment and devices, and computers for the purpose of outreach, technical guidance, and video production;~~
- ~~• Barrier reduction initiatives to address alternative fuel adoption;~~
- ~~• Workshops and training regarding all aspects of acquiring, operating, and maintaining AFVs and advanced technology vehicles and infrastructure;~~
- ~~• Gathering of data analytics to monitor effectiveness of various campaigns, events, outreach, trainings, and other initiatives;~~
- ~~• Assistance with market development activities, including, but not limited to, implementation of AFVs/zero-emissions vehicles through the Volkswagen Settlement;~~
- ~~• Alternative Fuel Corridor Development through support of the Fixing America's Surface Transportation Act Section 1413;~~
- ~~• Subawardee contract monitoring;~~
- ~~• Meetings and conference calls regarding Clean Cities initiatives; and~~
- ~~• Regular DFW Clean Cities Coalition meetings and subcommittee meetings as needed.~~

5.01 Regional Transportation Studies

North Texas Tollway Authority Feasibility Studies

Other Funding Sources


The following is a list of ongoing and potential feasibility or traffic and revenue studies for NTTA:

- DNT Extension (US 380 to Grayson County)
- ~~• Trinity Parkway (IH 35E to US 175)~~
- SH 190 East Branch (IH 30 to IH 20)
- President George Bush Turnpike (Multiple Segments)

Strategic Corridor Initiatives

Other Funding Sources

The following is a list of roadway corridors that may be studied in this element:

- IH 35E - Dallas County
- IH 820/IH 20/US 287 – Tarrant County (Southeast Connector)
- IH 820/SH 121
-  [Trinity Parkway](#)
- SH 183
- IH 635 East
- SH 199
- IH 30 –Tarrant County
- US 75 - Dallas/Collin County
- SH 190 East Branch
- Loop 9
- SH 161
- Denton County Outer Loop/Greenbelt Parkway

Harry Hines Boulevard Corridor Study from Loop 12 to Downtown Dallas

Other Funding Sources

In FY2019, NCTCOG will develop a corridor plan for Harry Hines Boulevard from Loop 12 to Downtown Dallas. The purpose of this study is to develop a context sensitive design with modern engineering concepts to provide multi-modal transportation options and to increase the sustainability/livability in the corridor. Work efforts will be supported through Surface Transportation Block Grant Program ~~and local~~ funds [and Transportation Development Credits](#). Consultant services may be used to support this study. Anticipated products include:

- A corridor plan for Harry Hines with an emphasis on sustainable development and providing multi-modal transportation and technology options.

M-Line Extension Feasibility Study

Other Funding Sources

During FY2018 and FY2019 and in coordination with the McKinney Avenue Transit Authority, the City of Dallas, Dallas Area Rapid Transit (DART), and other stakeholders in the area, NCTCOG will conduct a feasibility study for an extension of the M-Line Trolley to connect Uptown with the Knox-Henderson neighborhood. The feasibility study will recommend alignments and stops; evaluate the cost of implementation, operation and maintenance; identify potential funding sources;

and develop a preliminary implementation schedule. Consultant assistance may be used for this initiative. Funding source is Surface Transportation Block Grant Program ~~and local~~ funds **and Transportation Development Credits**. Anticipated products include:

- Ridership estimates;
- Preliminary environmental analysis; and
- Technical reports.

5.02 Subarea Studies and Local Government Assistance

Comprehensive Transportation Planning Studies and Technical Support

Transportation Planning Funds

Provided below is a list of ongoing and candidate projects in the Dallas-Fort Worth area which will be conducted or supported based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the study; Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is responding to small, ad hoc requests for technical assistance.

Category 2

- City of Cleburne Thoroughfare Plan
- Dallas County Major Capital Improvement Program (MCIP)
- City of Dallas Comprehensive Thoroughfare Plan Update
- Tarrant County (Mansfield/Kennedale) Business 287/Kennedale Pkwy. Corridor Study
- Dallas County Thoroughfare Plan Update
- Fort Worth Subarea Transportation Plan
- Western Tarrant County Transportation Initiative
- Hunt County Thoroughfare Plan
- East-West Connector for Dallas Fort Worth International Airport
- City of Grapevine Thoroughfare Plan Update
- City of Balch Springs Master Thoroughfare Plan Update
- City of Dallas Bishop Arts Transportation Plan
- City of Wylie Collin College Regional Transportation Study
- **City of Lake Worth Thoroughfare Planning Assistance**
- **City of White Settlement Thoroughfare Planning Assistance**

5.10 Regional Military and Communication Coordination

Regional Joint Land-use Study

Other Funding Sources

The Department of Defense Office of Economic Adjustment (DOD OEA) funds planning studies to identify recommendations to maintain military operations and support compatible development surrounding military installations. NCTCOG received funding from the DOD OEA in FY2015 to conduct a Regional Joint Land-use Study (JLUS). The Regional JLUS will update the JLUS previously conducted for NAS Fort Worth, JRB, and analyze encroachment issues common to additional military facilities throughout the region. RTC Local funds will also be used for this project. Anticipated products include:

- Tool to track recommendations for each installation and progress made towards implementation;
- Outreach documents and presentations to stakeholder groups; and
- Grant management requirements.

VIII. Overview of Work Program Funding

Proposed Budget

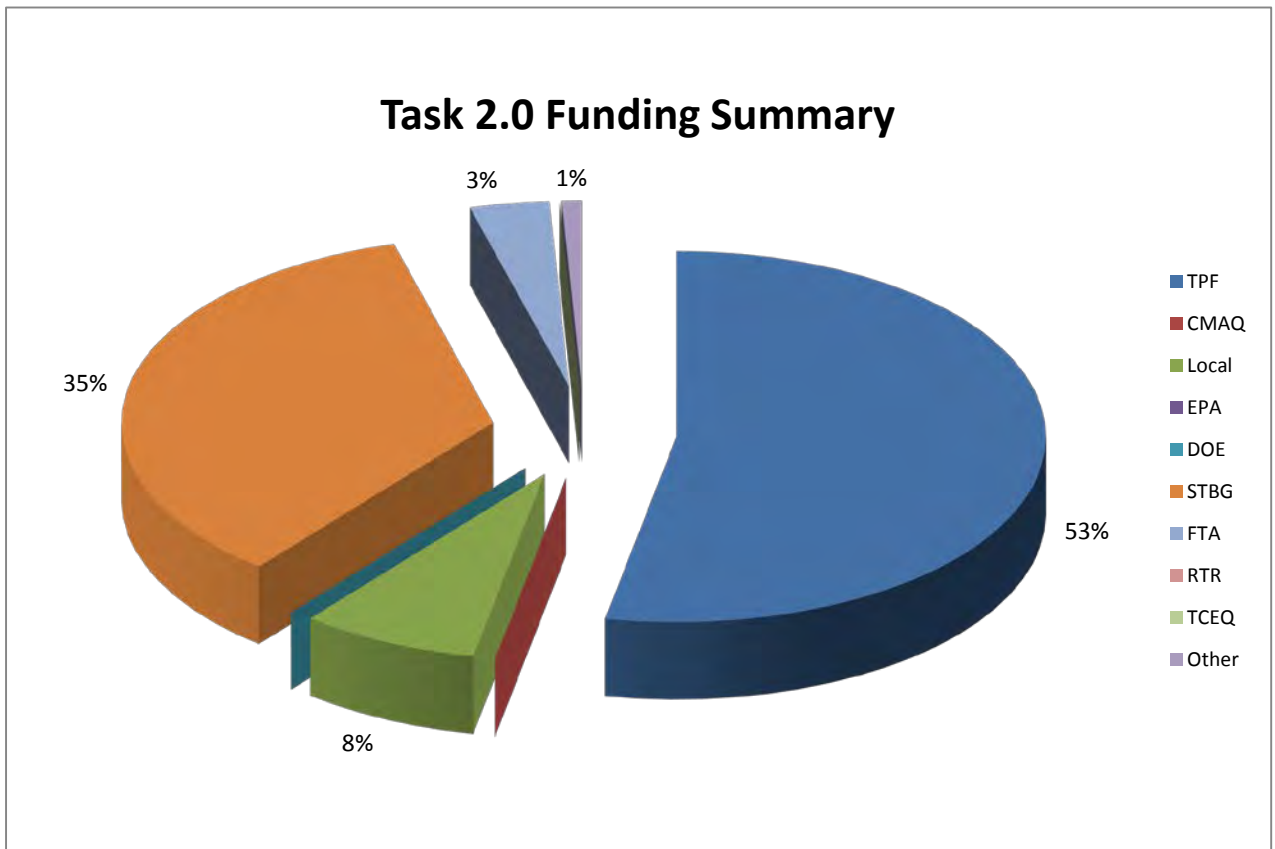
The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2018 and FY2019 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all metropolitan planning organizations. The FY2018 and FY2019 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is \$7,455,075 in FY2018 and \$7,455,075 in FY2019 for a two-year total of \$14,910,150. The Federal Transit

Administration 5303 funding is \$2,770,459 in FY2018 and \$2,825,868 in FY2019 for a two-year total of \$5,596,327. An estimated balance of \$5,981,498 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2017 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2018 and FY2019 UPWP is estimated at \$26,487,975. Transportation Planning Funds in the amount of ~~\$22,881,600~~ **\$22,941,600** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of \$5,596,327, the estimated FY2017 FHWA PL 112 fund balance of \$5,981,498, and ~~\$11,303,775~~ **\$11,363,775** of Fiscal Years 2018 and 2019 FHWA PL 112 funding. The remaining balance of Fiscal Years 2018 and 2019 FHWA PL 112 funds of ~~\$3,606,375~~ **\$3,546,375** is anticipated to be carried over to Fiscal Year 2020.

E. Funding Summary

| Subtask | TPF ¹ | Additional Funding | | Total |
|-----------------|--------------------|--------------------|--------------|--------------------|
| | | Amount | Source | |
| 2.01 | \$2,136,200 | | | |
| | | \$57,100 | FHWA | |
| | | \$399,200 | Local | |
| | | \$2,343,400 | STBG | |
| Subtotal | | | | \$4,935,900 |
| 2.02 | \$398,800 | | | |
| | | \$232,200 | FTA | |
| | | \$123,141 | Local | |
| Subtotal | | | | \$754,141 |
| 2.03 | \$1,033,600 | | | |
| Subtotal | | | | \$1,033,600 |
| Total | \$3,568,600 | \$3,155,041 | | \$6,723,641 |

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

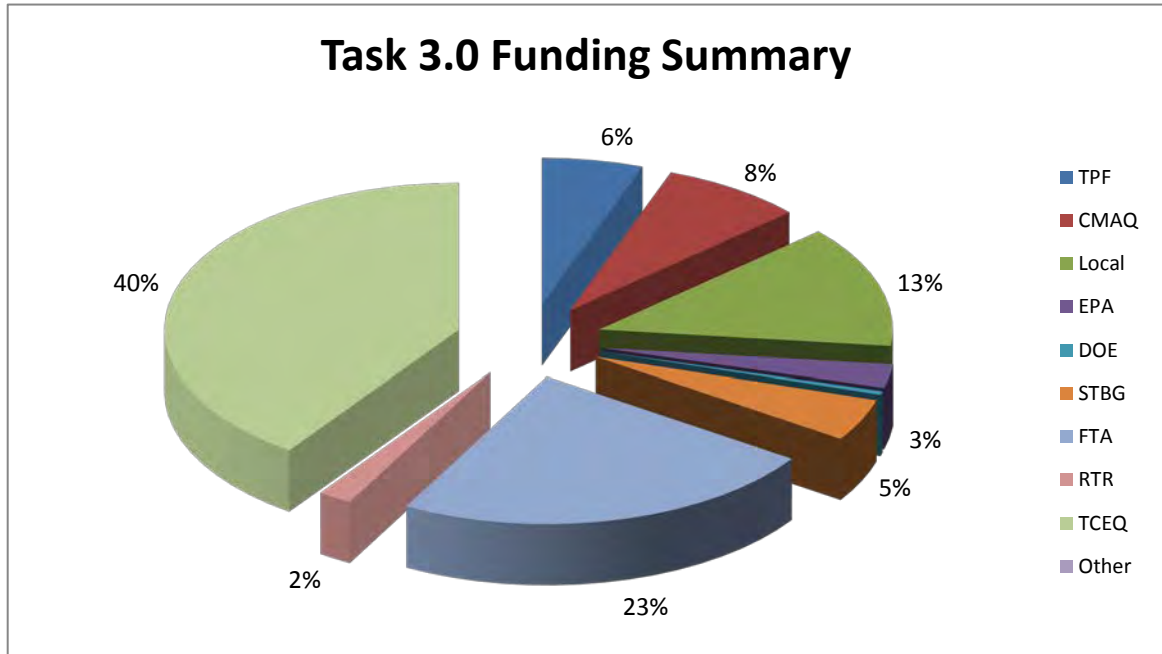


E. Funding Summary

| Subtask | TPF ¹ | Additional Funding | | Total |
|-----------------|--------------------|----------------------|--------|----------------------|
| | | Amount | Source | |
| 3.01 | \$2,393,700 | \$1,648,500 | RTR | |
| | | \$667,000 | STBG | |
| Subtotal | | | | \$4,709,200 |
| 3.02 | \$1,036,100 | \$448,000 | TCEQ | |
| Subtotal | | | | \$1,484,100 |
| 3.03 | | \$6,091,700 | CMAQ | |
| | | \$113,500 | DOE | |
| | | \$2,984,512 | EPA | |
| | | \$8,824,499 | Local | |
| | | \$4,370,100 | STBG | |
| | | \$46,094,000 | TCEQ | |
| Subtotal | | | | \$68,478,311 |
| 3.04 | | \$2,935,600 | CMAQ | |
| | | \$342,515 | DOE | |
| | | \$80,200 | Local | |
| | | \$315,800 | STBG | |
| Subtotal | | | | \$3,674,115 |
| 3.05 | \$2,988,300 | \$649,700 | FTA | |
| | | \$15,100 | Local | |
| Subtotal | | | | \$3,653,100 |
| 3.06 | | \$26,543,720 | FTA | |
| | | \$6,615,000 | Local | |
| | | \$500,000 | RTR | |
| Subtotal | | | | \$33,658,720 |
| Total | \$6,418,100 | \$109,239,446 | | \$115,657,546 |

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

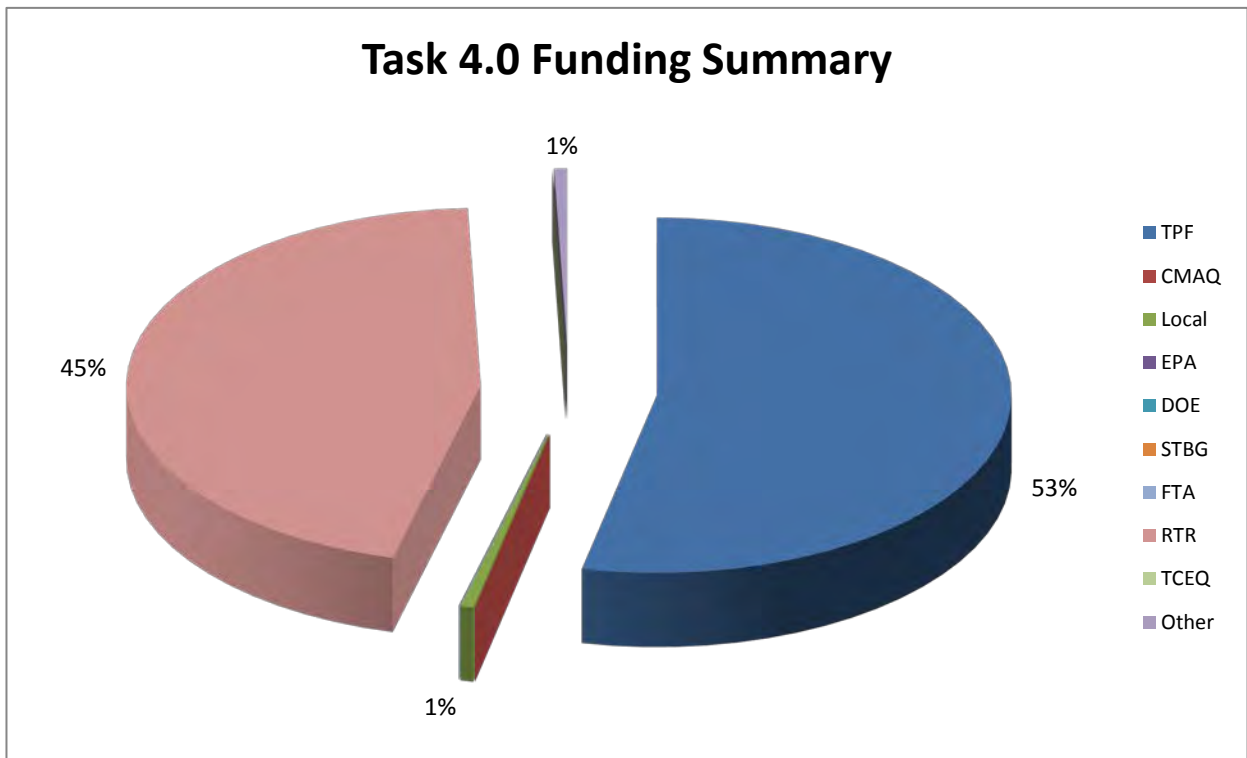
E. Funding Summary



E. Funding Summary

| Subtask | TPF ¹ | Additional Funding | | Total |
|-----------------|--------------------|--------------------|--------|--------------------|
| | | Amount | Source | |
| 4.01 | \$2,623,700 | | | |
| Subtotal | | | | \$2,623,700 |
| 4.02 | \$223,200 | | | |
| | | \$34,000 | FHWA | |
| | | \$34,000 | Local | |
| | | \$2,605,800 | RTR | |
| Subtotal | | | | \$2,897,000 |
| 4.03 | \$132,700 | | | |
| Subtotal | | | | \$132,700 |
| 4.04 | \$84,200 | | | |
| Subtotal | | | | \$84,200 |
| Total | \$3,063,800 | \$2,673,800 | | \$5,737,600 |

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



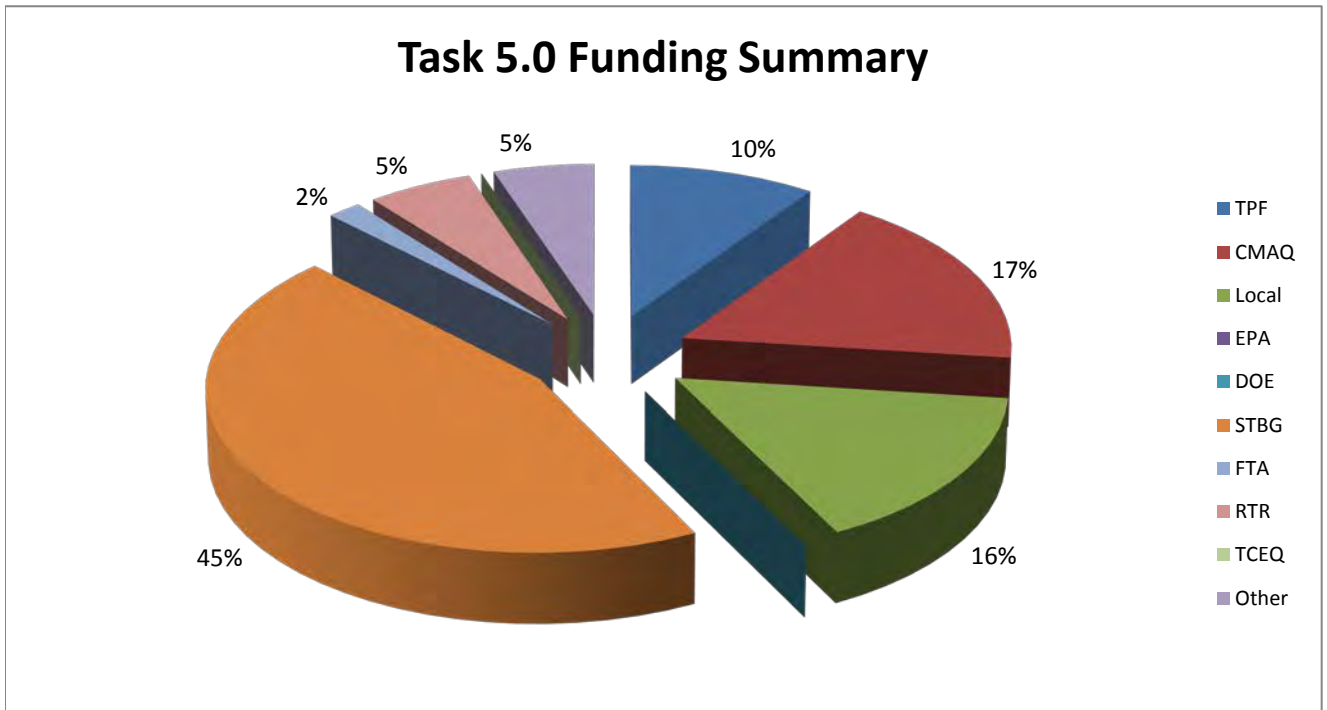
E. Funding Summary

| Subtask | TPF ¹ | Additional Funding | | Total |
|-----------------|------------------|--------------------|--------|---------------------|
| | | Amount | Source | |
| 5.01 | \$1,041,700 | | | |
| | | \$34,700 | Local | |
| | | \$48,200 | NTTA | |
| | | \$2,616,800 | RTR | |
| | | \$9,250,700 | STBG | |
| | | \$261,800 | TxDOT | |
| Subtotal | | | | \$13,253,900 |
| 5.02 | \$1,097,900 | | | |
| | | \$183,500 | RTR | |
| Subtotal | | | | \$1,281,400 |
| 5.03 | \$641,500 | | | |
| | | \$524,000 | CMAQ | |
| | | \$71,100 | FHWA | |
| | | \$984,400 | FTA | |
| | | \$3,023,870 | Local | |
| | | \$2,387,400 | STBG | |
| Subtotal | | | | \$7,632,270 |
| 5.04 | \$372,300 | | | |
| | | \$22,500 | Local | |
| | | \$327,800 | STBG | |
| | | \$10,000 | TXDOT | |
| Subtotal | | | | \$732,600 |
| 5.05 | \$824,700 | | | |
| | | \$8,786,000 | CMAQ | |
| | | \$4,837,000 | Local | |
| | | \$235,000 | RTR | |
| | | \$9,481,600 | STBG | |
| | | \$2,228,500 | TxDOT | |
| Subtotal | | | | \$26,392,800 |
| 5.06 | \$10,000 | | | |
| | | \$89,500 | Local | |
| | | \$1,958,900 | STBG | |
| | | \$147,800 | TxDOT | |
| Subtotal | | | | \$2,206,200 |
| 5.07 | \$53,200 | | | |
| Subtotal | | | | \$53,200 |

E. Funding Summary

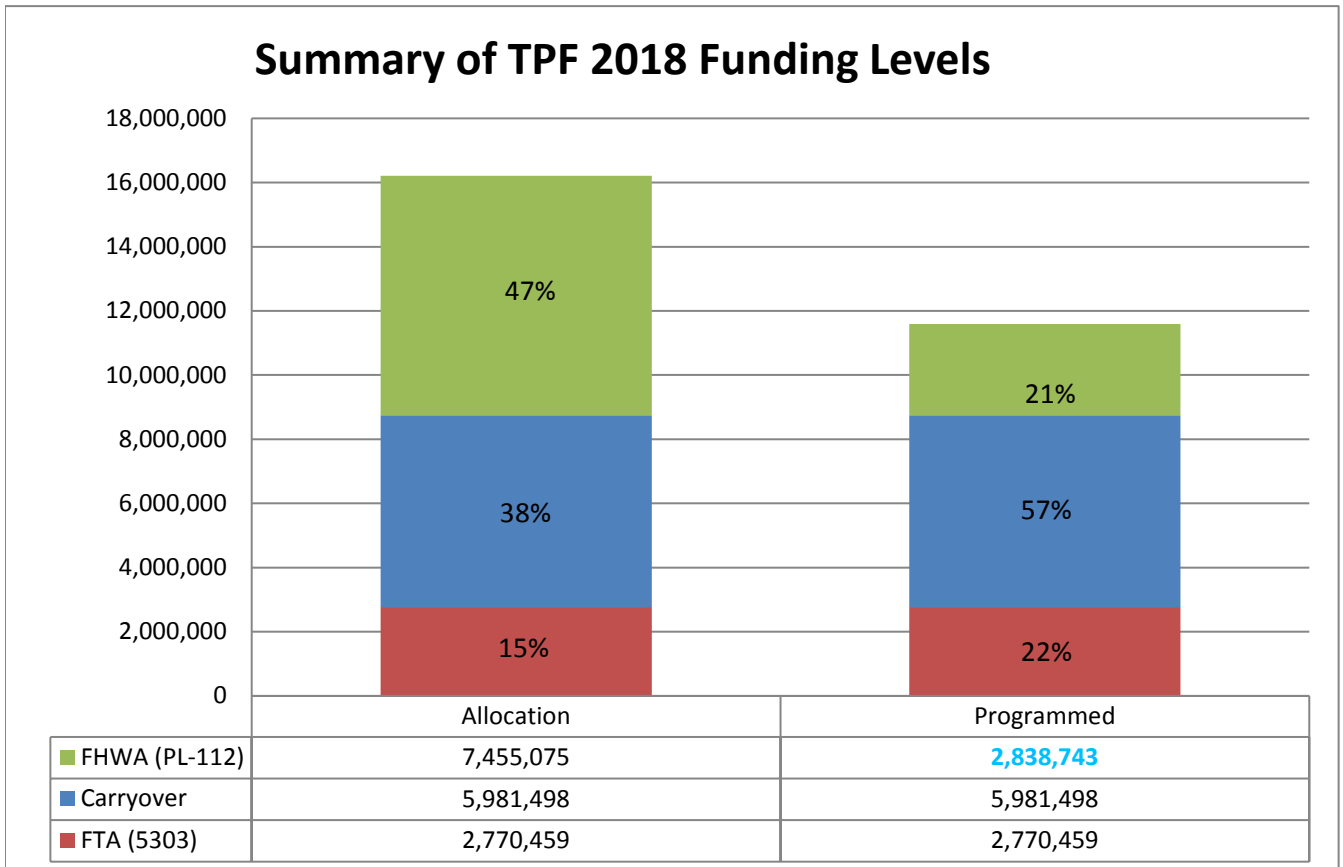
| Subtask | TPF ¹ | Additional Funding | | Total |
|-----------------|--------------------|---------------------|--------|---------------------|
| | | Amount | Source | |
| 5.08 | \$610,700 | | | |
| | | \$35,900 | Local | |
| | | \$89,800 | STBG | |
| Subtotal | | | | \$736,400 |
| 5.09 | \$234,000 | | | |
| | | \$384,400 | Local | |
| Subtotal | | | | \$618,400 |
| 5.10 | | | | |
| | | \$22,140 | DOD | |
| | | \$83,260 | Local | |
| Subtotal | | | | \$105,400 |
| 5.11 | \$483,500 | | | |
| | | \$250,000 | CMAQ | |
| | | \$94,500 | Local | |
| | | \$1,456,300 | STBG | |
| | | \$100,000 | TXDOT | |
| Subtotal | | | | \$2,384,300 |
| Total | \$5,369,500 | \$50,027,370 | | \$55,396,870 |

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

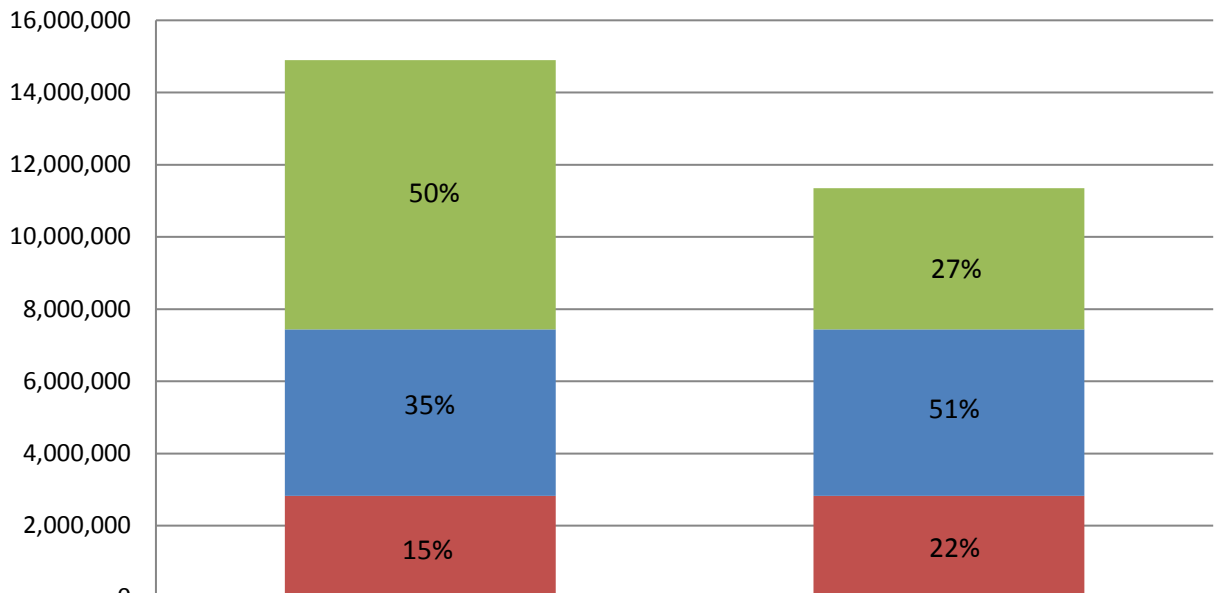


**EXHIBIT VIII-1
FY2018 AND FY2019 TPF PROGRAMMING SUMMARY**

| | FY2018 | | FY2019 | |
|-------------------------|-------------------|-------------------|-------------------|-------------------|
| | Allocation | Programmed | Allocation | Programmed |
| FTA Section 5303 | 2,770,459 | 2,770,459 | 2,825,868 | 2,825,868 |
| FHWA (PL-112) | | | | |
| Carryover | 5,981,498 | 5,981,498 | 4,616,332 | 4,616,332 |
| New Allocation | 7,455,075 | 2,838,743 | 7,455,075 | 3,908,700 |
| Total TPF | 16,207,032 | 11,590,700 | 14,897,275 | 11,350,900 |
| Carryover | | 4,616,332 | | 3,546,375 |
| Two-Year Totals | | | | |
| FTA Section 5303 | 5,596,327 | | | |
| FHWA PL-112 | 20,891,648 | | | |
| Total | 26,487,975 | | | |
| Programmed | | 22,941,600 | | |
| Carryover | | 3,546,375 | | |



Summary of TPF 2019 Funding Levels

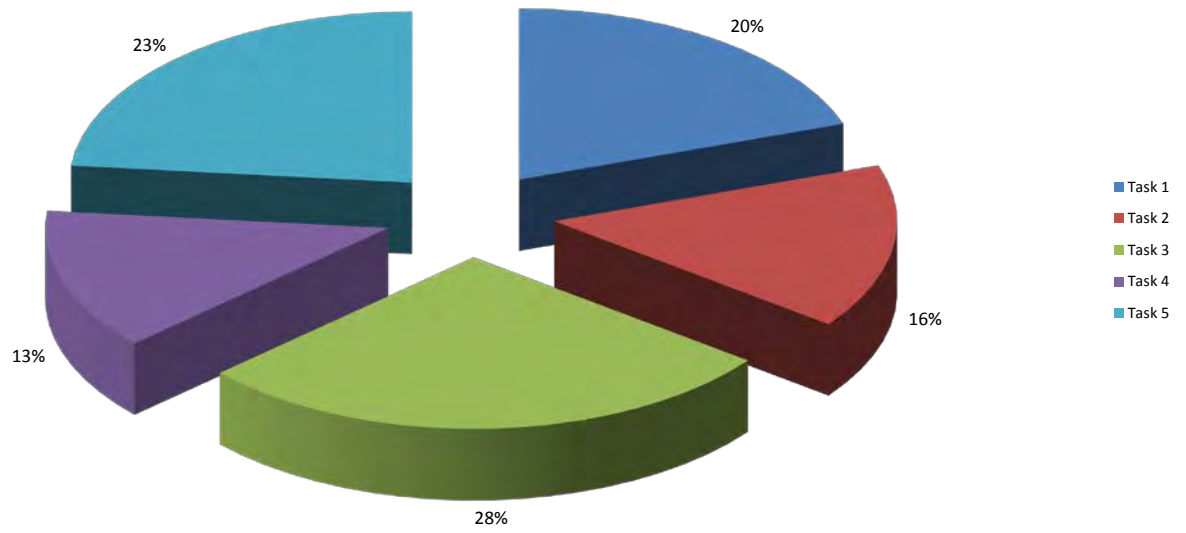


| | Allocation | Programmed |
|-----------------|------------------|------------------|
| ■ FHWA (PL-112) | 7,455,075 | 3,908,700 |
| ■ Carryover | 4,616,332 | 4,616,332 |
| ■ FTA (5303) | 2,825,868 | 2,825,868 |

EXHIBIT VIII-2
FY2018 AND FY2019 Allocation of Transportation Planning Funds

| Subtask | Subtask Title | TPF | | |
|---------|---|--------------|--------------|--------------|
| | | FY2018 | FY2019 | Total |
| 1.01 | Community Outreach | \$1,449,100 | \$1,440,400 | \$2,889,500 |
| 1.02 | Program Administration | \$268,300 | \$253,800 | \$522,100 |
| 1.03 | Fiscal Management and Information Systems | \$0 | \$0 | \$0 |
| 1.04 | Computer System Administration and Application Coordination | \$793,800 | \$316,200 | \$1,110,000 |
| | Subtask 1.0 | \$2,511,200 | \$2,010,400 | \$4,521,600 |
| 2.01 | Travel Forecasting Support | \$1,036,500 | \$1,099,700 | \$2,136,200 |
| 2.02 | Transportation Data Management | \$195,600 | \$203,200 | \$398,800 |
| 2.03 | Demographic Data and Forecasts | \$516,800 | \$516,800 | \$1,033,600 |
| | Subtask 2.0 | \$1,748,900 | \$1,819,700 | \$3,568,600 |
| 3.01 | Transportation Project Programming | \$1,197,400 | \$1,196,300 | \$2,393,700 |
| 3.02 | Regional Air Quality Planning | \$625,100 | \$411,000 | \$1,036,100 |
| 3.03 | Air Quality Management and Operations | \$0 | \$0 | \$0 |
| 3.04 | Transportation and Air Quality Communications | \$0 | \$0 | \$0 |
| 3.05 | Public Transportation Planning and Management Studies | \$1,403,100 | \$1,585,200 | \$2,988,300 |
| 3.06 | Transit Operations | \$0 | \$0 | \$0 |
| | Subtask 3.0 | \$3,225,600 | \$3,192,500 | \$6,418,100 |
| 4.01 | The Metropolitan Transportation Plan | \$1,196,300 | \$1,427,400 | \$2,623,700 |
| 4.02 | Coordination of Transportation and Environmental Planning Processes | \$147,400 | \$75,800 | \$223,200 |
| 4.03 | Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities | \$71,400 | \$61,300 | \$132,700 |
| 4.04 | Performance Based Planning and Coordination | \$67,900 | \$16,300 | \$84,200 |
| | Subtask 4.0 | \$1,483,000 | \$1,580,800 | \$3,063,800 |
| 5.01 | Regional Transportation Corridor Studies | \$500,300 | \$541,400 | \$1,041,700 |
| 5.02 | Subarea Studies and Local Government Assistance | \$545,300 | \$552,600 | \$1,097,900 |
| 5.03 | Land-Use/Transportation Initiatives | \$313,500 | \$328,000 | \$641,500 |
| 5.04 | Capital and Operational Asset Management System | \$186,200 | \$186,100 | \$372,300 |
| 5.05 | Congestion Management Planning and Operations | \$369,000 | \$455,700 | \$824,700 |
| 5.06 | Regional Freight Planning | \$10,000 | \$0 | \$10,000 |
| 5.07 | Transportation System Security and Emergency Preparedness | \$26,600 | \$26,600 | \$53,200 |
| 5.08 | Roadway and Railroad Safety | \$306,700 | \$304,000 | \$610,700 |
| 5.09 | Regional Aviation Planning and Education | \$119,000 | \$115,000 | \$234,000 |
| 5.10 | Regional Military and Community Coordination | \$0 | \$0 | \$0 |
| 5.11 | Automated Vehicle Technology | \$245,400 | \$238,100 | \$483,500 |
| | Subtask 5.0 | \$2,622,000 | \$2,747,500 | \$5,369,500 |
| | FUNDING TOTALS | \$11,590,700 | \$11,350,900 | \$22,941,600 |

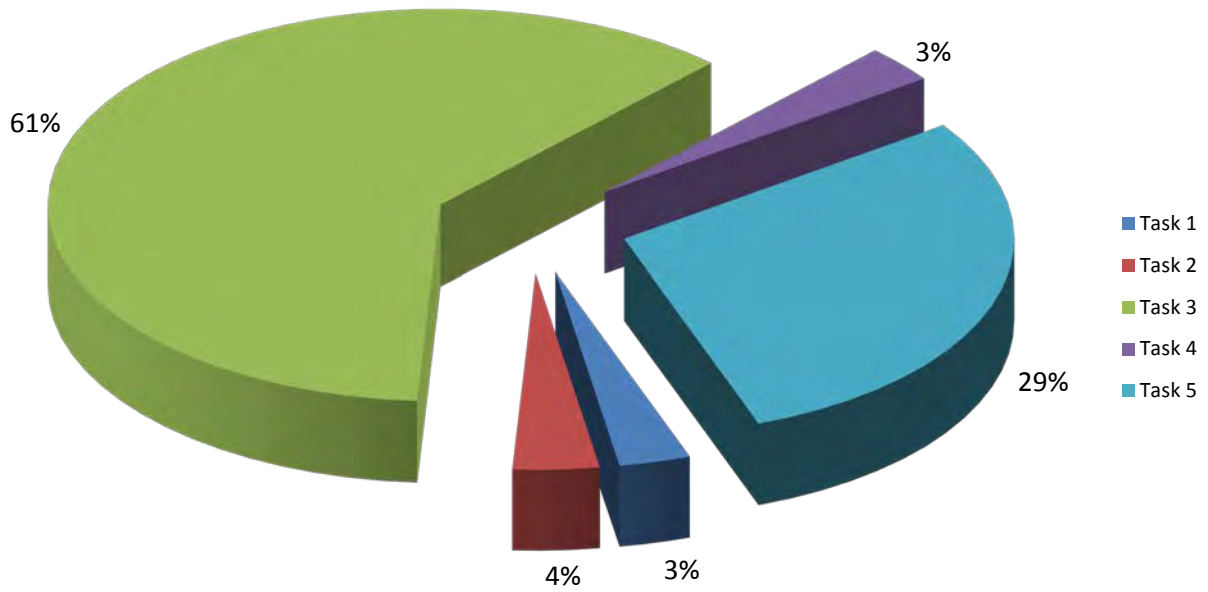
Transportation Planning Funds (TPF) Summary by Task



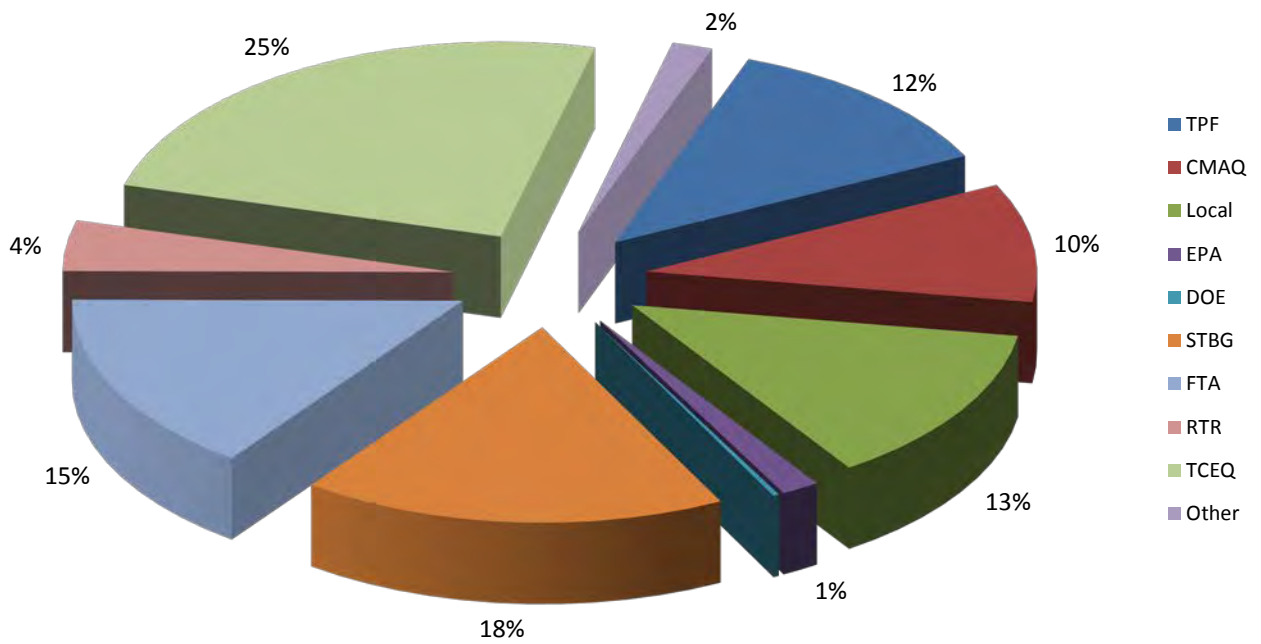
**EXHIBIT VIII-3
FY2018 AND FY2019 UPWP FUNDING SUMMARY**

| Funding Source | Task 1.0 Administration | Task 2.0 Data Development | Task 3.0 Short Range Planning | Task 4.0 Metropolitan Transportation Planning | Task 5.0 Special Studies | Total |
|-----------------------|------------------------------------|--------------------------------------|--|--|--|----------------------|
| FTA Activities | 44.21.00 | 44.22.00 | 44.24.00 44.25.00 | 44.23.01 | 44.23.02 44.24.00 44.22.00 44.27.00 | |
| TPF | \$4,521,600 | \$3,568,600 | \$6,418,100 | \$3,063,800 | \$5,369,500 | \$22,941,600 |
| CMAQ | \$0 | \$0 | \$9,027,300 | \$0 | \$9,560,000 | \$18,587,300 |
| DOD | \$0 | \$0 | \$0 | \$0 | \$22,140 | \$22,140 |
| DOE | \$0 | \$0 | \$456,015 | \$0 | \$0 | \$456,015 |
| EPA | \$0 | \$0 | \$2,984,512 | \$0 | \$0 | \$2,984,512 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| FHWA | \$0 | \$57,100 | \$0 | \$34,000 | \$71,100 | \$162,200 |
| FTA | \$0 | \$232,200 | \$27,193,420 | \$0 | \$984,400 | \$28,410,020 |
| HUD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local | \$116,900 | \$522,341 | \$15,534,799 | \$34,000 | \$8,605,630 | \$24,813,670 |
| NCTCOG Local | \$149,800 | \$0 | \$0 | \$0 | \$0 | \$149,800 |
| NTTA | \$0 | \$0 | \$0 | \$0 | \$48,200 | \$48,200 |
| RTR | \$114,100 | \$0 | \$2,148,500 | \$2,605,800 | \$3,035,300 | \$7,903,700 |
| SECO | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| STBG | \$626,700 | \$2,343,400 | \$5,352,900 | \$0 | \$24,952,500 | \$33,275,500 |
| TBD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TCEQ | \$0 | \$0 | \$46,542,000 | \$0 | \$0 | \$46,542,000 |
| TxDOT | \$35,000 | \$0 | \$0 | \$0 | \$2,748,100 | \$2,783,100 |
| Subtotal | \$5,564,100 | \$6,723,641 | \$115,657,546 | \$5,737,600 | \$55,396,870 | \$189,079,757 |

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2018 and FY2019 Unified Planning Work Program

**Surface Transportation Technical Committee
January 26, 2018**

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

Transportation Planning Fund Modifications

| Project | Financial Action | Description |
|--|-------------------------|---|
| Performance-Based Planning and Coordination (Subtask 4.04) | \$50,000 TPF | Add funds to support continued staff coordination on performance-based planning activities |
| Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (Subtask 5.02) | N/A | Update text to reflect the addition of thoroughfare planning assistance for the Cities of Lake Worth and White Settlement |

Other Funding Source Modifications

| Project | Financial Action | Description |
|--|------------------------------|--|
| Travel Forecasting Support – Regional Travel Data Collection, Transit Travel Survey (Subtask 2.01) | N/A | Add text to reflect work activities for the Fort Worth Transportation Authority on a comparison of automatic passenger counters (APCs) against observed passenger counts to validate the accuracy of the APC devices |
| Air Quality Management and Operations – Partnerships and Collaborations (Subtask 3.03) | \$24,685 DOE \$20,315 DOE | Move funds from Subtask 3.04, add additional funds, and add text to reflect the movement of DFW Clean Cities Coalition work activities to Subtask 3.03 from Subtask 3.04 |

Other Funding Source Modifications (cont'd)

| Project | Financial Action | Description |
|--|------------------|---|
| Transportation and Air Quality Communications – Air Quality Public Education and Communication and Clean Cities Program (Subtask 3.04) | (\$24,685) DOE | Remove funds and text referencing DFW Clean Cities Coalition work activities as a result of the movement to Subtask 3.03 and update text in Air Quality Public Education and Communication to reflect a broader work scope focus beyond air quality initiatives |
| Transit Operations – FTA Urban Funding Grant Administration (Subtask 3.06) | \$1,108,720 FTA | Add 5307 and 5310 funds as a result of FY2018 budget adjustment due to the identification of actual dollars through executed grant agreement and FY2017 close out |

Other Funding Source Modifications (cont'd)

| Project | Financial Action | Description |
|---|-------------------|--|
| Regional Transportation Studies – North Texas Tollway Authority Feasibility Studies and Strategic Corridor Initiatives (Subtask 5.01) | N/A | Per a request from the City of Dallas, update text to remove the Trinity Parkway from the lists of potential corridors to be studied |
| Regional Transportation Studies – Harry Hines Boulevard Corridor Study from Loop 12 to Downtown Dallas (Subtask 5.01) | (\$200,000) Local | Remove local funding as match and replace with Transportation Development Credits (TDCs) and update text to reflect use of TDCs |
| Regional Transportation Studies – M-Line Extension Feasibility Study (Subtask 5.01) | (\$200,000) Local | Remove local funding as match and replace with TDCs and update text to reflect use of TDCs |

Transportation Planning Funds Two-Year Summary

| | |
|---|-------------------------|
| FY2018 and FY2019 US FTA (5303) | \$ 5,596,327 |
| FY2018 and FY2019 US FHWA (Estimated PL) | \$ 14,910,150 |
| FY2017 US FHWA (Estimated PL-Carryover) | <u>\$ 5,981,498</u> |
| Total Transportation Planning Funds | \$26,487,975 |
| Current Programmed Expenditures | \$22,881,600 |
| Proposed Additional Programming | <u>\$ 60,000</u> |
| New Programmed Expenditures | \$22,941,600 |
| PL Balance to Carry Over to FY2020 | \$ 3,546,375 |

Total Funding Increases from Other Sources

| Funding Source | Amount | UPWP Subtask |
|-----------------------|---------------|---------------------|
| STBG | \$1,150,000 | 3.03 |
| EPA | \$2,090,742 | 3.03 |
| DOD | \$ 22,140 | 5.10 |
| FTA | \$1,603,720 | 3.06 |
| DOE | \$ 20,315 | 3.03 |
| RTC Local | \$ 175,041 | 2.02, 3.03 |
| Local | \$4,652,559 | 3.03, 5.10 |
| Total | \$9,714,517 | |

Modification Schedule

January 9, 10, 16

Public Meetings

January 26

**Action by Surface Transportation
Technical Committee**

February 8

**Action by Regional Transportation
Council**

February 22

**Action by NCTCOG Executive
Board**

February 23

**Submittal of Modifications to Texas
Department of Transportation**

Requested STTC Action

Recommend RTC approval of the proposed UPWP modifications

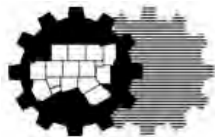
and

The direction for staff to amend other administrative/planning documents, as appropriate, to reflect the approved modifications

Contact Information

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Vercie Pruitt-Jenkins
Administrative Program Coordinator
817-608-2325
vpruitt-jenkins@nctcog.org



North Central Texas
Council of Governments
Transportation Department

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

2017-2018 BLUE-GREEN-GREY EVALUATION SUMMARY

| Project | Summary | |
|---|---------|---------|
| | Total | Ranking |
| City of Southlake Burney Lane Biofiltration | 90.50 | 1 |
| City of Farmers Branch - Green Bus Stop Design Guidelines | 83.00 | 2 |
| DART - Community Gardens Hatcher Station Pilot | 82.50 | 3 |
| Huitt Zollars - Micro Detention Storage System | 82.00 | 4 |
| UNT - LLELA Restoration Efforts | 81.00 | 5 |
| David Marquis - Big Picture for S.E. Dallas | 79.50 | 6 |
| Studio Outside - Reparking the Lot | 79.50 | 6 |
| Building Community WorkshopTOD | 78.00 | 8 |
| Robert Kent - Cedar Crest Gateway Park | 78.00 | 8 |
| City of Garland - Spring Creek Preserve Crossing | 77.00 | 10 |
| Greater Dallas Planning Council - Stream Daylighting for Greener Mobility | 77.00 | 10 |
| Community Resource & Economic Development Creating Oasis in South Dallas | 76.50 | 12 |
| Kevin Sloan - Branch Water Network | 73.00 | 13 |
| Building Community Workshop LID Strategies Toolkit | 73.00 | 13 |
| City of Fort Worth Horne Street Complete Streets | 73.00 | 13 |
| NCTCOG E&D - Trash Free Adopt a Spot GIS Tool | 73.00 | 13 |
| Texas Trees Foundation Partnership for Dallas Urban Forest | 73.00 | 13 |

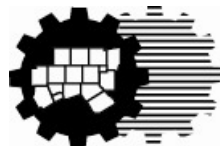
| Project | Summary | |
|--|---------|---------|
| | Total | Ranking |
| David Marquis - Maintaining & Sustaining | 73.00 | 13 |
| SMU - Engineering on Call | 73.00 | 13 |
| NCTCOG E&D - Regional Low Water Crossing | 72.00 | 20 |
| NCTCOG E&D - Green Stormwater Infrastructure | 68.50 | 21 |
| City of Dallas Pioneer Plaza | 68.50 | 21 |
| David Marquis - Future for S.E. Dallas County | 68.50 | 21 |
| John Bunker Sands Wetland Center | 66.75 | 24 |
| NCTCOG E&D - DFW Metroplex Scrap Tire Recycling | 66.50 | 25 |
| Huitt Zollars - CDC Water Quality Initiative | 65.50 | 26 |
| City of Cedar Hill Regional Detention Facility Hike and Bike | 65.50 | 26 |
| City of Garland - Sustainable Tiny House | 65.50 | 26 |
| Studio Outside - Education and Activation | 65.00 | 29 |
| Streams & Valleys as Confluence | 64.00 | 30 |
| City of Farmers Branch - Brookhaven E. Trail | 63.75 | 31 |
| Robert Kent - The Elm Fork Greenbelt Trail | 63.50 | 32 |
| City of Pilot Point Historic Downtown Square | 63.00 | 33 |
| David Marquis - Edify & Amplify | 62.50 | 34 |
| Urban Ecoplan - DFW International Airport | 62.50 | 34 |

| Project | Summary | |
|---|---------|---------|
| | Total | Ranking |
| SMU - Green Engineering as Educational Driver | 62.00 | 36 |
| GroundWork Dallas - Frasier Dam Recreation Area | 61.00 | 37 |
| Hayden Consultants - City of Dallas | 60.75 | 38 |
| Urban Ecoplan - Dutch Branch Eco Village | 60.00 | 39 |
| Studio Outside - Deep Ellum Public Realm | 57.50 | 40 |
| Robert Kent - Prairie Creek Trail | 57.25 | 41 |
| Awakening West End Plaza | 57.00 | 42 |
| Institute for Local Innovations - Mi Rialiti | 55.50 | 43 |
| City of Duncanville Shared Use Ten Mile Creek | 55.00 | 44 |
| Urban Ecoplan - Royse City_City Center Revital | 53.25 | 45 |
| Urban Ecoplan - Identify Green Infrastructure Interventions | 52.75 | 46 |
| Institute for Local Innovations - Urban Agriculture Soil Strategy | 51.00 | 47 |
| Protect & Connect the Irving Canals | 49.25 | 48 |
| Streams & Valleys Trinity | 47.50 | 49 |
| The Bomber Spur Rails to Trails Conversion | 46.50 | 50 |
| Philomena Jones - River Ranch Tx Horse Park Connects | 36.50 | 51 |
| UTA - Lot49 Greenbelt @ Johnson Creek | 34.15 | 52 |
| City of Venus Trail System | 34.00 | 53 |

2017-2018 BLUE-GREEN-GREY APPLICATION FOR NEW IDEAS

**Surface Transportation Technical Committee
January 26, 2018**

Emily Beckham, Grants & Contracts Supervisor



North Central Texas
Council of Governments

Purpose of Initiative

Focus on 3 Elements:

Blue – Water

Green – Environment

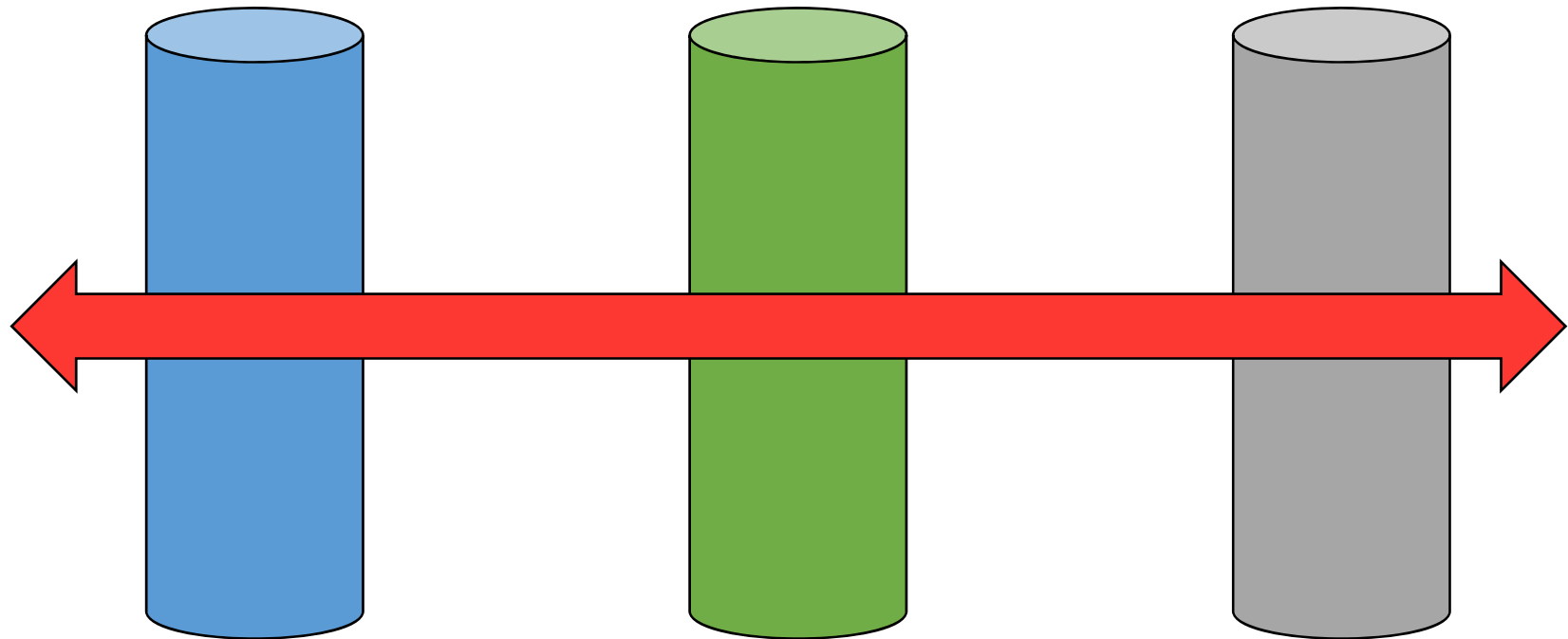
Grey – Transportation Infrastructure

Advance Projects or Programs with Innovative Outcomes

Seed Money to Develop Ideas for Full Funding/Implementation

Leverage Funding Available

Silo Busting



Water (Blue)

Environment
(Green)

Transportation
Infrastructure
(Grey)

Project Eligibility

Eligible Applicants

Universities, Cities, Counties, Transit Authorities,
Private Firms, Non-Profits, and Individuals

Project or Program Should be Located in 12-County
Metropolitan Planning Area

Awarded Projects or Programs Must be Submitted to
Implementing Agency or Fully Implemented within 12
months of Notice to Proceed

Evaluation and Scoring Criteria

| Category | Scoring (points) | Description |
|--|------------------|--|
| Team Qualifications | 10 | Team includes the correct mix of experience and expertise. |
| Impact | 30 | Project has a long-term effect and ability to change future designs. |
| Innovation/Significance | 30 | Project shifts current designs/practices by utilizing new approaches, design, or methodologies. Project addresses three elements (water, environment, transportation infrastructure). Project address an important problem or challenge. |
| Applicability, Adaptation, Transferability, and Practicality | 30 | Project could be used in other communities or settings. Project is realistic. Program is consistent with eligible funding programs and Regional Transportation Council objectives. |

Recommended Projects

| Entity | Project Name | Recommended Funding |
|---------------------------|---|---------------------|
| City of Southlake | Burney Lane Biofiltration System | \$50,000 |
| City of Farmers Branch | Green Bus Stop Design Guidelines | \$30,000 |
| Dallas Area Rapid Transit | Community Gardens Hatcher Station Pilot | \$29,170 |
| Total | | \$109,170 |

Schedule

| Milestone | Estimated Timeframe |
|---|---------------------------------|
| Announced at Irving Summit | August 2017 |
| Application Published | October 4, 2017 |
| Pre-Application Meeting | October 17, 2017 |
| Final Questions Due | October 20, 2017 |
| NCTCOG Responds to Questions | October 23, 2017 |
| Applications Due | November 3, 2017 |
| Review/Scoring of Applications | November – December 2017 |
| STTC Approval of Awards | January 2018 |
| RTC Approval of Awards | February 2018 |
| Executive Board (Agreement Approval) | February 2018 |

Action Requested

Recommend RTC Approval Of:

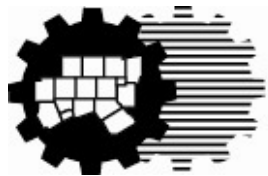
Award to the City of Southlake in the amount of \$50,000

Award to the City of Farmers Branch in the amount of \$30,000

Award to the Dallas Area Rapid Transit in the amount of \$29,170

For More Information

Emily Beckham
Grants & Contracts Supervisor
(817) 608-2308
ebeckham@nctcog.org



**North Central Texas
Council of Governments**

Regional Traffic Signal Retiming Program Eastern Sub-region Scores

| Corridor | City | Total Signals | Total (100 Pts) |
|------------------|--------------|---------------|-----------------|
| Spring Valley Rd | Richardson | 17 | 79 |
| FM 544 | Murphy/Wylie | 13 | 79 |
| Belt Line Rd | Richardson | 23 | 77 |
| SH 78 | Wylie/Sasche | 11 | 76 |
| Arapaho Rd | Richardson | 21 | 75 |
| Campbell Rd | Richardson | 24 | 74 |
| Forest/Abrams | Dallas | 18 | 74 |
| Webb Chapel | Dallas | 8 | 74 |
| SW Garland Group | Garland | 25 | 74 |
| Renner Rd | Richardson | 35 | 74 |
| Walnut Hill | Dallas | 27 | 73 |
| NW Garland Group | Garland | 78 | 72 |
| Hampton | Dallas | 28 | 72 |
| Midway/Frankford | Dallas | 21 | 70 |
| LBJ | Dallas | 17 | 70 |
| Royal | Dallas | 25 | 70 |
| Greenville | Dallas | 15 | 68 |
| Belt Line Road | Carrollton | 16 | 68 |
| Hillcrest | Dallas | 20 | 67 |

Note: Selected corridors are highlighted in gray

*These projects did not meet eligibility.

| Corridor | City | # Signals | Total (100 Pts) |
|--------------------|------------|-----------|-----------------|
| Hebron Pkwy | Carrollton | 20 | 65 |
| SE Garland Group | Garland | 40 | 63 |
| Marsh | Dallas | 9 | 61 |
| Walnut Hill Lane | Irving | 11 | 61 |
| Forest West | Dallas | 18 | 59 |
| Trinity Mills Road | Carrollton | 18 | 57 |
| Firewheel Pkwy | Garland | 10 | 57 |
| Illinois Ave | Dallas | 23 | 54 |
| PGBT Corridor | Garland | 17 | 53 |
| Eldorado Parkway | McKinney | 13 | 53 |
| MacArthur | Irving | 15 | 52 |
| Davis | Dallas | 12 | 51 |
| Dallas Hwy | Waxahachie | 10 | 47 |
| FM 1382 | Cedar Hill | 23 | 47 |
| Irving Boulevard | Irving | 21 | 47 |
| Shady Grove Road | Irving | 11 | 47 |
| Preston Rd | Celina | 10 | 41 |
| Belt Line Road* | Coppell* | 4 | 62 |
| MacArthur Blvd* | Coppell* | 6 | 39 |

Western Sub-region Scores

| Corridor | City | Total Signals | Total (100 Pts) |
|---------------------|------------|---------------|-----------------|
| S Cooper St | Arlington | 31 | 74 |
| S Collins St | Arlington | 25 | 72 |
| Pioneer Parkway | Arlington | 20 | 66 |
| US 377 | Watauga | 11 | 64 |
| Southlake Boulevard | Southlake | 15 | 61 |
| SH 174 | Burleson | 11 | 58 |
| SH 199 | Lake Worth | 19 | 54 |
| US 377 | Keller | 13 | 54 |
| Belknap Street | Fort Worth | 13 | 53 |
| Weatherford St | Fort Worth | 13 | 52 |
| US 377 | Benbrook | 8 | 51 |

Note: Selected corridors are highlighted in gray

| Corridor | City | # Signals | Total (100 Pts) |
|------------------|-----------------------------|-----------|-----------------|
| Main Street | Keller | 9 | 50 |
| University Dr | Fort Worth | 15 | 49 |
| Keller Parkway | Keller | 8 | 48 |
| Henderson St | Fort Worth | 8 | 47 |
| SH 26 | NRH/Hurst/Colleyville | 18 | 44 |
| Summit Ave | Fort Worth | 9 | 42 |
| W. Lancaster Ave | Fort Worth | 9 | 42 |
| SH 183 | Westworth Village/ F. Worth | 17 | 40 |
| Downtown CBD | Fort Worth | 91 | 37 |
| US 377 | Haltom City | 13 | 32 |
| FM 730 | Azle | 9 | 23 |

**Minor Improvement Program
Eastern Sub-region Scores**

| City | Corridor Name | Project Cost | Total (100 Pts) |
|------------|--------------------------------|--------------|-----------------|
| Dallas | Greenville @ IH 635 (LBJ) | \$50,000 | 70 |
| Richardson | Coit Road | \$48,000 | 67 |
| Allen | System Wide Communication | \$50,000 | 66 |
| Dallas | Forest @ Greenville | \$40,000 | 62 |
| Dallas | Forest @ IH 635 (LBJ) | \$50,000 | 62 |
| Dallas | Greenville @ Walnut Hill | \$40,000 | 62 |
| Dallas | Greenville @ Forest | \$40,000 | 62 |
| Richardson | Plano Road | \$48,000 | 62 |
| Dallas | Greenville @ Amberton | \$40,000 | 59 |
| Dallas | Frankford @ George Bush | \$50,000 | 59 |
| Dallas | Greenville @ Park | \$40,000 | 58 |
| Richardson | East Campbell Road | \$48,000 | 58 |
| Dallas | Greenville @ Royal | \$40,000 | 55 |
| Dallas | Abrams @ IH 635 (LBJ) | \$50,000 | 54 |
| Dallas | Illinois @ Zang | \$40,000 | 53 |
| Richardson | East Arapaho Road | \$48,000 | 53 |
| Dallas | Forest @ Hillcrest | \$40,000 | 52 |
| Richardson | West Spring Valley Road | \$48,000 | 51 |
| Dallas | Hampton @ Leath | \$50,000 | 50 |
| Richardson | East Renner Road | \$48,000 | 49 |
| Dallas | Hampton @ Dennison | \$40,000 | 49 |
| Dallas | Forest @ Webb Chapel | \$40,000 | 48 |
| Carrollton | Hebron/Beltline/Luna | \$50,000 | 48 |
| Dallas | Illinois @ IH 35 (RL Thornton) | \$50,000 | 47 |
| Dallas | Greenville @ Whitehurst | \$40,000 | 47 |
| Garland | Forest Lane | \$17,200 | 46 |
| Dallas | Forest @ Schroeder | \$40,000 | 46 |
| Richardson | Jupiter Road | \$48,000 | 46 |
| McKinney | US 380 & FM 2478 | \$50,000 | 46 |
| Richardson | West Campbell Road | \$48,000 | 45 |
| Richardson | West Belt Line Road | \$48,000 | 45 |
| Dallas | Forest @ SH 289 (Preston) | \$40,000 | 44 |
| Dallas | Frankford @ Vail | \$40,000 | 44 |
| Carrollton | Old Denton Road @ Rosemeade | \$50,000 | 43 |
| Richardson | West Arapaho Road | \$48,000 | 43 |
| Dallas | Hampton @ Twelfth | \$40,000 | 43 |
| Dallas | Greenville @ Markville | \$40,000 | 43 |
| Garland | Plano Road | \$3,000 | 42 |

Note: Selected Projects are highlighted

| City | Corridor Name | Project Cost | Total (100 Pts) |
|------------|---------------------------------|--------------|-----------------|
| Dallas | Illinois @ Sierra Vista | \$40,000 | 42 |
| Dallas | Greenville @ Fire Station 28 | \$40,000 | 42 |
| Coppell | Citywide | \$50,000 | 41 |
| Richardson | West Renner Road | \$48,000 | 40 |
| Richardson | East Belt Line Road | \$48,000 | 40 |
| McKinney | Eldorado Parkway / Virginia | \$50,000 | 40 |
| Dallas | Illinois @ Edgefield | \$40,000 | 39 |
| Dallas | Forest @ Oakshire | \$40,000 | 39 |
| Dallas | Greenville @ Meadow | \$40,000 | 39 |
| Garland | Buckingham Road | \$3,000 | 38 |
| Dallas | Illinois @ Westmoreland | \$40,000 | 38 |
| Dallas | Hampton @ Davis | \$50,000 | 38 |
| Dallas | Illinois @ Cockrell Hill | \$40,000 | 33 |
| Dallas | Forest @ Meadowknoll | \$40,000 | 33 |
| McKinney | Citywide (Software) | \$50,000 | 33 |
| Richardson | Centennial Boulevard | \$48,000 | 32 |
| Dallas | Forest @ TI Blvd | \$40,000 | 29 |
| Dallas | Forest @ Midway | \$40,000 | 29 |
| Dallas | Greenville @ Phoenix | \$40,000 | 29 |
| Allen | Various Intersections | \$50,000 | 29 |
| McKinney | SH 121/ US 75 / SH 5 / SPUR 399 | \$50,000 | 27 |
| Garland | First Street | \$4,500 | 26 |
| Dallas | Greenville @ Twin Hills | \$40,000 | 25 |
| Dallas | Forest @ Cromwell | \$40,000 | 22 |
| Dallas | Frankford @ Appleridge | \$40,000 | 22 |
| Dallas | Hampton @ Perryton | \$40,000 | 22 |
| Garland | Belt Line Road | \$4,500 | 20 |
| Dallas | Illinois @ Denley | \$40,000 | 20 |
| Dallas | Hampton @ IH 635 (LBJ) | \$40,000 | 17 |
| Dallas | Abrams @ Meadowknoll | \$40,000 | 17 |
| Irving | Citywide | \$50,000 | 16 |
| Garland | Miller Road | \$6,000 | 14 |
| Dallas | Abrams @ Flickering Shadow | \$40,000 | 13 |
| Garland | Northwest Highway | \$1,500 | 13 |
| Dallas | Illinois @ Beckley | \$40,000 | 11 |
| Dallas | Illinois @ Overton | \$40,000 | 11 |
| Dallas | Illinois @ Linfield | \$40,000 | 11 |
| Dallas | Forest @ Josey | \$40,000 | 11 |

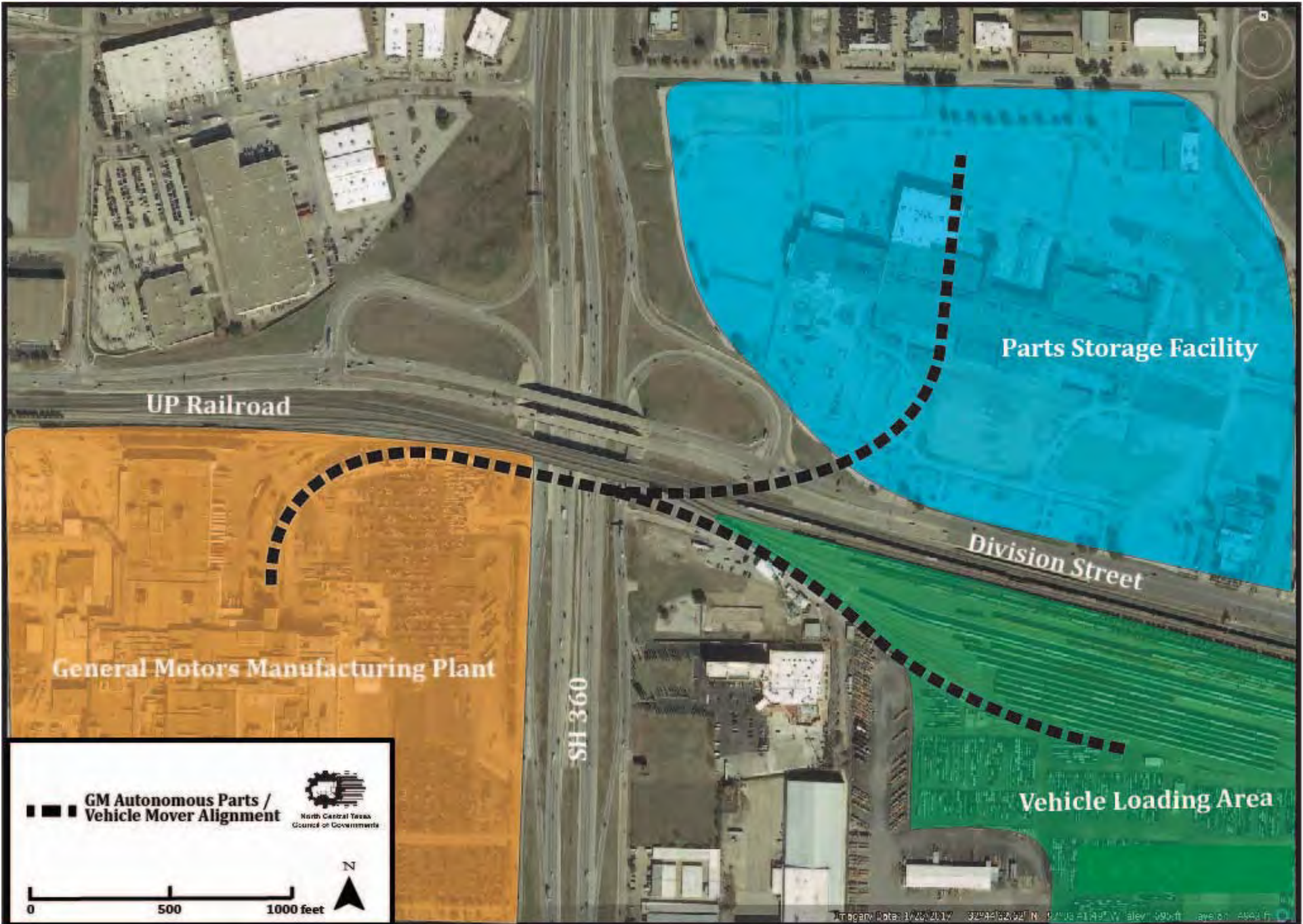
Minor Improvement Program Western Sub-Region Scores

| City | Corridor Name | Project Cost | Total (100 Pts) |
|----------------------|-------------------------------------|--------------|--------------------|
| Mansfield | FM 157 -Tanglewood Drive | \$3,000 | 67 |
| Mansfield | Broad Street - Walnut Creek | \$15,000 | 65 |
| Arlington | Pioneer Parkway (SPUR 303) | \$50,000 | 58 |
| Fort Worth | Jacksboro Highway | \$50,000 | 56 |
| Watauga | US377 | \$32,500 | 54 |
| Benbrook | US377 | \$10,500 | 42 |
| Lake Worth | SH 199 | \$12,500 | 40 |
| Keller | US 377 | \$39,000 | 38 |
| Keller | North Tarrant Parkway | \$50,000 | 38 |
| Arlington | S Cooper St (FM 157) | \$50,000 | 35 |
| Fort Worth | Angle at Long | \$30,000 | 33 |
| Fort Worth | N. Tarrant Parkway | \$50,000 | 29 |
| Arlington | Collins St (FM 157) | \$50,000 | 28 |
| Mansfield | Main Street | \$3,000 | 26 |
| North Richland Hills | SH 26 | \$10,500 | 26 |
| Fort Worth | Trinity Boulevard | \$50,000 | 23 |
| Fort Worth | Heritage Trace Parkway | \$50,000 | 20 |
| Westworth Village | SH 183 | \$30,000 | 19 |
| Mansfield | Broad Street | \$2,500 | 19 |
| Fort Worth | Carroll St at White Settlement Rd | \$30,000 | 17 |
| Haltom City | US377 | \$31,500 | 16 |
| Mansfield | Main Street | \$14,000 | 15 |
| Fort Worth | Avenue J at S. Beach St | \$30,000 | 11 |
| Fort Worth | IH 30 at Bridgewood Dr (S) | \$30,000 | 11 |
| Fort Worth | IH 820 at Quebec St | \$30,000 | 11 |
| Fort Worth | IH 820 E at Trinity W | \$30,000 | 10 |
| Fort Worth | E. Berry Street | \$50,000 | 10 |
| Fort Worth | W. Long Ave at Clinton Ave | \$30,000 | 10 |
| Fort Worth | IH 820 E at Trinity E | \$30,000 | 9 |
| Fort Worth | E. Berry St at Old Mansfield Rd | \$30,000 | 9 |
| Fort Worth | Oakhurst Scenic Dr at Yucca Ave | \$30,000 | 8 |
| Fort Worth | E. Seminary Dr at Mansfield Hwy | \$30,000 | 7 |
| Fort Worth | S. Jennings Ave at Pennsylvania Ave | \$30,000 | 7 |
| Azle | US 377 | \$10,500 | 7 |
| Southlake | Various Intersections | \$50,000 | 6 |
| Mansfield | Matlock Road | \$3,000 | 4 |
| Southlake | FM 1709 | \$50,000 | 28 |

Note: Selected Projects are highlighted

**2017-2018 CMAQ/STBG Funding Program
Sustainable Development Phase 4: Turnback, Context-Sensitive, Transit-Oriented Development Program
Draft Recommendations**

| Partner(s) | Project/Facility | Limits | Scope/Description | Fiscal Year | Phase | Proposed Funding | | | | | | | Total Proposed Funding | Selection Criteria Met | Notes/Partnership Details |
|---------------------|--------------------------------|--|---|-------------|-------|------------------------------------|------------------------------------|--------------------|---------------------|---------------------|--------------------|------------------|------------------------|--|--|
| | | | | | | NCTCOG CMAQ (CAT 5) Federal Amount | NCTCOG STBG (CAT 7) Federal Amount | State | Regional (RTR) | Local | Other | TDCs | | | |
| City of Crowley | Main Street | From Beverly St. to Crowley Rd. (FM 731) | Reconstruct from 3 to 2 lanes, add bicycle lanes, widen/expand sidewalks, add on-street parking, and construct two roundabouts | 2017 | ENG | \$0 | \$0 | \$0 | \$0 | \$719,336 | \$0 | 0 | \$719,336 | Turnback, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscapes | TxDOT will implement an additional project on FM 1187 as in-kind compensation for the City of Crowley taking that facility off-system. This in-kind project is in place of the rehabilitation of the roadway that typically comes with a Turnback agreement. |
| | | | | 2018 | ROW | \$0 | \$0 | \$0 | \$0 | \$8,525 | \$0 | 0 | \$8,525 | | |
| | | | | 2018 | UTIL | \$0 | \$0 | \$0 | \$0 | \$300,000 | \$0 | 0 | \$300,000 | | |
| | | | | 2020 | CON | \$0 | \$4,500,000 | \$0 | \$0 | \$5,642,051 | \$0 | 0 | \$10,142,051 | | |
| City of Ennis | UPRR Safety Zone | Bus 287/Ennis Avenue at UP Railroad | Construct grade separation at the intersection of Bus 287/Ennis Avenue and the Union Pacific Railroad line in order to facilitate a Sustainable Development project on Ennis Avenue | TBD | ENG | \$0 | \$0 | \$0 | \$0 | \$4,000,000 | \$0 | 0 | \$4,000,000 | Turnback, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscapes | "Other" funding proposed to be contributed by Union Pacific; RTC share will increase if TxDOT and UP contributions are lowered |
| | | | | TBD | CON | \$0 | \$9,000,000 | \$5,000,000 | \$0 | \$0 | \$3,000,000 | 0 | \$17,000,000 | | |
| City of Irving | SH 356/Irving Blvd. | From O'Connor Rd. to Strickland Plaza | Reconstruct from 3 to 2 lanes with a bicycle lane, sidewalk improvements, and on-street parking from O'Connor to Britain | 2018 | ENG | \$0 | \$0 | \$0 | \$0 | \$1,787,410 | \$0 | 0 | \$1,787,410 | Turnback, Redevelopment opportunities, Payback, Context-sensitive design, pedestrian-friendly streetscapes | RTR 161 DA-1 funds to be used; Irving to repay the RTC using TIF funds; The repayment timeline is still under discussion |
| | | | | 2019 | ROW | \$0 | \$0 | \$0 | \$0 | \$400,000 | \$0 | 0 | \$400,000 | | |
| | | | | 2020 | UTIL | \$0 | \$0 | \$0 | \$0 | \$5,118,640 | \$0 | 0 | \$5,118,640 | | |
| | | | | 2020 | CON | \$0 | \$0 | \$0 | \$12,000,000 | \$3,000,000 | \$0 | 0 | \$15,000,000 | | |
| City of Lewisville | College Street | From Mill St. to Railroad St. | Reconstruct from 2 to 2 lanes, add bicycle lanes, widen/expand sidewalks, and add on-street parking | 2018 | ENG | \$0 | \$0 | \$0 | \$0 | \$600,000 | \$0 | 0 | \$600,000 | Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscape | The City of Lewisville is utilizing Transportation Development Credits earned via the MTP Policy Bundle initiative. |
| | | | | 2019 | CON | \$1,500,000 | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | 600,000 | \$3,000,000 | | |
| DCTA | DCTA Intermodal Transit Center | At E. College St. and N. Railroad St. | Construct DCTA Intermodal Transit Center, bus lanes and park and ride to enhance and expand transit service | 2019 | ENG | \$596,826 | \$0 | \$0 | \$0 | \$0 | \$0 | 119,365 | \$596,826 | TOD, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscape | DCTA is utilizing Transportation Development Credits earned via the MTP Policy Bundle initiative. |
| | | | | TBD | ROW | TBD | \$0 | \$0 | \$0 | \$0 | \$0 | TBD | | | |
| | | | | 2019 | CON | \$7,261,973 | \$0 | \$0 | \$0 | \$0 | \$0 | 1,452,395 | \$7,261,973 | | |
| City of Weatherford | US 180 (Northern Loop) | From FM 2552 to Alamo St. | Construct/reconstruct roadway including a roundabout at the intersection of US 180 with new bicycle lanes and intersection improvements at FM 51 | 2019 | ENG | \$0 | \$1,584,000 | \$0 | \$0 | \$396,000 | \$0 | 0 | \$1,980,000 | Turnback, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscapes | Project may involve a loan to Weatherford; Details are still being finalized |
| | | | | 2020 | ROW | \$0 | \$0 | \$0 | \$0 | \$2,150,000 | \$0 | 0 | \$2,150,000 | | |
| | | | | 2022 | CON | \$680,800 | \$9,287,200 | \$0 | \$0 | \$2,492,000 | \$0 | 0 | \$12,460,000 | | |
| Total | | | | | | \$10,039,599 | \$25,871,200 | \$5,000,000 | \$12,000,000 | \$26,613,962 | \$3,000,000 | 2,171,760 | \$82,524,761 | | |



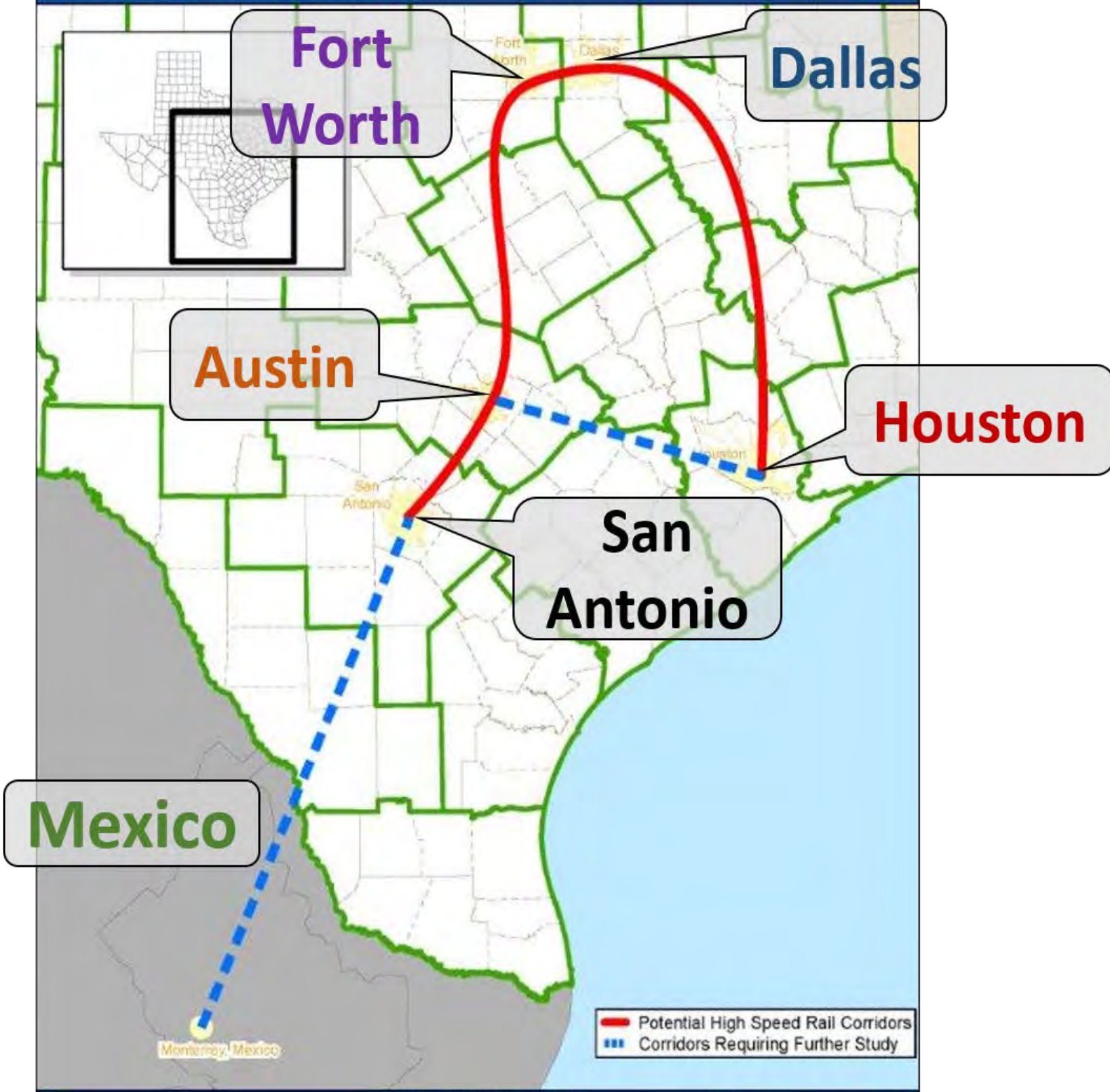


Conceptual Drawing

General Motors
Freight Mover System
Bridge Over SH 360
(View is Looking North)

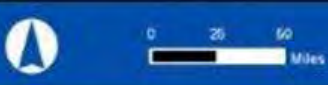


Potential High Speed Rail Corridors 2014



Mexico

— Potential High Speed Rail Corridors
- - - Corridors Requiring Further Study



Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
July 1, 2014

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Revised on December 15, 2011.



Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Report



Surface Transportation Technical Committee
Bailey Muller
Air Quality Planner III
January 26, 2018



2017 Outstanding Fleet Recognition Recipients*

Silver Awards

City of Carrollton
City of Denton
City of Euless
City of Grapevine
City of Lancaster
City of Richardson
City of Southlake
Town of Addison

2017 Silver Fleet



Dallas-Fort Worth
CLEAN CITIES

2017 Bronze Fleet



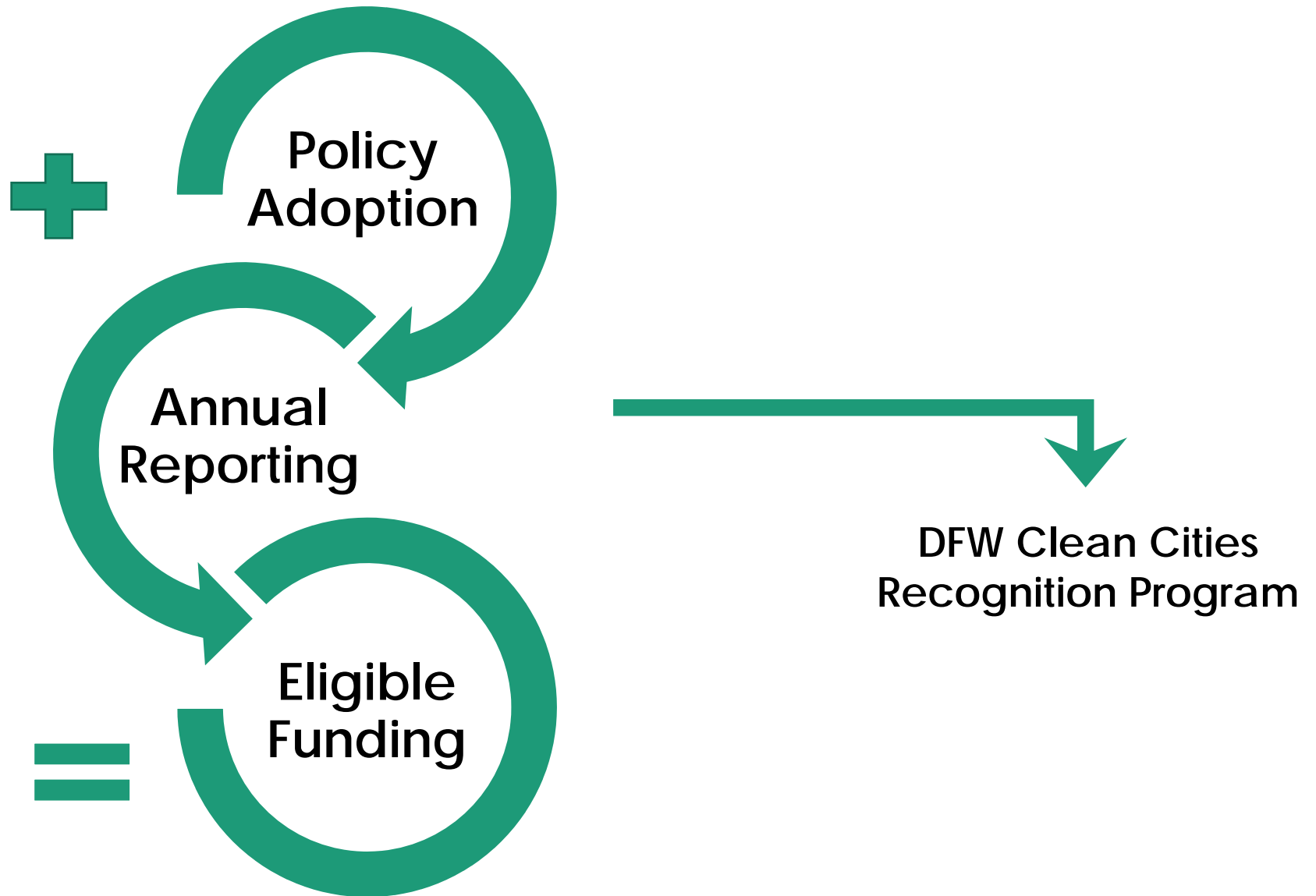
Dallas-Fort Worth
CLEAN CITIES

Bronze Awards

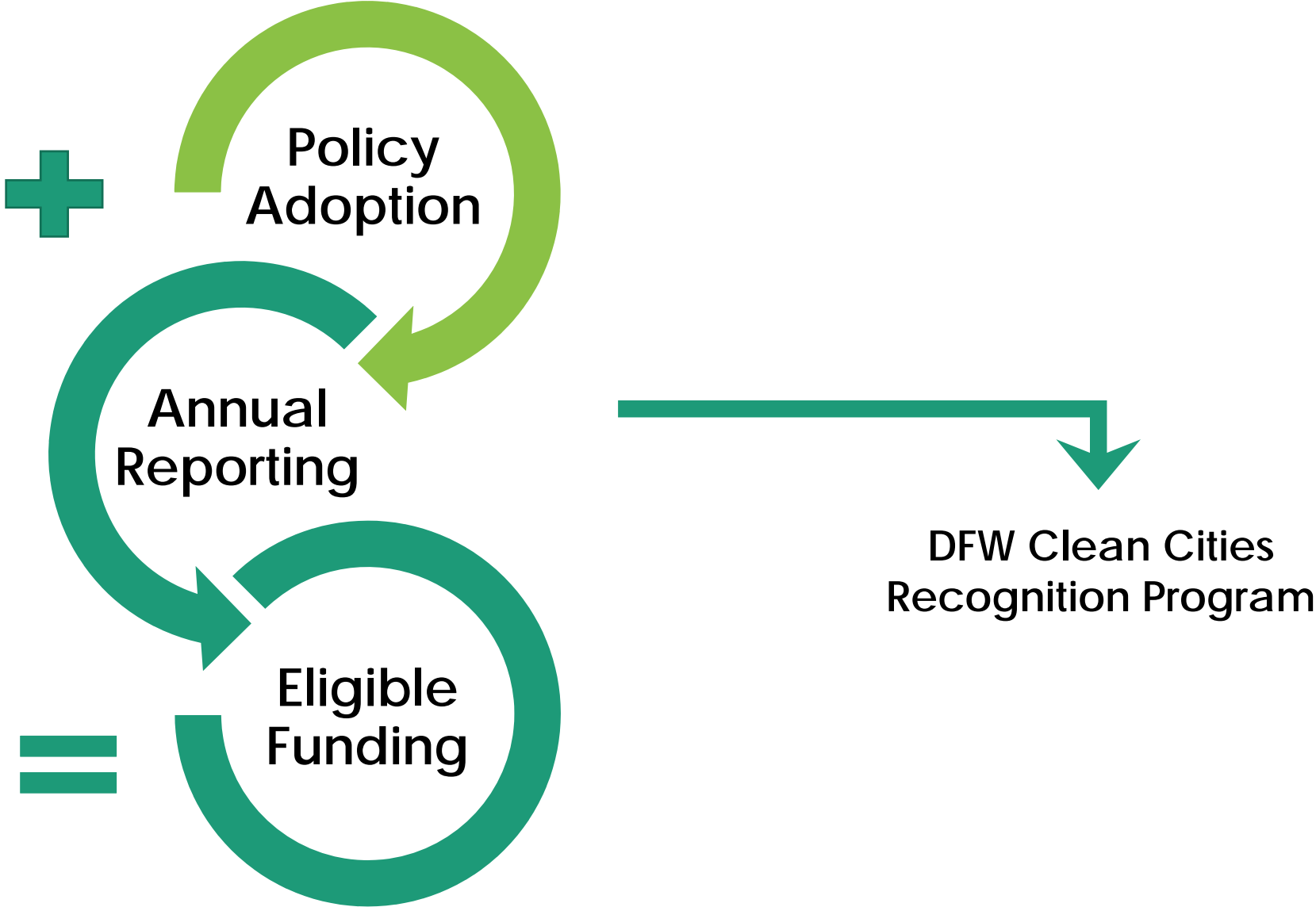
City of Allen
City of Coppell
City of Fort Worth
City of Lewisville
City of North Richland Hills
City of Plano
City of Rockwall
City of Wylie
Dallas Area Rapid Transit
Denton ISD
Town of Flower Mound

2 **2017 Recognition Based on Reports of 2016 Fleet Activity*

Connection Between Clean Cities and Fleet Policy



Connection Between Clean Cities and Fleet Policy



Clean Fleet Policy

2014

Year RTC Approved a Resolution Supporting the Adoption and Implementation of a Revised Clean Fleet Policy for Fleets in the Nonattainment area

64

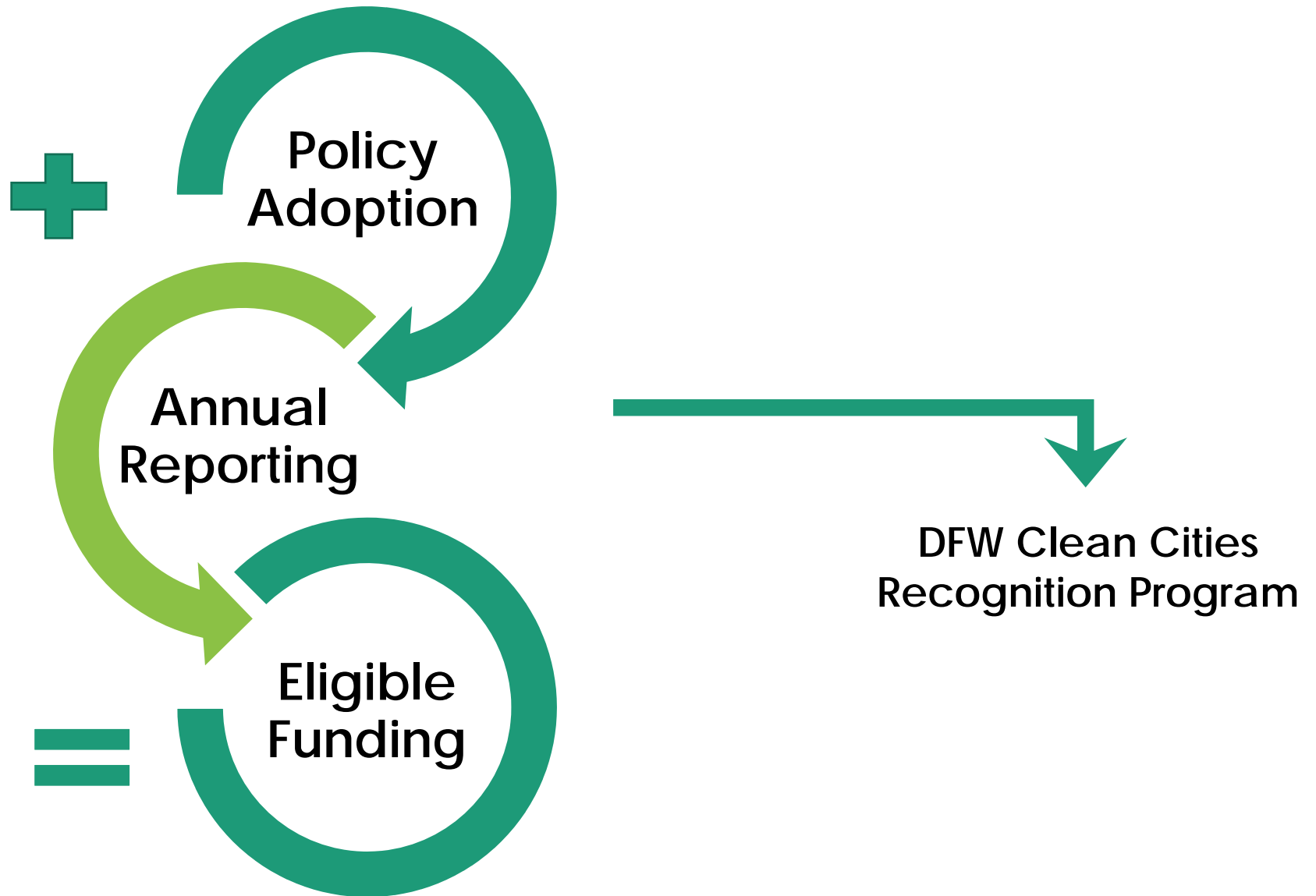
Fleets That Have Adopted the Policy

\$

Adoption and Reporting Necessary for Fleets to be Eligible for Vehicle Funding Through RTC. Also a Component of the [Metropolitan Transportation Plan Policy Bundle](#).



Connection Between Clean Cities and Fleet Policy



DFW Clean Cities Annual Report



DOE Goal to Save 2.5 Billion Gallons of Petroleum Per Year by 2020

15%

DFWCC Goal to Increase Petroleum Reduction by 15% Every Year



Fleets Must Complete the Report & Adopt the Clean Fleet Policy to be Eligible for Fleet Recognition

Feb
15

Reports due February 15 Annually

www.dfwcleancities.org/annualreport

Annual Report Components & Policy Goals

Emissions Reductions

- Anti-idling Policy
- Training and Orientation
- On-board Technology
- Vehicle Prioritization

Fuel Reduction

- Eco-driving Policy
- Right-sizing Vehicles to Operation
- Alternative Fuel/Hybrid Vehicles

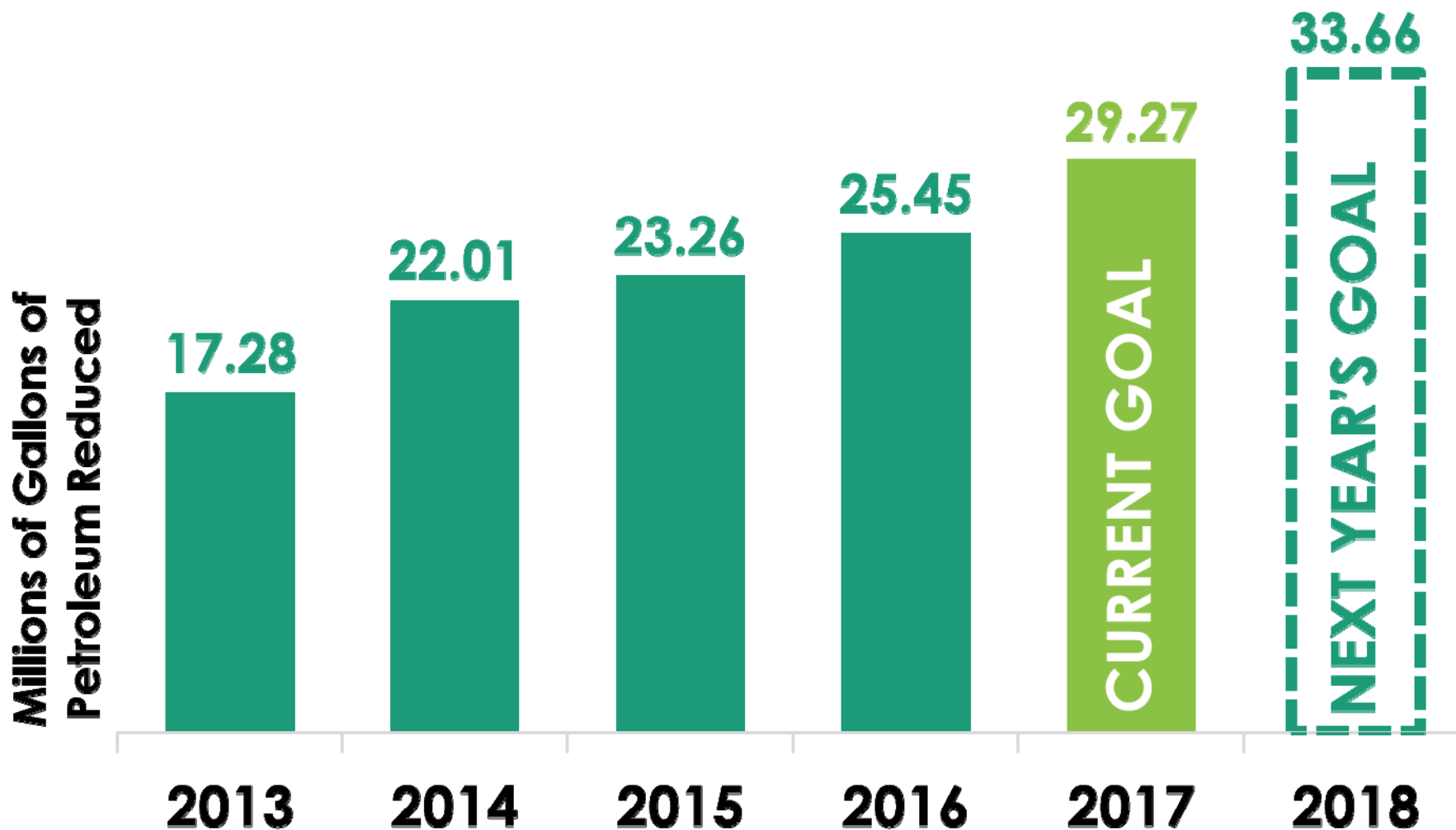
Partnership

- Promotion of Clean Fleet Policy/DFWCC to Partners
- Active in DFWCC Activities
- Reduce Environmental Impacts
- Annual Reporting

Outreach and Awareness of Air Quality Goals

- New Hire Orientation
- Driver Pledges
- Attend NCTCOG Trainings
- Performance and Recognition
- Shared Resources

Annual Report: Petroleum Reduction Results By Year



Help Us Reach Our 2017 Goal!

Fill Out Your Fleet Report Here: www.dfwcleancities.org/annualreport

Air Quality Emphasis Areas

- High-Emitting Vehicles/Equipment
- Low Speeds
- Idling
- Vehicle Miles of Travel
- Energy and Fuel Use
- Cold Starts
- Hard Accelerations



**Dallas-Fort Worth
CLEAN CITIES**

Contact Information

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817-695-9299

Lori Clark
Program Manager,
DFW Clean Cities Coordinator
lclark@nctcog.org
817-695-9232



Dallas-Fort Worth
CLEAN CITIES

www.dfwcleancities.org

TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – November 2017

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

\$1,907,361 as of November 2017

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

\$ 3,716 from October 2014 – December 2017

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – November 2017

| Facility | HOV 2+ Subsidy Costs | NTTA Customer Service (Additional Needs) | Project Performance Events (Speeds < 35 mph) |
|--|----------------------|--|--|
| North Tarrant Express <i>SH 183/121 from IH 35W to SH 121</i> <i>IH 35W from IH 820 to US 287</i> | \$776,676 | Negligible | 0 |
| LBJ Express <i>IH 635 from Preston Road to Greenville Avenue</i> <i>IH 35E from Loop 12 to IH 635</i> | \$1,130,685 | Negligible | 0 |
| DFW Connector <i>SH 114 from Kimball Avenue to Freeport Parkway</i> | N/A | Negligible | 0 |
| IH 30 Managed Lanes <i>IH 30 from SH 161 to Westmoreland Road</i> | N/A | Negligible | 0 |
| IH 35E Managed Lanes <i>IH 35E from FM 2181 (Teasley) to LBJ</i> | N/A | Negligible | 0 |



GO

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

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

[Home](#)
[Print this page](#)

Air Quality Funding Opportunities for Vehicles

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

[Air Quality Funding Home](#)

[Other Funding](#)

[Sign-Up for Email Updates](#)

Current Vehicle Grant Funding Opportunities

| | Eligible Focus Areas | | | | | | | | | Eligible Applicant Type |
|---|----------------------|--------------------------------|------------------|-------------|---------------------------|-------|---------------------|-------|---------------------------|-------------------------------|
| | Heavy-Duty Vehicles | | | | | | Light-Duty Vehicles | | | |
| | Buses | Oil and Gas Vehicles/Equipment | Long Haul Trucks | Dump Trucks | Idle-Reduction Technology | Other | Passenger Vehicles | Taxis | Idle-Reduction Technology | |
| <p>Click the links below for a program description and relevant dates and details.</p> <p>AirCheckTexas Drive a Clean Machine Program</p> | | | | | | | X | | | General Public |
| <p>Federal and State Incentives and Laws (Including Tax Credits)</p> | X | X | X | X | X | | X | X | | Private Sector |
| <p>Fleets for the Future</p> | X | | | | | X | X | | | Public Sector |
| <p>New! IC Bus Grant Program</p> | X | | | | | | | | | Public Sector |
| <p>Updated Incentives! Propane Vehicle Incentives for Texas</p> | X | X | | X | | X | X | X | | Public Sector, Private Sector |
| <p>New! Rebate Grants</p> | X | X | X | X | | | | | | Public Sector, Private Sector |

[NCTCOG Funding Opportunity Archive](#)

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

12/13/2017 9/21/2017 BM/MG





DFW Clean Cities: Upcoming Events

Jan
30

WEBINAR: Idle Reduction Strategies

What: Learn about different ways your Emergency Vehicles can save money & increase engine life through implementing attainable idle reduction strategies for police and ambulances. Presentations from City of Columbus, Ohio; City of Euless; and more!

Where & When: Online from 1:30 – 2:30 PM

Register here: <https://www.dfwcleancities.org/webinars>

Feb
13

MEETING: Clean Freight Solutions

What: *Partnered with Regional Freight Advisory Committee-* Learn by example from freight leaders in the distribution sector about different strategies to make your fleet green. Presentations about Port of Houston, Freights Using Alt Fuels & Idle Reduction, and more!

Where & When: NCTCOG offices in Arlington from 12:30 – 2:00 PM

Register here: [Clean Freight Solutions Meeting Registration](#)

Feb
27

WEBINAR: Clean Vehicle Solutions- Refuse Haulers

What: Explore alternative fuels in the solid waste management sector & learn how you could save money

Where & When: Online from 1:30 – 2:30 PM

Register here: <https://www.dfwcleancities.org/webinars>

For Updates, Info, & Other Events, Visit: <https://www.dfwcleancities.org/events>

Or Email: cleancities@nctcog.org

Alternative Fuel Corridor Update

November 9 – Regional Transportation Council (RTC) took action to endorse a Texas Department of Transportation (TxDOT) plan to nominate all remaining interstates and metro loops as part of the Federal Highway Administration (FHWA) Alternative Fuel Corridor network, and also to recommend inclusion of US 67, US 287, and US 75 as part of this network.

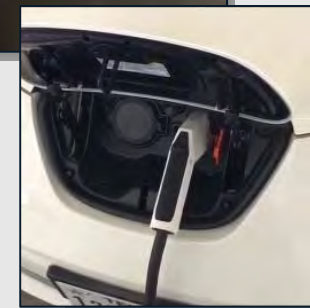
November 30 – FHWA Alternative Fuel Corridor nomination deadline.

December 13 – TxDOT provided a presentation on their 2017 nominations to the DFW Clean Cities Annual Meeting.

Note: IH-820 and IH-635 were not ultimately included in the TxDOT 2017 nomination packet, but are slated to be submitted in 2018.

For more information, see the attached TxDOT presentation from the December 13 DFW Clean Cities meeting.

Questions? Contact Bailey Muller at (817) 695-9299 or bmuller@nctcog.org.



ALTERNATIVE FUEL CORRIDORS

2018 Submittal Summary

December, 2017

Texas Alternative Fuel Corridor Summary

Texas Alternative Fuel Corridors Summary
Updated November 30, 2017

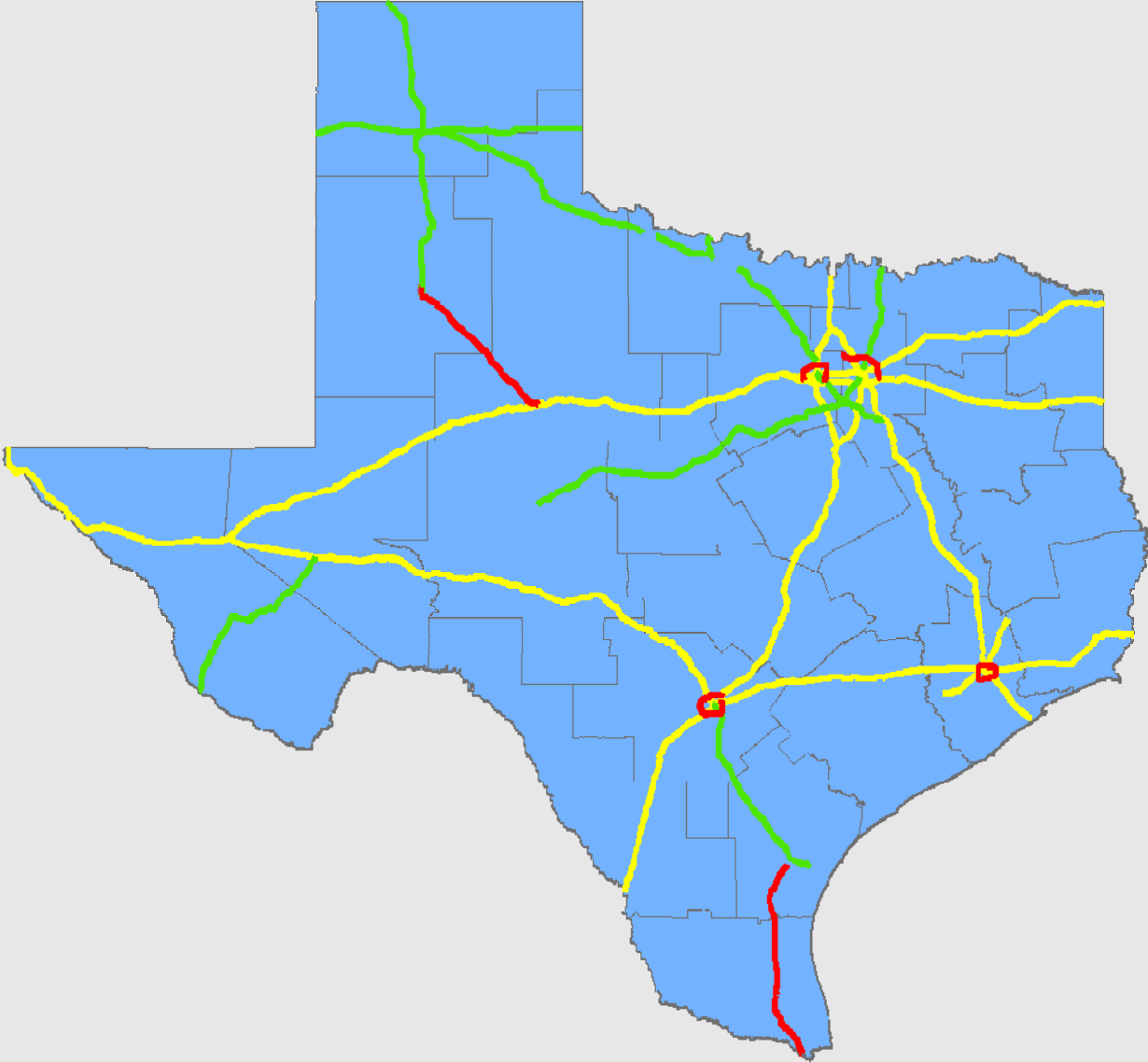
| 2016 Awarded Interstate Highways | 2017 Submitted for Designation | 2018 Planned for Submission |
|----------------------------------|--------------------------------|-----------------------------|
| I-10 | I-2 | I-110 |
| I-20 | I-14 | I-169 |
| I-30 | I-27 | I-345 |
| I-35 | I-37 | I-369 |
| I-35 E | I-40 | I-410 |
| I-35 W | I-44 | I-610 |
| I-45 | US 75 | I-635 |
| <u>I-69</u> | US 67 | I-820 |
| 8 corridors | <u>US 287</u> | US 84 |
| | 9 corridors | <u>US 77</u> |
| | | 10 corridors |

Alternative Fuel Corridor Designations

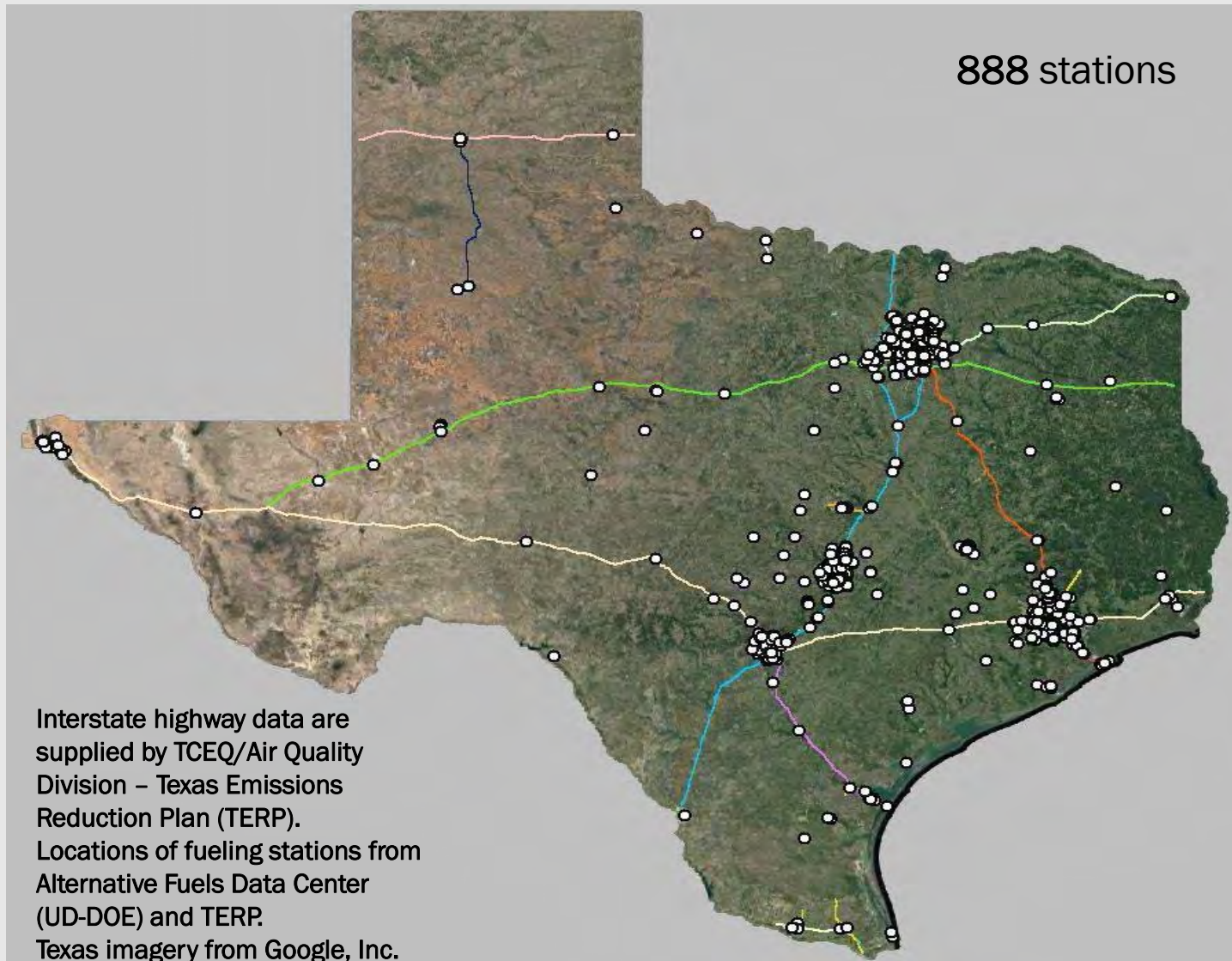
2016

2017

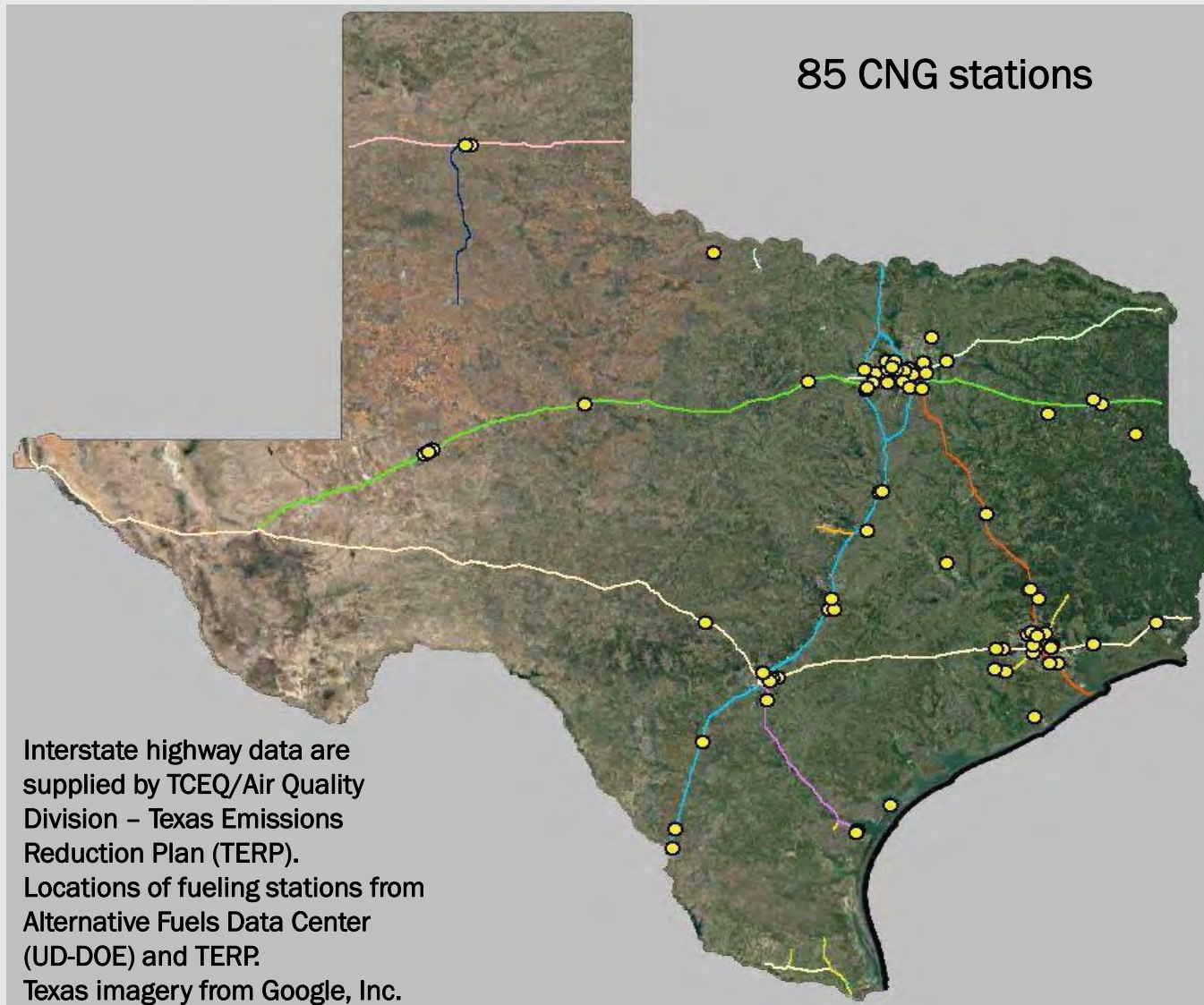
2018



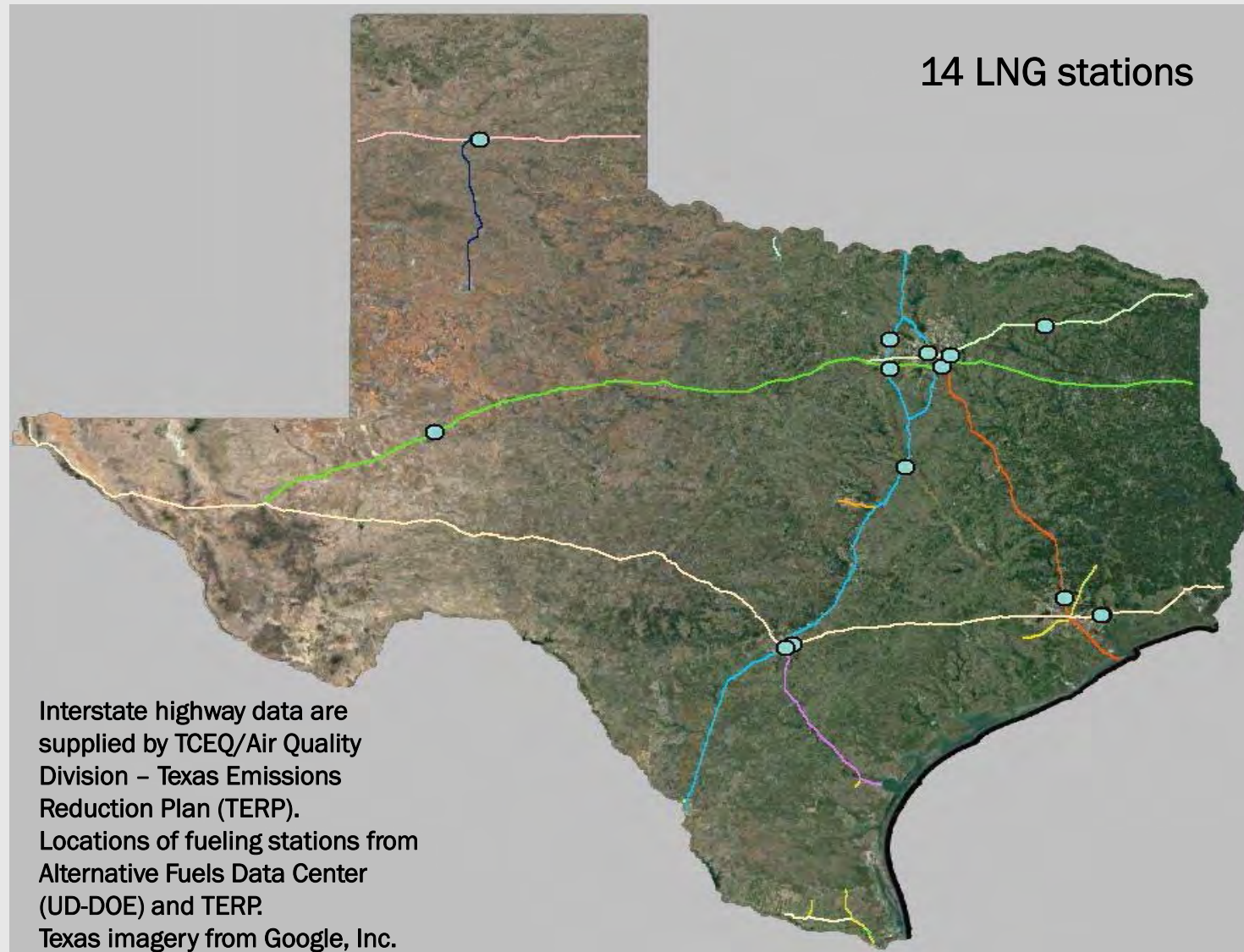
Public Operating Electric Charging Stations



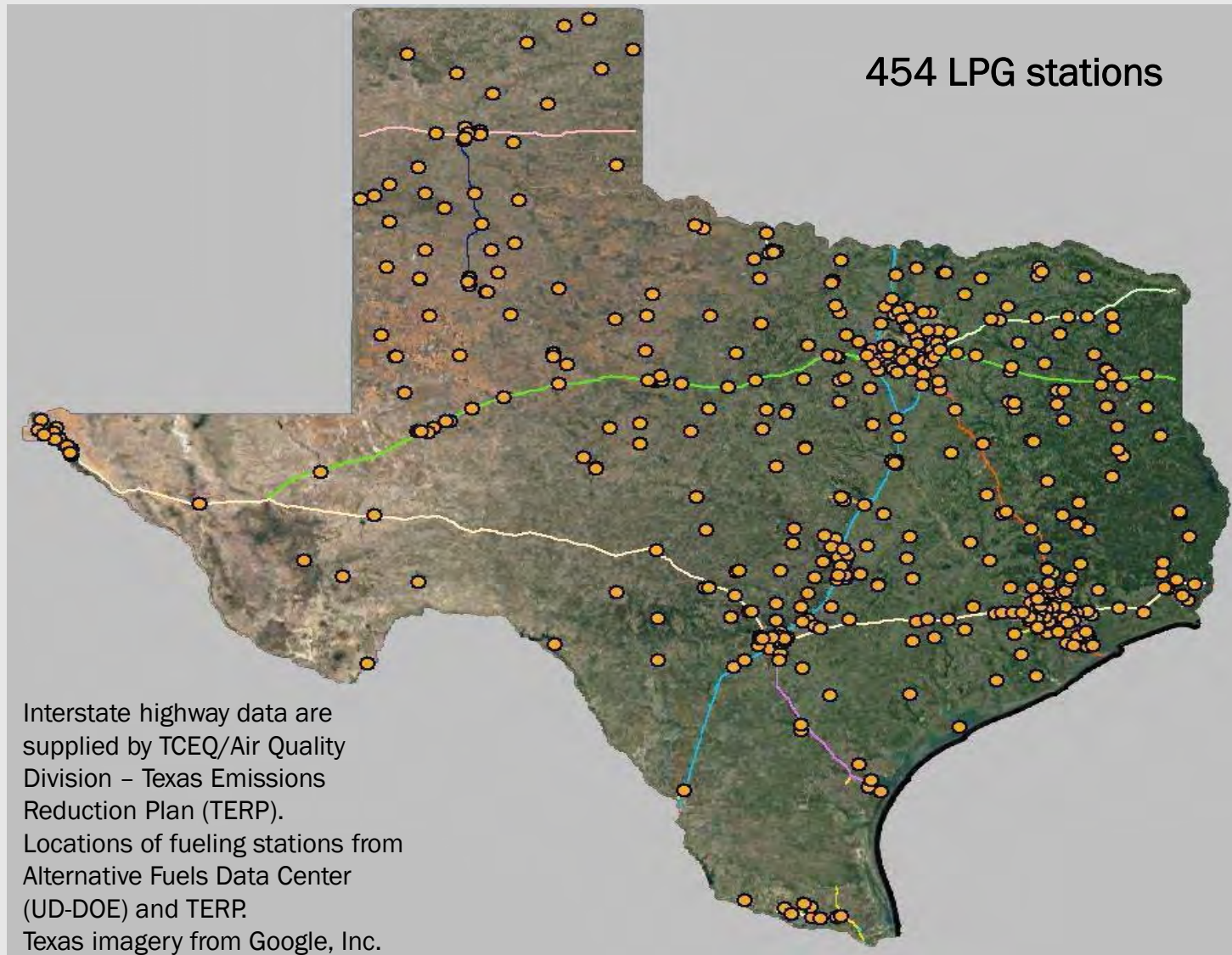
Public Operating CNG Stations



Public Operating LNG Stations



Public Operating LPG Stations



Alternative Fuel Corridor Planning Tasks/Timeline

| Task | Target Date |
|--|----------------|
| Consider Electrify America Integration into annual planning process | February, 2018 |
| Review previous submittals for any changes | March, 2018 |
| Work with TxDOT signage policy team regarding “Signage Ready” routes | March, 2018 |
| Review segments proposed for 2018 submission | April, 2018 |
| Prepare 2018 Submission | November, 2018 |
| Consider proposed corridor expansion for 2019 | November, 2018 |
| | |

NCTCOG Clean Construction Contract Language

Diesel-powered “Construction and Mining Equipment” contributes approximately 23 tons of nitrogen oxides (NO_x) per day in the Dallas-Fort Worth (DFW) ozone nonattainment area, or approximately eight percent of all ozone-forming NO_x in this area.

To help reduce emissions from this sector, **NCTCOG staff developed template Clean Construction Contract Language that could be incorporated into public works construction contracts as a strategy to improve air quality.** The contract language is intended to increase the use of the cleanest available construction equipment and establish best operational practices.

Over the past several years, NCTCOG Transportation staff have collaborated with NCTCOG Environment and Development staff to include this clean construction contract language into the latest revision of the NCTCOG-issued Public Works Construction Standards North Central Texas. This language was presented for review by the working groups who drafted this latest revision, as well as the NCTCOG Public Works Council.

The language was approved and included as Item 110, Air Quality Requirement for Equipment, in the final version of the Public Works Construction Standards North Central Texas, Fifth Edition, which was approved by the NCTCOG Executive Board in October 2017.

An excerpt of these construction standards is attached, which includes the template contract language and supporting forms. **NCTCOG encourages local governments to include this language in construction contracts as an air quality measure.**

A full copy of the Public Works Construction Standards North Central Texas, Fifth Edition is available for purchase at <http://store2.nctcog.org/NCTCOG/product/MANUALS/ENV101.html>.

ITEM 110. AIR QUALITY REQUIREMENT FOR EQUIPMENT

As of 2016, ten (10) counties in North Central Texas have been designated by the EPA as being nonattainment for the pollutant ozone, and additional counties are expected to be designated in the near future. As a result, development of an air quality plan, known as the State Implementation Plan (SIP), is required for all nonattainment areas in order to demonstrate how ozone will be reduced to levels compliant with EPA standards. The SIP for the Dallas-Fort Worth nonattainment area includes programs to implement control strategies to all emission sources, including non-road construction equipment sources. To support these efforts, air quality requirements for equipment are applicable to the Contract.

110.1. EQUIPMENT REQUIREMENTS

All construction equipment being used to perform work on the Contract shall meet EPA emissions standards of Tier 3 or equivalent, or cleaner. Model Form A.14. Schedule for Phase-In of Tier 1-Tier 4 Non-Road Engines is included in Appendix A. Compliance may be achieved through the use of equipment powered by an EPA-certified engine, through engine repowers, or through the use of retrofits which have been verified by the EPA and/or California Air Resources Board. A list of available retrofits is available online at EPA's website "Verified Technologies List for Clean Diesel."

Equipment that meets one or more of the following conditions may be exempt from these requirements:

- (1) Equipment powered by an engine that is less than or equal to ten (10) years old.
- (2) Equipment that must be used to fulfill use or reporting requirements for a grant program or other clean air initiative. Documentation of such obligations must be submitted to OWNER for verification.
- (3) Equipment that is designated as low-use equipment, which is defined as any piece of construction equipment which is used for less than ten (10) hours per week on a single public works contract. A Low-Use Exemption Weekly Reporting Form will be required for all equipment for which this exemption is claimed. Model Form A.15. Low-Use Exemption Weekly Reporting Form is included in Appendix A.
- (4) Equipment that is being used to address a critical or emergency public works need, including, but not limited to, broken water mains or sanitary sewer lines. This exemption is limited to work performed in a situation in which the procurement of construction services is performed on an emergency basis, as provided for by State law.

110.2. OPERATIONAL REQUIREMENTS

All diesel fuel used to perform work on the public works contract shall be Ultra-Low Sulfur Diesel (ULSD) fuel which also complies with Texas Low Emission Diesel (TxLED) program requirements. This may include TxLED-compliant Biodiesel blends.

The CONTRACTOR shall limit idling of equipment to no more than five (5) minutes, unless the idling is applicable to one or more of the following exceptions:

- (1) is being used for emergency response purposes;
- (2) is idling as a necessary component of mechanical operation, maintenance, or diagnostic purposes; or
- (3) is idling for the health or safety of the equipment operator.

To the greatest extent possible, CONTRACTOR shall stage equipment away from, and minimize operation near, sensitive receptors including, but not limited to, fresh air intakes, hospitals, schools, licensed day care facilities, and residences.

110.3. REPORTING TO OWNER

On or before the day construction activity commences, the CONTRACTOR shall submit to the OWNER an inventory report containing identifying data for each piece of equipment to be used on the worksite. A form for submitting such information will be provided by the OWNER. Model Form A.16. Contract Equipment Inventory is included in Appendix A. This inventory may be used by the OWNER or INSPECTOR to conduct site inspections and/or verify compliance with specification elements.

If additional equipment is brought on-site after construction begins, the CONTRACTOR shall provide this same inventory information to the OWNER for the new equipment on or before the day it begins work on-site.

Reports shall be provided for all equipment used on-site.

110.4. ENFORCEMENT

All construction equipment used on the job site is subject to inspection by the OWNER at random. CONTRACTOR is responsible for ensuring that all SUBCONTRACTORS meet the requirements of this specification.

The provisions of this specification shall be enforced as established in the Terms and Conditions of the Contract. If the provisions of this specification are not met, the OWNER may declare the CONTRACTOR to be in default of the contract.

Form A.14.

Reference Item 110. Air Quality Requirement for Equipment for use.

Schedule for Phase-In of Tier 1 - Tier 4 Non-Road Engines

| Horse Power and KiloWatt Engine Size Group | | | | | | | | |
|--|-------|-------|---|---------|---------|---------|---------|------|
| HP | 25-49 | 50-74 | 75-99 | 100-174 | 175-299 | 300-599 | 600-750 | 750+ |
| KW | 19-37 | 38-55 | 56-74 | 75-130 | 131-223 | 224-447 | 448-560 | 560+ |
| Year | 1995 | T0 | T0 | T0 | T0 | T0 | T0 | T0 |
| | 1996 | T0 | T0 | T0 | T0 | T1 | T1 | T1 |
| | 1997 | T0 | T0 | T0 | T1 | T1 | T1 | T1 |
| | 1998 | T0 | T1 | T1 | T1 | T1 | T1 | T1 |
| | 1999 | T1 | T1 | T1 | T1 | T1 | T1 | T1 |
| | 2000 | T1 | T1 | T1 | T1 | T1 | T1 | T1 |
| | 2001 | T1 | T1 | T1 | T1 | T1 | T2 | T1 |
| | 2002 | T1 | T1 | T1 | T1 | T1 | T2 | T2 |
| | 2003 | T1 | T1 | T1 | T2 | T2 | T2 | T2 |
| | 2004 | T2 | T2 | T2 | T2 | T2 | T2 | T2 |
| | 2005 | T2 | T2 | T2 | T2 | T2 | T2 | T2 |
| | 2006 | T2 | T2 | T2 | T2 | T3 | T3 | T3 |
| | 2007 | T2 | T2 | T2 | T3 | T3 | T3 | T3 |
| | 2008 | T4i | •T3 •T4i (option 1) | T3 | T3 | T3 | T3 | T3 |
| | 2009 | T4i | •T3 •T4i (option 1) | T3 | T3 | T3 | T3 | T3 |
| | 2010 | T4i | •T3 •T4i (option 1) | T3 | T3 | T3 | T3 | T3 |
| | 2011 | T4i | •T3 •T4i (option 1) | T3 | T3 | T4i | T4i | T4i |
| | 2012 | T4i | •T3 •T4i (option 1) •T4i (option 2) | T4i | T4i | T4i | T4i | T4i |
| | 2013 | T4 | T4 | T4i | T4i | T4i | T4i | T4i |
| | 2014 | T4 | T4 | T4i | T4i | T4 | T4 | T4 |
| 2015 | T4 | T4 | T4 | T4 | T4 | T4 | T4 | |
| 2016 | T4 | T4 | T4 | T4 | T4 | T4 | T4 | |
| 2017 | T4 | T4 | T4 | T4 | T4 | T4 | T4 | |
| 2018 | T4 | T4 | T4 | T4 | T4 | T4 | T4 | |
| 2019 | T4 | T4 | T4 | T4 | T4 | T4 | T4 | |
| 2020 | T4 | T4 | T4 | T4 | T4 | T4 | T4 | |

TT4i= Tier 4 interim

Note: as an alternative to introducing the required percentage of Tier 4 compliant engines, manufactures may verify all their engines to an alternative NOx limit in each model year during the phase-in period.

T4 option 1 = Manufacture's selecting Tier 4 Option 1 will be meeting Tier 4 standards

T4 option 2 = Manufacture's selecting Tier 4 Option 2 must meet Tier 3 standards in the indicated model years

Form A.16.

Reference Item 110. Air Quality Requirement for Equipment for use.

Jurisdiction Clean Construction Specification

Contract Equipment Inventory

This form must be completed and presented to the Jurisdiction Representative on or before the day construction activity commences. If any additional equipment is brought on-site after construction begins, an additional form must be submitted to the Representative on or before the day the additional equipment begins work.

Equipment owned and/or operated by subcontractors must also be included in the project reporting. Each company's equipment should be submitted on separate forms.

This form will be retained by the Representative and may be used to conduct occasional on-site inspections and/or verify compliance with the Jurisdiction Clean Construction Specification.

1. **Contract:** _____

2. **Company/Organization Name:** _____

3. **Did your company/organization have to purchase new equipment or upgrade existing equipment in order to comply with the Clean Construction Specification?**
(Check all that apply)

- Yes, purchased new equipment
- Yes, repowered existing engines to a cleaner standard
- Yes, retrofitted existing equipment
- Yes, rented equipment to comply with specification
- No action necessary, already had enough compliant equipment in fleet

4. **Complete the table below for all equipment in use on the public works contract. Add additional rows/pages as necessary.**

| Equipment Serial Number (last five digits) | Type | Engine Model Year | Horsepower | Retrofit Make/Model (if applicable) | Claiming Low-Use Exemption? ¹ (Complete Item 5 for each unit marked "yes") | Claiming Usage or Reporting Requirement Exemption? (Complete Item 6 for each unit marked "yes") |
|---|--------------|-------------------|------------|--|--|--|
| Example 1 | Excavator | 2007 | 46 | N/A | N/A (compliant) | N/A (compliant) |
| Example 2 | Wheel Loader | 1997 | 124 | N/A | No | Yes |
| Example 3 | Trencher | 1992 | 56 | N/A | Yes | No |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

¹Note that additional reporting/documentation will be required throughout the project using the Clean Construction Specification Low-Use Exemption Reporting Form.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS TX 75202-2733

December 22, 2017

The Honorable Greg Abbott
Governor of State of Texas
P.O. Box 12428
Austin, Texas 78711

Dear Governor Abbott:

Thank you for your multiple letters addressing air quality designation recommendations for the revised 2015 National Ambient Air Quality Standards (NAAQS) for ozone throughout Texas. I appreciate the information Texas shared with the U.S. Environmental Protection Agency (EPA) as we both move forward to improve ozone air quality. This letter is to notify you of the EPA's response to Texas's area recommendations and to inform you of our approach for completing designations for the revised ozone standards.

On October 1, 2015, the EPA lowered the primary 8-hour ozone standard from 0.075 parts per million (ppm) to 0.070 ppm to provide increased protection of public health. The EPA revised the secondary 8-hour ozone standard, making it identical to the primary standard, to protect against welfare effects, including impacts on sensitive vegetation and forested ecosystems. Working closely with the states and tribes, the EPA is implementing the standards using a common sense approach that improves air quality and minimizes the burden on state and local governments. As part of this routine process, the EPA is working with the states to identify areas in the country that meet the 2015 ozone standards and those that need to take steps to reduce ozone pollution to attain the 2015 standards.

As a first step in implementing the 2015 ozone standards, the EPA asked states to submit in the Fall of 2016 their designation recommendations, including appropriate area boundaries. In response to and consistent with the States' recommendations, EPA published an initial round of final designations on November 16, 2017 in the Federal Register. In that action, the EPA designated as Attainment/Unclassifiable most areas of the country, including all but 49 counties in Texas.¹

As required by the Clean Air Act, the EPA will designate an area as Nonattainment if there are certified, quality-assured air quality monitoring data showing a violation of the 2015 ozone standards or if the EPA makes a determination that the area is contributing to a violation of the

¹ In addition, the EPA designated three counties in the state of Washington as Unclassifiable, consistent with the State of Washington's recommendation. Further, consistent with EPA's "Policy for Establishing Separate Air Quality Designations for Areas of Indian Country" (December 20, 2011), the EPA designated two areas of Indian country as separate Attainment/Unclassifiable areas.

standards in a nearby area. Areas designated Attainment/Unclassifiable are not measuring or contributing to a violation of the standards.

After considering Texas’s multiple ozone designation recommendations, which were based on 2014-2016 air quality data, as well as other relevant technical information, the EPA intends to designate the areas listed in the table below as Nonattainment, and to designate all other areas in the State where the agency has received complete information, except as indicated by the State in letters to the EPA, and that were not previously designated in November 2017 as Attainment/Unclassifiable. The Technical Support Document for Texas, which provides a detailed analysis to support our proposed designation decisions is posted on the EPA’s Ozone Designations web site at <https://www.epa.gov/ozone-designations>.

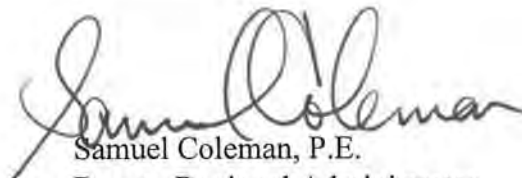
| Area | EPA’s Intended Nonattainment Counties |
|--------------------------------|--|
| Dallas/Fort Worth, TX | Collin County Dallas County Denton County Ellis County Johnson County Kaufman County Parker County Rockwall County Tarrant County Wise County |
| Houston-Galveston-Brazoria, TX | Brazoria County Chambers County Fort Bend County Galveston County Harris County Liberty County Montgomery County Waller County |

In order for the EPA to consider more current (i.e., 2015-2017) air quality data in the final designation decisions for Texas, certified, quality-assured 2015-2017 air quality monitoring data for the area must be submitted to the EPA by February 28, 2018.

If Texas has additional information that it would like the EPA to consider, please submit it to us by February 28, 2018. Please submit additional information by sending it to EPA’s public docket for these designations, EPA-HQ-OAR-2017-0548, located at www.regulations.gov, and by sending a copy to EPA Region 6, pursuant to the instructions detailed in the forthcoming *Federal Register* action. The EPA will also make its proposed designation decisions and supporting documentation available to the general public for review and comment as part of the Federal Register action. We will be announcing a 30-day public comment period shortly in the *Federal Register*. After considering any additional information we may receive, and responding to significant comments, the EPA plans to promulgate final ozone designations in Spring of 2018.

The EPA is committed to working with the states and tribes to reduce ozone air pollution. We look forward to a continued dialogue with you and your staff as we work together to implement the 2015 ozone standards. Should you have any questions regarding this matter, please do not hesitate to contact me at 214-665-3110 or have a member of your staff contact Carrie Paige at 214-665-6521 or paige.carrie@epa.gov.

Sincerely,



Samuel Coleman, P.E.
Deputy Regional Administrator

cc: Richard A. Hyde, P.E., Executive Director, Texas Commission on Environmental Quality
Steve Hagle, P.E., Deputy Director, Office of Air,
Texas Commission on Environmental Quality

Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

| Date | Projects/Programs | Relevant Actions | | Cumulative Total | |
|---|---|------------------|------------|------------------|------------|
| | | West | East | West | East |
| Mar-13 | Final SAFETEA-LU East-West Equity Total | \$649.76 | \$1,558.48 | \$649.76 | \$1,558.48 |
| Jan-16 | Final MAP-21 East-West Equity Total | \$320.98 | \$847.62 | \$970.74 | \$2,406.10 |
| Dec-16 | FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West) | \$100.00 | (\$100.00) | \$1,070.74 | \$2,306.10 |
| Dec-17 | Category 12 funding on various intersection along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP) | \$0.00 | \$102.00 | \$1,070.74 | \$2,408.10 |
| Updated FAST Act Equity Percentage Share as of January 2018 | | | | 30.78% | 69.22% |

| Cumulative East-West Equity Share | Cumulative Total | |
|-----------------------------------|------------------|------------|
| | West | East |
| Cumulative Total | \$1,070.74 | \$2,408.10 |
| Cumulative Percentage Shares | 30.78% | 69.22% |
| RTC Approved Target Shares | 32% | 68% |



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

December 1, 2017

Mr. Loyl Bussell, P.E.
Interim District Engineer
TxDOT Fort Worth District
2501 SW Loop 820
Fort Worth, TX 76133

Mr. Kelly Selman, P.E.
District Engineer
TxDOT Dallas District
4777 US Highway 80 East
Mesquite, TX 75150

Mr. Noel Paramanatham, P.E.
District Engineer
TxDOT Paris District
1365 N Main Street
Paris, TX 75460

Dear Messrs. Bussell, Selman, and Paramanatham:

Enclosed is the 2017 Transportation Development Credit (TDC) Annual Report for the Dallas-Fort Worth region. This report details the TDC allocations and projects approved in FY 2017 by the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area. The following attachments are provided:

Attachment 1 Summary of Transportation Development Credits (TDCs) Allocation and Award Amounts in the Dallas-Fort Worth Metropolitan Planning Organization

Attachment 2 Projects with Approved Transportation Development Credits (TDCs) in the Dallas-Fort Worth Metropolitan Planning Organization in FY 2017

The RTC updated its TDC award categories and adjusted allocations to each category in 2017. The new allocations to each category are reflected in Attachment 1. Please transmit this report to the appropriate division(s) within your agency.

This report fulfills our December 1, 2017, TDC Annual Report submittal. Should you need any additional information, please contact Christie Gotti, Senior Program Manager, or me at 817/695-9240.

Sincerely,

Michael Morris, P.E.
Director of Transportation

BD:tw
Enclosures

cc: The Honorable Victor Vandergriff, Commissioner, Texas Transportation Commission,
TxDOT Austin
James M. Bass, Executive Director, TxDOT Austin
Brian Ragland, Chief Financial Officer, TxDOT Austin
Nick Page, MPO Coordinator, Transp. Planning & Programming Division, TxDOT Austin

**Summary of Transportation Development Credits (TDCs)
Dallas-Fort Worth Metropolitan Planning Organization (MPO)
(As of September 30, 2017)**

Original Allocation of TDCs to Dallas/Fort Worth MPO: 465,486,222

| TDC Award Type | TDC Awarded Amount | | | | | | | Remaining (for Future Programming) |
|---|-----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-----------------------------|--|
| | Current Allocation | Awarded in 2013 | Awarded in 2014 | Awarded in 2015 | Awarded in 2016 | Awarded in 2017 | Cumulative Total Awarded | |
| Category 1 - Strategic Awards to Small Transit Providers | 26,000,000 | 1,697,058 | 4,181,839 | 2,845,564 | 2,454,906 | 175,909 | 11,355,276 | 14,644,724 |
| Category 2 - RTC Has Revenue - Transportation Alternatives Program; TxDOT/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality; Collin County LIP/LIRAP ¹ Partnership | 20,000,000 | 0 | 7,481,001 | 127,954 | 933,291 | 753,740 | 9,295,986 | 10,704,014 |
| Category 3 - Local Agency has Revenue | 16,691,115 | 0 | 16,764,599 | 0 | (73,484) | 0 | 16,691,115 | 0 |
| Category 4 - Selling/Transferring TDCs to Other MPOs/TxDOT (MPO Revolver Fund) | 150,000,000 | 0 | 100,000,000 | 0 | 0 | 0 | 100,000,000 | 50,000,000 |
| Category 5 - Regional Programs/Management and Operations | 30,000,000 | 463,677 | 5,265,978 | 4,580,425 | (396,589) | 4,826,600 | 14,740,091 | 15,259,909 |
| Category 6 - Metropolitan Transportation Plan (MTP) Policy Bundle | 100,000,000 | 0 | 0 | 0 | 0 | 1,191,916 | 1,191,916 | 98,808,084 |
| Category 7 - TDC Pool for Future Reallocation | 122,795,107 | 0 | 0 | 0 | 0 | 0 | 0 | 122,795,107 |
| Subtotal | 465,486,222 | 2,160,735 | 133,693,417 | 7,553,943 | 2,918,124 | 6,948,165 | 153,274,384 | 312,211,838 |

| TDC Allocation Summary | |
|---|----------------------|
| Total TDC Allocation for Dallas/Fort Worth MPO | 465,486,222 |
| Total TDCs Awarded as of September 30, 2017 | (153,274,384) |
| Remaining TDC Pool for Future Programming | 312,211,838 |

Notes:

1: LIP: Local Initiative Projects, LIRAP: Low-Income Vehicle Repair, Retrofit, and Accelerated Retirement Program

**Projects with Approved Transportation Development Credits (TDCs) in the
Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2017)**

| Projects Approved with MPO Transportation Development Credits: | | | | | | | |
|--|-------------------------------------|--|--------------------|--------------|-------------|--------------------|--|
| TIP Code | Project Name or Description | Project Sponsor | Fiscal Year in TIP | Year Awarded | TDC Amount* | TDC Category (1-6) | Comments |
| 12003.17 | 5307 PURCHASE REPLACEMENT VEHICLES | CITY OF GRAND PRAIRIE | 2018 | 2017 | 27,750 | 1 | |
| 12006.17 | 5307 BUS PREVENTIVE MAINTENANCE | CITY OF GRAND PRAIRIE | 2018 | 2017 | 16,178 | 1 | |
| 12011.13 | 5307 PURCHASE REPLACEMENT VEHICLES | MESQUITE TRANSPORTATION FOR THE ELDERLY AND DISABLED | 2014 | 2017 | -31,500 | 1 | THIS PROJECT WAS DOUBLE COUNTED IN THE 2013 AND 2014 REPORTS, THEREFORE THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT. |
| 12028.16 | 5307 SYSTEM PREVENTIVE MAINTENANCE | DART | 2016 | 2017 | -202,697 | 1 | 202,697 FROM THE 2016 REPORT WAS ALREADY COUNTED IN CATEGORY 3 OF THE 2014 REPORT, THEREFORE THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT. |
| 12036.17 | 5307 BUS PREVENTIVE MAINTENANCE | CITY OF ARLINGTON | 2018 | 2017 | 37,000 | 1 | |
| 12079.13 | 5307 CAPITAL COST OF CONTRACTING | HANDITRAN | 2015 | 2017 | -298,188 | 1 | THIS PROJECT WAS DOUBLE COUNTED IN THE 2013 AND 2014 REPORTS, THEREFORE THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT. |
| 12079.17 | 5307 CAPITAL COST OF CONTRACTING | CITY OF ARLINGTON | 2018 | 2017 | 100,000 | 1 | |
| 12090.17 | 5307 BUS PREVENTIVE MAINTENANCE | COMMUNITY TRANSIT SERVICES | 2018 | 2017 | 3,200 | 1 | |
| 12122.17 | 5307 BUS PREVENTIVE MAINTENANCE | PUBLIC TRANSIT SERVICES | 2018 | 2017 | 9,600 | 1 | |
| 12153.17 | 5307 PURCHASE REPLACEMENT VEHICLES | CITY OF ARLINGTON | 2018 | 2017 | 142,500 | 1 | |
| 12206.16 | 5307 PROJECT ADMINISTRATION | NCTCOG | 2016 | 2017 | 2,159 | 1 | |
| 12239.10 | 5307 PURCHASE OF EXPANSION VEHICLES | STAR TRANSIT | 2013 | 2017 | -10,487 | 1 | THIS REDUCTION SHOULD HAVE BEEN REPORTED IN THE 2013 REPORT, THEREFORE THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT. |
| 12241.14 | 5307 PROJECT ADMINISTRATION | STAR TRANSIT | 2018 | 2017 | 60,469 | 1 | |
| 12241.16 | 5307 PROJECT ADMINISTRATION | STAR TRANSIT | 2016 | 2017 | 4,000 | 1 | |
| 12241.17 | 5307 PROJECT ADMINISTRATION | STAR TRANSIT | 2018 | 2017 | 39,991 | 1 | |
| 12247.17 | 5307 PROJECT ADMINISTRATION | PUBLIC TRANSIT SERVICES | 2018 | 2017 | 3,600 | 1 | |
| 12307.15 | 5307 ACQUISITION OF HARDWARE | TAPS PUBLIC TRANSIT | 2015 | 2017 | -25,000 | 1 | |
| 12346.14 | 5307 PROJECT ADMINISTRATION | TAPS PUBLIC TRANSIT | 2015 | 2017 | -1,605 | 1 | |
| 12346.15 | 5307 PROJECT ADMINISTRATION | TAPS PUBLIC TRANSIT | 2015 | 2017 | -12,000 | 1 | |
| 12346.16 | 5307 PROJECT ADMINISTRATION | TAPS PUBLIC TRANSIT | 2016 | 2017 | -18,000 | 1 | |
| 12347.14 | 5307 PLANNING | TAPS PUBLIC TRANSIT | 2015 | 2017 | -44,523 | 1 | |
| 12372.17 | 5307 BUS PREVENTIVE MAINTENANCE | SPAN, INC. | 2018 | 2017 | 60,000 | 1 | |
| 12373.13 | 5307 PURCHASE REPLACEMENT VEHICLES | SPECIAL PROGRAMS FOR AGING NEEDS | 2014 | 2017 | -75,000 | 1 | THIS PROJECT WAS DOUBLE COUNTED IN THE 2013 AND 2014 REPORTS, THEREFORE THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT. |
| 12474.13 | 5307 RENOVATION OF ADMIN. BUILDING | HANDITRAN | 2013 | 2017 | -42,000 | 1 | THIS REDUCTION SHOULD HAVE BEEN REPORTED IN THE 2015 REPORT, THEREFORE THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT. |
| 12483.14 | 5307 ACQUISITION OF HARDWARE | STAR TRANSIT | 2017 | 2017 | 17,000 | 1 | |
| 12483.17 | 5307 ACQUISITION OF HARDWARE | STAR TRANSIT | 2018 | 2017 | 26,304 | 1 | |
| 12484.16 | 5307 ACQUISITION OF SOFTWARE | STAR TRANSIT | 2017 | 2017 | 5,000 | 1 | |
| 12484.17 | 5307 ACQUISITION OF SOFTWARE | STAR TRANSIT | 2018 | 2017 | 42,605 | 1 | |
| 12552.16 | 5307 ADA PARATRANSIT SERVICE | TAPS PUBLIC TRANSIT | 2016 | 2017 | -55,495 | 1 | |
| 12567.16 | 5307 ACQUISITION OF SOFTWARE | PUBLIC TRANSIT SERVICES | 2016 | 2017 | -80,000 | 1 | |
| 12576.13 | 5307 PURCHASE REPLACEMENT VEHICLES | NCTCOG | 2013 | 2017 | -120,146 | 1 | 104,475 WAS DOUBLE COUNTED IN THE 2013 AND 2014 REPORTS. THE TDCS ON THIS PROJECT WERE ALSO REDUCED BY 15,671 IN FY 2014 BUT IT WAS NOT REPORTED. THEREFORE, THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT. |
| 12576.16 | 5307 PURCHASE REPLACEMENT VEHICLES | NCTCOG | 2016 | 2017 | -33,418 | 1 | |

*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs) in the
Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2017)**

| TIP Code | Project Name or Description | Project Sponsor | Fiscal Year in TIP | Year Awarded | TDC Amount* | TDC Category (1-6) | Comments |
|----------|--|-------------------------------------|--------------------|--------------|-------------|--------------------|--|
| 12576.17 | 5307 PURCHASE REPLACEMENT VEHICLES | NCTCOG | 2018 | 2017 | 194,961 | 1 | |
| 12600.17 | 5307 CAPITAL COST OF CONTRACTING | NORTHEAST TRANSPORTATION SERVICES | 2018 | 2017 | 64,000 | 1 | |
| 12608.12 | 5307 BUS PREVENTIVE MAINTENANCE | TAPS PUBLIC TRANSIT | 2015 | 2017 | -36,000 | 1 | THE 2015 REPORT INCLUDED THIS PROJECT IN ERROR, AS NO TDCS WERE AWARDED TO IT. THEREFORE, THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT. |
| 12626.12 | 5307 PURCHASE REPLACEMENT VEHICLES | SPECIAL PROGRAMS FOR AGING NEEDS | 2013 | 2017 | -801 | 1 | THE TDCS ON THIS PROJECT WERE REDUCED BY 801 IN 2014, BUT THIS CHANGE WAS NOT REPORTED. THEREFORE, THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT. |
| 12627.14 | 5307 BUS PREVENTIVE MAINTENANCE | STAR TRANSIT | 2017 | 2017 | 115,876 | 1 | |
| 12627.16 | 5307 PREVENTIVE MAINTENANCE | STAR TRANSIT | 2016 | 2017 | 21,000 | 1 | |
| 12627.17 | 5307 BUS PREVENTIVE MAINTENANCE | STAR TRANSIT | 2018 | 2017 | 70,793 | 1 | |
| 12632.17 | 5307 GENERAL PLANNING | SPAN, INC. | 2018 | 2017 | 8,000 | 1 | |
| 12644.15 | 5310 SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES | NCTCOG | 2017 | 2017 | 13,529 | 1 | |
| 12649.17 | 5310 PURCHASE OF SERVICE | FORT WORTH TRANSPORTATION AUTHORITY | 2018 | 2017 | 40,000 | 1 | |
| 12653.17 | 5310 PURCHASE OF SERVICE | NORTHEAST TRANSPORTATION SERVICES | 2017 | 2017 | 83,200 | 1 | |
| 12654.13 | 5310 PURCHASE OF SERVICE | PUBLIC TRANSIT SERVICES | 2013 | 2017 | 39,200 | 1 | THIS INCREASE SHOULD HAVE BEEN REPORTED IN THE 2014 REPORT. THEREFORE, THE ADDITIONAL TDCS ARE BEING ADDED IN THE 2017 REPORT. |
| 12654.17 | 5310 PURCHASE OF SERVICE | PUBLIC TRANSIT SERVICES | 2018 | 2017 | 9,600 | 1 | |
| 12662.14 | 5307 PURCHASE EXPANSION VEHICLES | TAPS PUBLIC TRANSIT | 2015 | 2017 | -98,531 | 1 | |
| 12662.15 | 5307 PURCHASE EXPANSION VEHICLES | TAPS PUBLIC TRANSIT | 2015 | 2017 | -210,000 | 1 | |
| 12663.15 | 5307 BUS PREVENTIVE MAINTENANCE | TAPS PUBLIC TRANSIT | 2015 | 2017 | -11,171 | 1 | |
| 12664.17 | 5307 ACQUISITION OF HARDWARE | PUBLIC TRANSIT SERVICES | 2018 | 2017 | 11,200 | 1 | |
| 12670.15 | 5307 ACQUISITION OF SHOP EQUIPMENT | TAPS PUBLIC TRANSIT | 2015 | 2017 | -50,000 | 1 | |
| 12672.15 | 5307 ACQUISITION OF SOFTWARE | TAPS PUBLIC TRANSIT | 2015 | 2017 | -70,000 | 1 | |
| 12701.16 | 5307 ACQUISITION OF SOFTWARE | CITY OF MESQUITE | 2016 | 2017 | 10,030 | 1 | |
| 12701.17 | 5307 ACQUISITION OF SOFTWARE | CITY OF MESQUITE | 2018 | 2017 | 25,000 | 1 | |
| 12702.16 | 5307 PROJECT ADMINISTRATION | CITY OF MESQUITE | 2016 | 2017 | -10,030 | 1 | |
| 12702.17 | 5307 PROJECT ADMINISTRATION | CITY OF MESQUITE | 2018 | 2017 | 11,760 | 1 | |
| 12711.17 | 5307 MOBILITY MANAGEMENT | SPAN, INC. | 2018 | 2017 | 15,840 | 1 | |
| 12713.17 | 5307 ACQUISITION OF SOFTWARE | SPAN, INC. | 2018 | 2017 | 35,000 | 1 | |
| 12716.16 | 5307 ACQUISITION OF SIGNAGE | STAR TRANSIT | 2016 | 2017 | -4,000 | 1 | |
| 12717.14 | 5307 MOBILITY MANAGEMENT | STAR TRANSIT | 2017 | 2017 | 10,000 | 1 | |
| 12717.17 | 5307 MOBILITY MANAGEMENT | STAR TRANSIT | 2018 | 2017 | 7,459 | 1 | |
| 12721.14 | 5307 ACQUISITION OF PASSENGER SHELTERS | TAPS PUBLIC TRANSIT | 2015 | 2017 | -56,000 | 1 | |
| 12736.17 | 5339 PURCHASE REPLACEMENT VEHICLES | NCTCOG | 2018 | 2017 | 51,211 | 1 | |
| 12748.17 | 5307 ACQUISITION OF SOFTWARE | CITY/COUNTY TRANSPORTATION | 2018 | 2017 | 2,000 | 1 | |
| 12750.17 | 5307 PROJECT ADMINISTRATION | CITY/COUNTY TRANSPORTATION | 2018 | 2017 | 10,000 | 1 | |
| 12755.15 | 5307 ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT | SPECIAL PROGRAMS FOR AGING NEEDS | 2015 | 2017 | -9,050 | 1 | |
| 12757.15 | 5307 ACQUISITION OF MISCELLANEOUS EQUIPMENT | TAPS PUBLIC TRANSIT | 2015 | 2017 | -20,000 | 1 | |
| 12758.15 | 5307 ACQUISITION OF RADIOS | TAPS PUBLIC TRANSIT | 2015 | 2017 | -15,000 | 1 | |
| 12759.15 | 5307 ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT | TAPS PUBLIC TRANSIT | 2015 | 2017 | -50,000 | 1 | |
| 12760.15 | 5307 GENERAL PLANNING | TAPS PUBLIC TRANSIT | 2015 | 2017 | -25,000 | 1 | |
| 12760.16 | 5307 GENERAL PLANNING | TAPS PUBLIC TRANSIT | 2016 | 2017 | -37,500 | 1 | |
| 12762.16 | 5307 GENERAL PLANNING | TAPS PUBLIC TRANSIT | 2016 | 2017 | -37,500 | 1 | |
| 12764.15 | 5307 ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT | STAR TRANSIT | 2015 | 2017 | -33,450 | 1 | |

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**Projects with Approved Transportation Development Credits (TDCs) in the
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(As of September 30, 2017)**

| TIP Code | Project Name or Description | Project Sponsor | Fiscal Year in TIP | Year Awarded | TDC Amount* | TDC Category (1-6) | Comments |
|---|---|-------------------------------------|--------------------|--------------|----------------|--------------------|--|
| 12766.17 | 5307 ACQUISITION OF MISCELLANEOUS EQUIPMENT | PUBLIC TRANSIT SERVICES | 2018 | 2017 | 11,000 | 1 | |
| 12783.16 | 5307 PURCHASE EXPANSION VEHICLES | NCTCOG | 2016 | 2017 | 33,418 | 1 | |
| 12784.16 | 5307 PREVENTIVE MAINTENANCE | TAPS PUBLIC TRANSIT | 2016 | 2017 | -54,000 | 1 | |
| 12790.16 | 5307 ACQUISITION OF MISCELLANEOUS EQUIPMENT | STAR TRANSIT | 2016 | 2017 | -30,000 | 1 | |
| 12791.16 | 5307 PREVENTIVE MAINTENANCE | TAPS PUBLIC TRANSIT | 2016 | 2017 | -30,000 | 1 | |
| 12793.16 | 5339 PROJECT ADMINISTRATION | NCTCOG | 2016 | 2017 | -1,094 | 1 | |
| 12794.15 | 5310 MOBILITY MANAGEMENT | EASTER SEALS OF NORTH TEXAS | 2016 | 2017 | -20,000 | 1 | |
| 12796.16 | 5339 PURCHASE EXPANSION VEHICLES | NCTCOG | 2016 | 2017 | 40 | 1 | THIS ENTRY WAS REPORTED IN THE 2016 REPORT AS 199,400 INSTEAD OF 199,440. THEREFORE, THE ADDITIONAL TDCS ARE BEING ADDED IN THE 2017 REPORT. |
| 12812.15 | 5307 ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT | NCTCOG | 2017 | 2017 | 42,500 | 1 | |
| 12813.14 | 5307 GENERAL PLANNING | NCTCOG | 2017 | 2017 | 20,000 | 1 | |
| 12814.14 | 5307 PROJECT ADMINISTRATION (SUBGRANTEE) | NCTCOG | 2017 | 2017 | 16,470 | 1 | |
| 12814.14 | 5307 PROJECT ADMINISTRATION (SUBGRANTEE) | NCTCOG | 2017 | 2017 | -16,470 | 1 | |
| 12815.14 | 5307 PREVENTIVE MAINTENANCE | NCTCOG | 2017 | 2017 | 65,877 | 1 | |
| 12815.14 | 5307 PREVENTIVE MAINTENANCE | NCTCOG | 2017 | 2017 | -65,877 | 1 | |
| 12824.16 | 5307 SUPPORT URBANIZED AREA TRANSIT SERVICE | CITY OF MCKINNEY | 2017 | 2017 | 260,000 | 1 | |
| 12824.17 | 5307 SUPPORT URBANIZED AREA TRANSIT SERVICE | CITY OF MCKINNEY | 2018 | 2017 | 151,122 | 1 | |
| 12828.17 | 5307 ACQUISITION OF HARDWARE | CITY OF GRAND PRAIRIE | 2018 | 2017 | 16,000 | 1 | |
| 12829.17 | 5307 SHORT RANGE PLANNING | NCTCOG | 2018 | 2017 | 70,000 | 1 | |
| 12830.16 | 5307 ACQUISITION OF SHOP EQUIPMENT | PUBLIC TRANSIT SERVICES | 2018 | 2017 | 80,000 | 1 | |
| 12833.16 | 5307 ACQUISITION OF BUS SHELTERS | STAR TRANSIT | 2018 | 2017 | 4,000 | 1 | |
| Subtotal of Category 1 - Strategic Awards to Small Transit Providers | | | | | 175,909 | | |
| 19002 | US 380 AT AIRPORT DRIVE; ADD SECOND WESTBOUND LEFT TURN LANE | CITY OF MCKINNEY | 2018 | 2017 | 19,941 | 2 | |
| 19005 | PLANO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES | CITY OF PLANO | 2017 | 2017 | 373,400 | 2 | |
| 19006 | FRISCO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES | CITY OF FRISCO | 2017 | 2017 | 280,000 | 2 | |
| 19007 | SH 121 FRONTAGE ROAD FROM CUSTER TO SPRING CREEK PKWY; SIGNAL CONTROLLER AND SOFTWARE UPGRADES | CITY OF PLANO | 2017 | 2017 | 80,400 | 2 | |
| 20212 | IH 20 FROM WEST OF CARRIER PARKWAY TO FM 1382 (BELT LINE ROAD); CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS, RAMP MODIFICATIONS, AND SIDEWALKS | TXDOT-DALLAS | 2017 | 2017 | 37,017 | 2 | |
| 40030 | CITYWIDE SAFE ROUTES TO SCHOOL IMPROVEMENTS | CITY OF GRAND PRAIRIE | 2017 | 2017 | -37,018 | 2 | |
| Subtotal of Category 2 - RTC has Revenue | | | | | 753,740 | | |
| 12028.14 | 5307 SYSTEM PREVENTIVE MAINTENANCE | DART | 2016 | 2017 | -9,697,311 | 3 | IN THE 2014 REPORT TIP CODE 12028.14 WAS AWARDED 12,000,000 TDCS. SOME OF THOSE 12,000,000 HAVE SINCE BEEN AWARDED TO TIP 12028.15 AND TIP 12028.16. THOSE CHANGES ARE BEING REFLECTED IN THE 2017 REPORT. |
| 12028.15 | 5307 SYSTEM PREVENTIVE MAINTENANCE | DART | 2016 | 2017 | 9,494,614 | 3 | |
| 12028.16 | 5307 SYSTEM PREVENTIVE MAINTENANCE | DART | 2016 | 2017 | 202,697 | 3 | |
| Subtotal of Category 3 - Local Agency has Revenue | | | | | 0 | | |
| 11543.4 | TEXRAIL CORRIDOR RAIL LINE PROJECT - CONSTRUCTION OF NEW COMMUTER RAIL LINE | FORT WORTH TRANSPORTATION AUTHORITY | 2018 | 2017 | 4,000,000 | 5 | |

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**Projects with Approved Transportation Development Credits (TDCs) in the
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| TIP Code | Project Name or Description | Project Sponsor | Fiscal Year in TIP | Year Awarded | TDC Amount* | TDC Category (1-6) | Comments |
|---|---|--|--------------------|--------------|------------------|--------------------|----------|
| 11614.6 | ROY ORR CROSSING OF TEN MILE CREEK JUST EAST OF HAMPTON RD TO NORTH OF E. PLEASANT RUN ROAD (BEHIND CITY HALL); PRELIMINARY ENGINEERING FOR A BICYCLE/PEDESTRIAN CROSSING | NCTCOG | 2016 | 2017 | -32,000 | 5 | |
| 11633.1 | M&O - PROGRAM OVERSIGHT COORDINATION | NCTCOG | 2018 | 2017 | -86,400 | 5 | |
| 11633.2 | M&O - PROGRAM OVERSIGHT COORDINATION | NCTCOG | 2018 | 2017 | -165,000 | 5 | |
| 11633.3 | M&O - PROGRAM OVERSIGHT COORDINATION | NCTCOG | 2018 | 2017 | 86,400 | 5 | |
| 11633.3 | M&O - PROGRAM OVERSIGHT COORDINATION | NCTCOG | 2018 | 2017 | -86,400 | 5 | |
| 11671 | MULTIPURPOSE AUTOMATED VEHICLE DESIGN, DEVELOPMENT, TESTING, AND DEPLOYMENT | NCTCOG | 2018 | 2017 | 110,000 | 5 | |
| 11674 | DFW CORE EXPRESS HIGH SPEED RAIL FROM DALLAS TO FORT WORTH | NCTCOG | 2017 | 2017 | 600,000 | 5 | |
| 11674 | DFW CORE EXPRESS HIGH SPEED RAIL FROM DALLAS TO FORT WORTH | NCTCOG | 2018 | 2017 | 400,000 | 5 | |
| Subtotal of Category 5 - Regional Programs/Management and Operations | | | | | 4,826,600 | | |
| 12035.17 | 5307 ASSOCIATED TRANSIT IMPROVEMENTS | FORT WORTH TRANSPORTATION AUTHORITY | 2018 | 2017 | 36,587 | 6 | |
| 12038.17 | 5307 SYSTEM PREVENTIVE MAINTENANCE | FORT WORTH TRANSPORTATION AUTHORITY | 2018 | 2017 | 420,204 | 6 | |
| 12416.17 | 5307 SYSTEM PREVENTIVE MAINTENANCE | DENTON COUNTY TRANSPORTATION AUTHORITY | 2018 | 2017 | 54,410 | 6 | |
| 12558.17 | 5307 PURCHASE REPLACEMENT VEHICLES | DENTON COUNTY TRANSPORTATION AUTHORITY | 2018 | 2017 | 365,585 | 6 | |
| 12726.17 | 5339 PURCHASE REPLACEMENT VEHICLES | DENTON COUNTY TRANSPORTATION AUTHORITY | 2018 | 2017 | 33,697 | 6 | |
| 12728.17 | 5339 PURCHASE REPLACEMENT VEHICLES | FORT WORTH TRANSPORTATION AUTHORITY | 2018 | 2017 | 118,873 | 6 | |
| 12732.17 | 5307 ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT | FORT WORTH TRANSPORTATION AUTHORITY | 2018 | 2017 | 22,560 | 6 | |
| 14001 | LEGACY TRANSPORTATION MANAGEMENT ASSOCIATION: NORTH PLANO - LEGACY BUSINESS AREA; CREATE A TMA THAT REDUCES DEMAND FOR AN OVER CAPACITY NETWORK; REDUCING SINGLE OCCUPANCY TRIPS BY IMPLEMENTING TMA PROGRAMS | CITY OF PLANO | 2018 | 2017 | 140,000 | 6 | |
| Subtotal of Category 6 - MTP Policy Bundle | | | | | 1,191,916 | | |
| TOTAL Transportation Development Credits Awarded in 2017 | | | | | 6,948,165 | | |

*Negative numbers indicate a reduction in the number of credits awarded on a project

REGIONAL TRANSPORTATION COUNCIL ONLINE PUBLIC INPUT OPPORTUNITY

Proposed Modifications to the List of Funded Projects

Online Public Input Opportunity Dates

Monday, Dec. 11, 2017 – Wednesday, Jan. 10, 2018 - The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

The online public input opportunity was provided 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 (MPO), and amended on February 12, 2015. Staff posted information regarding:

1. Proposed Modifications to the List of Funded Projects

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions could be submitted by email at transinfo@nctcog.org, online at www.nctcog.org/input, by mail at P.O. Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-608-2365 or emailing cbaylor@nctcog.org.

COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

No public comments received via website, email and social media.

WRITTEN COMMENTS RECEIVED

| Name and Title | Agency, City Represented | Topics Addressed | Comments |
|----------------|--------------------------|-------------------|--------------|
| Phyllis Silver | Citizen | TIP code 12028.18 | Attachment 1 |

Regional Transportation Public Input Opportunity

TIP Code 12028.18 - Decrease in Federal and local funds for System Preventive Maintenance - The amount of the decrease in this funding met to 12846.18 - Various rail projects.

I notice that there is FY18 funding in TIP Code 12028.18 from FY17.

I do not have information as to whether the remaining funds in 12028.18 is sufficient. I urge you to verify with DART staff to determine if this is adequate funding. Preventive maintenance is a key element for transit systems operations.

Phyllis Silver
12/24/17

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 February 12, 2015.

This report is a compilation of general public comments submitted by members of the public from Monday, November 20, 2017, through Tuesday, December 19, 2017. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

Autonomous Vehicles

Autonomous Vehicles

1. Nice to ride Milo @CityOfArlington innovative low speed AV moves guests between ATT Stadium & Ballpark.Thx also @NCTCOGtrans for organizing. – Smart Mobility Texas (@SmartMobilityTX)



Bicycle & Pedestrian

Email

1. Heath Wade

I would love to see the area become bicycle friendly. More protected bike lanes would help keep commuters safe and make the region more attractive to companies such as Amazon and others who evaluate transportation as part of relocation decisions.

Twitter

1. Bike Share Growing Pains Help Dallas Chart Plan to Rethink Transportation
<https://www.nbcdfw.com/news/local/Bike-Share-Growing-Pains-Help-Dallas-Chart-New-Plan-Rethink-Transportation-462199673.html> ... via @nbcdfw @CityOfDallas @NCTCOGtrans @DallasParkRec – Lee M Kleinman (@LeeforDallas)



Lake Corridor Comments

1. Lisa Strimpel

Dear Council Member,

I am writing you to ask that you consider another option for the NCTCOG transportation over Lake Lavon. Wylie east and the surrounding communities are homes to families that like lake living and being in the country. We like the calm and peaceful atmosphere of our land, lakes and wildlife. We do not want the pollution that mass transit would bring. Pollution to the waters, our neighborhoods and the 24 hour noise of vehicles on 8 lanes of traffic. I make an offer to update existing roads that are in need of repair instead of tearing down our homes. I bought this home 10 years ago at the age of 35. I was newly widowed and had two daughters ages 13 and 15 to raise by myself. I picked this home for the peace and tranquility. We have many family gatherings with children who play in the yard flying kites and chasing butterflies. The chickens we have as pets give us one egg every day. Our neighbors have sheep, goats and horses. Doves, Cardinals, Owls and Hawks fly overhead. Wild rabbits, foxes, squirrels, raccoons and coyotes run in the fields. I made the decision to move to a small community that is quiet at night and the stars shine bright in the sky. I can sit on my front porch and enjoy a cup of coffee and

watch the sun rise across the lake. I invite you to come spend a day with me and walk the property, have a BBQ, spend time and enjoying what nature has given me and my family.

Response by Jeff Neal, NCTCOG

Ms. Strimpel,

Good afternoon. Your comment in regards to the Collin County Strategic Roadway Plan has been received, and we appreciate your input and concern. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage:
<http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>

2. Dr. Julie Kilgore

Please know that the Lake Corridor, the favored route currently recommended by the NCTCOG, is the MOST CONTESTED and the MOST EXPENSIVE in the newest iteration of the mobility plan. Please do NOT agree to further study on this route as you will be ultimately paying for a highway a mere 2 - 3 MILES from another thoroughfare (Hwy 78 - which needs to be converted to a true highway - not waste money paying to plow through neighborhoods - the redundancy, waste, and massive destruction is unnecessary). If you haven't seen a recent aerial view of this area (I recommend nearmap.com) you are vastly underestimating how long ago this ship has sailed, not to mention the fact that we just spent 1.9 million to dredge Lake Lavon (read: it's a lot deeper and will need a taller bridge: an additional cost of 100 million dollars or more) (1). This route is a vastly more costly alternative as it necessitates a bridge across Lake Lavon - the lake that provides 30% of the nearly 2 million residents of the North Texas Municipal water district - the water that comes out of your faucet. A lake that will require additional dredging to keep up with the water demands of a growing community which will be difficult to do with giant bridge in the way, not to mention the potential contamination and pollution of a major water source you risk with a huge bridge traversing it. And, it's not like the cost of the bridge is magically taken care of once it is finally paid for. The tax burden for the upkeep of a highway pales in comparison to a bridge, and you will continue to fit the bill for this bridge you may or may not use (2) Please improve the roads we have, time the lights appropriately, and utilize smart streets. We do not want this highway and encourage you to seek out better less damaging alternatives. We are not interested in creating further induced demand. A more innovative alternative to shuffling the trucks from the intermodal must be entertained. Please do not rubber stamp this computer generated path and waste taxpayer money studying a hotly contested, environmentally irresponsible, and community killing highway. Please also know that the ANNUAL direct cost of corrosion for highway bridges in the US is 13.6 BILLION dollars. And currently, the federal government's annual investment is less than two thirds what is actually needed to maintain roads and bridges and this does NOT factor in improvements (2). Translation: eventually we are going to run out of other people's money. We can't just plan for growth and how to get cars from point A to point B. We must do it in the smartest fiscal manner possible. And as a reminder the 2016 Master plan for Lake Lavon does not include ANY bridge. In fact, they already conducted a study in 2007, and Collin County voters approved funding for a preliminary route study to find an optimum alignment for a bridge across Lavon Lake. After conducting public meetings on the topic, the Collin County Commissioners Court voted on October 11, 2010, to REJECT the Lavon Lake bridge study and update the county

Thoroughfare Plan by removing any proposed new bridges that would directly affect USACE-managed lands and water surface. I ask that you similarly REJECT the Lake Corridor. It's dead in the water.

Response by Jeff Neal, NCTCOG

Dr. Kilgore,

Good afternoon. Your comment in regards to the Collin County Strategic Roadway Plan has been received, and we appreciate your input and concern. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

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3. Sandra Ritzmann

Members of Regional Transportation Council of North Texas:

I ask that you VOTE AGAINST or alternatively take an active stand AGAINST any further development of any part of this plan, especially the Lake Corridor. There are enough existing roads that can be enlarged, widened or improved without disruption of existing land, communities or disturbance of the lake environment.

Response by Jeff Neal

Ms. Ritzmann,

Good afternoon. Your comment in regards to the Collin County Strategic Roadway Plan has been received, and we appreciate your input and concern. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>

Response by Sandra Ritzmann

Mr. Neal

Please provide as soon as possible the LATEST UPDATE of Workshops for December. Is it not true you will be at Murphy on City Council Special Workshop meeting December 12th?

I wish to attend these Workshops. Your posted list is not up to date. Where else will NCTCOG be presenting in December and January?

Response by Jeff Neal, NCTCOG

Ms. Ritzmann,

Yes, ma'am...it is true that I've confirmed to give a Collin County Strategic Roadway Plan (CCSRP) presentation for the Murphy City Council meeting currently scheduled for Tuesday, December 12th. The only reason that information has not yet been posted on our CCSRP webpage is because the meeting agenda has not yet been posted on the City of Murphy's website...we wanted to be sure that the agenda was finalized before we posted a link to it. I didn't see an agenda on their website as of yesterday afternoon, but I will continue to check it daily and update our webpage accordingly.

At this time, no other CCSRP presentations have been scheduled at other City Council meetings...nor are there any upcoming NCTCOG public meetings dedicated to the CCSRP. As soon as any other meetings are scheduled and finalized, you can be sure that the information on the webpage will be updated as soon as possible. Thank you very much for your continued interest, and I'll look forward to visiting with you in Murphy and/or other meetings if you plan to attend.

I also wanted to let you know that NCTCOG has scheduled its next series of general public meetings in January 2018. However, please note that while the CCSRP and its preliminary recommendations will not be presented at these meetings, you're certainly invited to attend and provide comments regarding the various scheduled agenda items and/or any other transportation issues or interest or concern. Here are the dates, times, and locations for those meetings:

Tuesday, January 9 @ 6:00 pm

Crosby Recreation Center
1610 E. Crosby Road
Carrollton, TX 75006

Wednesday, January 10 @ 2:30 pm

NCTCOG
616 Six Flags Drive
Arlington, TX 76005

Tuesday, January 16 @ 6:00 pm

Ella Mae Shamblee Library
1062 Evans Ave
Fort Worth, TX 76104

Finally, please feel free to contact me at any time if you have any other questions or comments regarding the CCSRP study and its preliminary recommendations.

4. Dan Mingea

In 2014-2015, there was a proposal to construct a limited access toll road (Blacklands Corridor) from Greenville westward, connecting with George Bush Turnpike in Garland. This plan was vehemently protested by homeowners and businesses in the path of this highway, and was not supported by any city council along the pathway. Now, North Central Texas Council of Governments and county commissioners have come again, proposing to support the construction of a north-south limited access highway from Highway 380, southward with a bridge across Lake Lavon, through the eastern part of Wylie, and on down to PGBT. As with the previous plan, this new road will disrupt and displace established neighborhoods (eminent domain!) and schools, with untold environmental impact on noise, air quality, water quality, light pollution, quality of life, and road debris. This road, of course, will impact taxes, though commissioners would like to downplay that part. In short, this is a no-win proposal for those caught along the route. Now is the time to make your voice heard at city council meetings, in county commissioners' offices, and at NCTCG. Just say NO!!

Response by Jeff Neal, NCTCOG

Mr. Mingea,

Good afternoon. Your comment in regards to the Collin County Strategic Roadway Plan has been received, and we appreciate your input and concern. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>

5. Erin Larew

To whom it may concern,

I am writing in hopes that my words and worries do not fall on deaf ears. I am wholeheartedly against the Lake Corridor. I don't want it to come over Lake Lavon and carve its way to the George Bush Tollway. I have a future home that is being built on Troy Road. This is going to be my forever home and the city of Wylie is my forever town. My husband and I love it here. However, a limited access highway dividing Wylie in two and bringing with it noise, air, and light pollution will forever harm Wylie as well as ruin my families dreams. The last thing I want is my property to be taken from me through condemnation for a value that will most likely not be truly a fair market value.

I understand that something needs to be done. But that something is not The Lake Corridor. I am all for upgrading current large roadways. They don't have homes and neighborhoods that would be decimated. If Collin County wanted this freeway running through the small cities so badly, they should have bought the land many years ago before it was built up. Since then, homes, dreams, families, and lives have flourished. This proposed freeway is a reactive plan and not proactive. Now is the time to be proactive somewhere else. The boat was missed on this one.

Please also think about the cost. It would cost more to build a bridge than to build on land. Think about our drinking water - millions of cars and trucks with contaminates will be driving over it.

Think about air quality, which will only get worse in the area where this road is proposed by bringing traffic to this area. Lastly, please think about the lives you will impact. Again, please evaluate current large roads. There is another way. With many hearts, brains, and hands something better can be created. Sometimes it is not as black as white as a computer program and a grid system.

Response by Jeff Neal, NCTCOG

Ms. Larew,

Good afternoon. Your comment in regards to the Collin County Strategic Roadway Plan has been received, and we appreciate your input and concern. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>

6. Trish Donaghey

1) FREEWAYS CAUSE MORE USA DEATHS PER YEAR THAN AUTO WRECKS

53,000 USA deaths occur every yr. from auto exhaust. The absence of alarm about these deaths may be due to the delayed onset of health problems, like it was with smoking decades ago.

2) FREEWAYS CAUSE MORE HEART ATTACKS + CANCER, ESPECIALLY IN CHILDREN

Auto exhausts' particulate matter have been associated with more cases of heart disease, lung cancer, leukemia, COPD, and asthma. Children are especially vulnerable for a variety of reasons, include running outside more than adults. Children living within 1,000 ft. of a freeway were 8 times more likely to develop leukemia and 6 times more likely to develop other forms of cancer. Attached is a warning sign people put up near freeways.

3) TEXAS WEATHER IS CONDUCIVE TO HIGHER OZONE LEVELS FROM AUTO EXHAUST

Ground level ozone concentration is highest on sunny warm days. Each time a freeway is built, nearby people will pay with their health or lives.

4) ONE COMMUNITY IS SACRIFICED FOR ANOTHER

Why is the health of one community sacrificed for the commuting needs of another? Currently, freeway construction projects are relatively unregulated. The assumption is that NOT building the freeway will result in increased gridlock. However, more than 50 yrs. of studies show the opposite is true: a temporary relief is followed by INCREASED congestion called "induced demand."

5) DO WE WANT COLLIN COUNTY TO BECOME ANOTHER BROOKLYN, NY?!!!

My grandparents had a few acres in the Bed-Sty region of Brooklyn in the early part of the last century. They had a field of corn, fruit trees, and a beautiful lawn. Attached is a screen shot of how that same area looks today = solid concrete, congestion, and people living like rats in a maze.

IS THIS YOUR VISION FOR THE FUTURE OF COLLIN COUNTY?!!!

Facts from webpage below by Bill Adams,
Partner in San Diego Law Firm

12 of 20 References from 2011-2015

<https://sandiego.urbdezine.com/2015/05/28/what-is-a-safe-distance-to-live-or-work-near-high-auto-emission-roads/>

Response by Jeff Neal, NCTCOG

Ms. Donaghey,

Good afternoon. Your comment in regards to the Collin County Strategic Roadway Plan has been received, and we appreciate your input and concern. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>

7. Karen Chaney

Good morning Jeff,

I had hoped to attend the meeting in Murphy that you will be presenting in on Dec. 12, but I have a schedule conflict.

Would you be willing to send me your presentation notes after the meeting on Dec. 13? I would like to see how the plan impacts Murphy residents and ask a few questions based on those facts.

Response by Jeff Neal, NCTCOG

Ms. Chaney,

Good afternoon. I would be happy to send you the presentation we'll be giving to the City of Murphy regarding the Collin County Strategic Roadway Plan (CCSRP). I'll be sure to forward it to you following the meeting, and I'll be happy to respond to any questions or comments you may have.

8. Robert and Diana Cain

Hello, Mr. Neal

I want to take a moment to personally thank you for your informative presentation at the Murphy City Council meeting last evening, December 12. We appreciate the time and effort it took to present the COG proposal to our citizens, especially those of The Timbers neighborhood.

As you were made aware, we in The Timbers are adamantly opposed the the COG Renner Road proposal which would essentially destroy our established and peaceful neighborhood. We will continue to resist this effort by pressuring the Murphy City Council to totally reject this plan.

The proposal, as it stands, would dramatically impact more than 100 upscale, existing homes and disrupt the lives of many of our families, especially the senior citizens seeking a quiet and peaceful place to live. It appears this proposal can only be achieved through the use of eminent domain leading to the destruction of many very fine residences lining the streets of Tall Tree, Hackberry, Jasmine, Weeping Willow, Oakbluff, Westwood, and Starlight Drive. This unwelcome and unsightly swath would be a blight on the landscape and an absolute end to our quiet neighborhood.

Having heard and carefully considered your proposal, we cannot ascertain any advantage whatsoever to the City of Murphy by granting this proposal. All it would seemingly accomplish would be to provide the gift of a short cut for outside commuters at the City's expense. This thoroughfare would provide nothing for our citizens and it would only bring noise, congestion, pollution, speeding traffic, giant and unsightly retaining walls, and heavily congested on/off ramps to our existing streets. The City of Murphy literally has nothing to gain from any part of this thoroughfare proposal.

We realize that organizations such as COG seek long-term answers to pressing questions facing the community. In that spirit we respectfully suggest that your office ponder the following options:

- Research the feasibility of using the existing utility easement, which virtually would impact no existing homes;
- Examine the rarely-utilized railway corridor which cuts across FM-544 and continues in the unpopulated areas behind several existing businesses, including Murphy Marketplace across Murphy Road;
- Consider a link to FM-544 below or near Dublin Road. FM-544 can always be expanded and traffic control better regulated.
- Abandon the Renner plan completely. Remember Mrs. Cain's comment, "if you build it, they will come." So Just don't build it. It isn't wanted, it isn't needed, and it is of no value.

Response by Jeff Neal, NCTCOG

Mr. & Mrs. Cain,

Good morning. Thank you very much for attending the Murphy Town Hall meeting on Tuesday night...and I also greatly appreciate your additional comments below regarding the preliminary recommendations for the Collin County Strategic Roadway Plan, as well as consideration of several alternative solutions to compare to the proposed Renner Road extension. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>

9. John Donaghey

Dear NCTCOG,

I agree w/ the Wylie City Council resolution for December 12, 2017 vote. An easterly outer loop and improvements to existing thoroughfares is a viable solution for the current expected growth in the northeast part of Colin County. Thank you for this opportunity to comment. We have little elected representation in rural Collin County.

10. Charles A. Allen

I would like to know the status of any proposed East West corridor through Lake Lavon reservoir. and if so what the affected land areas may be. Thank You for your service.

11. Wayne Chumley

Many of us in southeastern Collin County cannot understand why NCTCOG continues to push & try to force unwanted expressways, highways & freeways upon citizens who have repeatedly told you "we don't want them!" While there are a number of "feeder routes" that could use improvement & expansion, such as Renner Rd, Parker Rd. & Stacy Rd. A "highway to nowhere" that splits many communities, destroys people's homes & livelihoods, crosses pristine waterways & lakes are not necessary nor needed either now or in the future. You can count on support for the projects mentioned above, but not for the "hair brained schemes" that seem to keep coming out of your organization!

Project Planning Comments

Email

1. Councilman Oscar Pearson, City of Aubrey

Since moving to Texas in 2006, I am always bewildered at how long it takes to get a project done. I come from Southern California where the volume of traffic far exceeds pretty much anything Texas has and they get things done in a timely manner.

The expansion of the Hwy 380 from Denton heading east to the North Texas tollway should have been done years ago. It is nice to see that they are finally discussing the widening of Hwy 377 north from Hwy 380 to the Grayson County line. This is interesting since they just did major work in Pilot Point which they could have put on hold for the entire project to get done and saved some money at the same time. This is like a do-over. Waste of taxpayer money.

Two issues that I would like to address for the Aubrey area. One, the bypass off of Hwy 428 to go around the city is just sitting out there in limbo. Two, TXDOT won't even come to the table in reference to an appeal that would help with a traffic and safety issue that we have in downtown Aubrey. We are wanting a bridge to be built over the RR where Hwy 428 comes in to the town from the west out of Denton. We are asking for Hwy 428 to go straight over the tracks to Hwy 377. Currently when the fire department gets an emergency call and a train is coming by there is a serious time delay since they have to wait until it goes by. This delay causes them from responding in the needed time to get to an emergency.

2. Greg Sims

Lights need timing, and places where a circle would improve flow... Event Center at exchange in Allen Wylie: Alannis at TX 78 S Westgate Way @ TX 78 Brown @ TX 78 Stone Rd @ WA Allen - Needs a circle Stone @ Ballard Brown @ Country Club Park @ Country Club Park @ Jupiter TX 78 @ Ballard Other cities... E Campbell @ N Garland FM 544 @ Country Club - Wylie Create a large circle for Southview at Lucas Create a circle at Lucas @ Country Club FM544 @ County Line @ Vinson create a circle County Line @ Troy needs a circle TX 78 @ Skyview create a 4-lane wide circle with approach control (lights) Widen Skyview to Park @ Parker, to 6 lanes divided Add a Circle at Skyview @ Eubanks @ East Fork Park Circle at WEHS @ Brown Circle Beaver Creek @ Stone Circle at Troy @ Stonewall Circle at Pleasant Valley @ Princeton Dalrock at Miller Road SH78 @ SH205 Castle Drive @ Rowlett/Firewheel Keller Springs at Midway Keller Springs at Quorum Hebron @ International

3. Chris Hoffman

Highway 377 in Granbury is inadequate in size and needs to be improved with alternative routes and more travel lanes. Congestion is lined up for miles at frequent times during the day.

4. Elaine Laisure

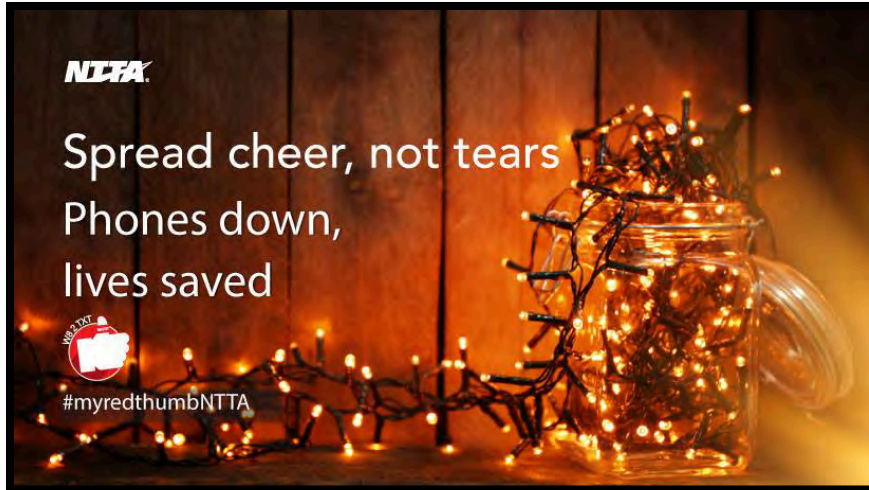
I20 from Weatherford to Aledo is Gridlocked. Yet, Judge Riley says there is a 20 year time Frame BEFORE they add new lanes. They are building thousands of homes in Willow Park, Brock, Peaster, The Welch Ranch and Morningstar. FIX our Problem or Is the NCTCOG going to allow the traffic to get worse. I20 is only the main road from Brock, Weatherford and surrounding communities. A Toll Road would be acceptable. Please Fix this, at the very least make a 3 year plan.

5. J.E. Rodriguez

"Kudos" to Farmers Branch. Unlike Carrollton, their streets, curbs and median are always freshly painted, visible for drivers. It's dangerous driving not knowing which is your lane and unable to see unpainted curbs and median. Wonder if any city staff have ever driven in Farmers Branchy.

Twitter

1. We're thankful you choose safety behind the wheel. Phone down, eyes up. #ItCanWait – NCTCOG Transportation Department



Texting can wait but finishing the bridges at the CTP and I-20 can't. Get on it. – Jason R. Browder

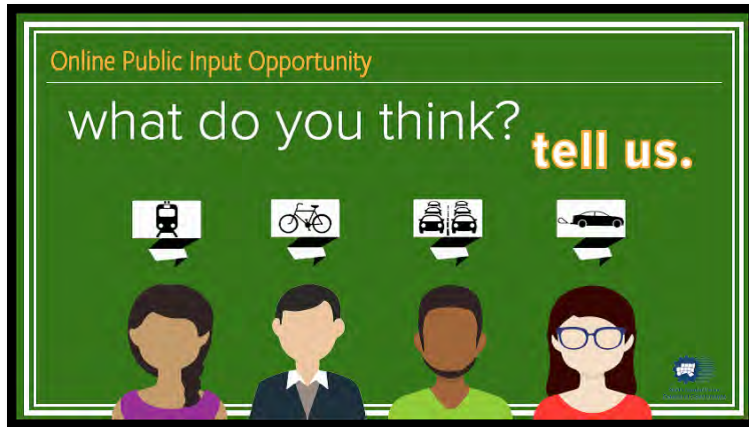
Public Forums & Meetings

Facebook

1. NCTCOG Transportation Department invites you to learn about transportation in the region and help set future priorities through this public input opportunity. Find out more at www.nctcog.org/input. – City of Kennedale – City Hall



2. NCTCOG Transportation Department is looking for your input! – Tarrant County Commissioner Andy Nguyen



Transit

Email

1. Russell Bainbridge

Why is public transportation not more of a priority in the area? All the road ways are heavily congested and many drivers would prefer not to be on the road ways. There are many drivers that shouldn't be on the roads. Right now there are no other options currently for getting around Northern Texas, putting many residents at risk.

Response by Sarah Chadderdon, NCTCOG

Mr. Bainbridge,

Thank you for your question and comments regarding public transportation in North Central Texas.

As you point out, public transportation is a vital component of the region's overall transportation system. NCTCOG plans for near-term and long-term transit services in a 12-county region, and we work with communities and transit agencies to tailor services to best fit individual communities and the region. From the regional perspective, there are limited options for long-term, stable funding sources to support transit services, which limits the ability of public transportation to serve all the region's needs.

I encourage you to continue speaking up regarding the needs you see, by participating in NCTCOG's Mobility 2045 long-range planning process (<http://www.nctcog.org/trans/mtp/2045.asp>), NCTCOG's near-term transit plan called Access North Texas (www.AccessNorthTexas.org) and by reaching out to your local elected officials to let them know that public transportation is a priority for you. The more engaged our residents are, the better our transportation system can respond.

2. Mike

How can we defund the train that will run through NRH, Colleyville, and Grapevine?

Response by Sarah Chadderdon, NCTCOG

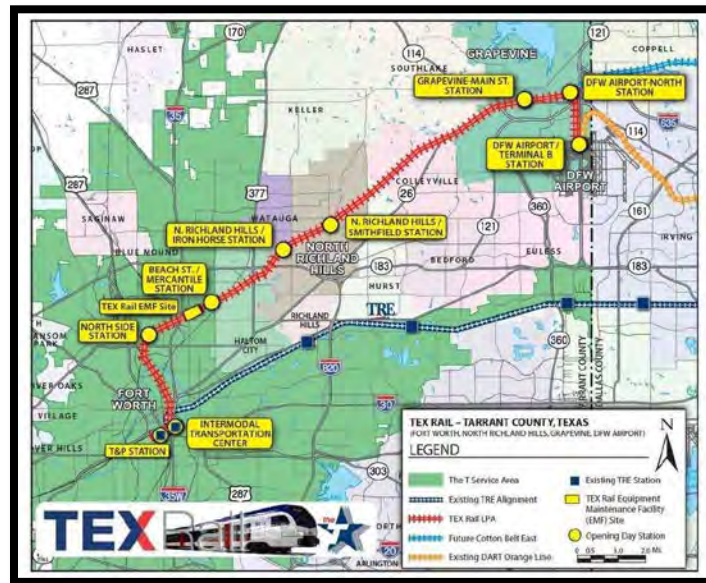
Mike,

Thank you for your question.

TEX Rail is an important future connection in the regional transportation system, serving Fort Worth, North Richland Hills, Grapevine and DFW International Airport. It is fully funded and under construction with service anticipated in late 2018. Information on the mitigation measures that will be implemented to avoid or reduce adverse impacts is available on the TEX Rail website at www.texrail.com.

Twitter

1. #TEXRAIL is coming to @DFWAirport #2018 ! @T4America @NCTCOGtrans @FTA_DOT @transitapp @APTA_Transit @Uber_DFW @lyft_dfw @UrbanLandInst @NCTCOGenv @DallasBizNews @texaseconomics @TexasEcotourism – Shawn Eric Gray (@ShawnEricGray)



2. Attn @CityOfArlington & @NCTCOGtrans, microtransit is a mobility tool, not a mobility solution. Arlington deserves a robust mass transit network. – Loren S. (@txbornviking)



Other

Email

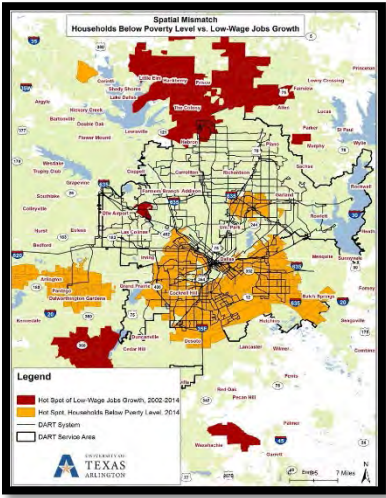
1. Irma Hesse

Good work! Keep searching for feasible plans

Twitter

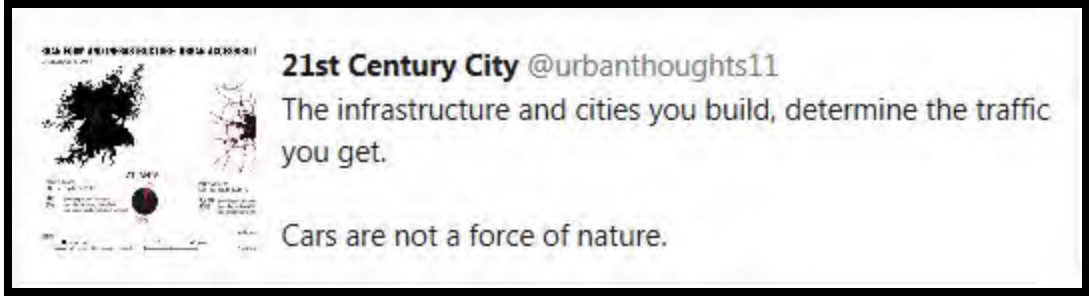
1. ICYMI: "shows how low-wage job growth is increasing in the far, northern fringe of the region outside the edge of DART's service area, while the low income population is concentrated south of Interstate 30"

<https://www.dmagazine.com/frontburner/2017/10/bombshell-report-reveals-darts-system-wide-inadequacy/> ... Housing mobility can help #FairHousing – InclusiveCommunities (@ICPMobility)



This is a predictable outcome, based on @NCTCOGtrans policies. – Wylie H Dallas (@Wylie_H_Dallas)

2. @Wylie_H_Dallas @UrbanFortWorth @NCTCOGtrans – Shawn Eric Gray (@ShawnEricGray)



21st Century City @urbanthoughts11
 The infrastructure and cities you build, determine the traffic you get.
 Cars are not a force of nature.

3. @NorthavenTrail #groundbreaking @cmjsgates @VoteOmarNarvaez @DallasParkRec @CityOfDallas @DallasCityMgr @elbagarcia @DallasCountyTx @TxDOTDallasPIO @BobbyAbtahi @NCTCOGtrans – at Royal Park – Lee M. Kleinman (@LeeforDallas)



Thx @LeeforDallas it is great to see the vision becoming a reality. – Will Dawson (@Will_Dawson)

4. @UrbanFortWorth @CarrolltonTX @CityofCoppell @thecityofirving @cityofplanotx @TheColonyTexas @cityofwaco @CityOfArlington @CityOfDallas @cityoffortworth @CityOfFriscoTx @NCTCOGtrans @TxDOT @USDOTFHWA – Shawn Eric Gray (@ShawnEricGray)



VerizonGreen @VerizonGreen
 Our intelligent network of sensors will give cities the ability to analyze the flow of traffic for greener rush hours. Learn how vz.to/2iuLWli #humanability

5. But also, make sure you catch up on Regional and Local transportation topics with the overview of the peer exchange we held with @DVRPC @NCTCOGtrans @metroportland @NOACA_MPO @LaurieMatkowski and others <https://transportationops.org/ondemand-learning/2017-regional-and-local-tsmo-peer-exchange> ... – NOCoE (@NOCoEOps)

6. The natural way to get around and haul packages/groceries/kids & pets!
<https://twitter.com/UrbanTribeBikes/status/934058218606792705> ... – Wylie H Dallas (@Wylie_H_Dallas)



@DFWStuff @CleanAirMoms_TX @rymgray @dentonaut @WeDentonDolt @BikeDFW @BikeFriendlyFW @BikeTexas @BikeLeague @greensourcedfw @greenhomestead @NCTCOGtrans @dentongreenfest @GreenDallas @completestreets – Shawn Eric Gray (@ShawnEricGray)

7. Understanding that many cities across the world are moving towards #VisionZero, does @NCTCOGtrans still find a target of 500 North Texas fatalities per annum to be acceptable? Any thoughts, @LeeforDallas? – Wylie H Dallas (@Wylie_H_Dallas)

Facebook

1. November is #NativeAmericanHeritageMonth! This month, we celebrate Native Americans who have shaped transportation over time. – NCTCOG Transportation Department



Natives America !!!!!!!!!!!!! – Isaac Ortegon

2. We hope all you Horned Frogs and Sooners fans going to AT&T Stadium for the Big 12 Championship Game have a safe trip! Consider carpooling to save on gas and reduce air pollution. – NCTCOG Transportation Department



Boomer! – Jessica Scott

SOONER ! Jessica Scott – D'Ann Hartpence

3. We had a wonderful time at our agency-wide Service Award Luncheon celebrating the milestones of our employees, including Vickie Alexander (pictured with director Michael Morris and assistant director Dan Kessler) who has served our department for 40 years! – NCTCOG Transportation Department



PRESENTATIONS

Work Program Modifications

The UPWP for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the FY 2018 and FY 2019 UPWP will be presented.

Policy Foundation for Mobility 2045 Recommendations

Mobility 2045 is the region's long-range transportation master plan guiding the expenditure of federal and state funds. Staff will discuss the underlying **policies used to develop the plan's recommendations**. More information, www.nctcog.org/mobility2045.

Funding Program: Sustainable Development Phase 4

The 2017-2018 CMAQ/STBG: Sustainable Development Phase 4 Program awards federal funding to projects that include the transfer of control of roadways from TxDOT to local agencies, context-sensitive design and/or transit-oriented development elements. Staff will provide details on the program and the projects being proposed for funding.

Access North Texas

Access North Texas documents the transportation needs of older adults, individuals with disabilities and individuals with lower incomes in North Central Texas. Staff will provide strategies identified to better serve these vulnerable populations with public transportation.

RESOURCES AND INFORMATION

- Modifications to List of Funded Projects
- AirCheckTexas: www.airchecktexas.org

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



NCTCOGtrans



North Central Texas
Council of Governments

MONDAY, FEB. 5, 2018

2:30 PM

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

WEDNESDAY, FEB. 7, 2018

6:00 PM

Haltom City Public Library
4809 Haltom Road
Haltom City, TX 76117

TUESDAY, FEB. 13, 2018

6:00 PM

Richardson Civic Center
411 W. Arapaho Road
Richardson, TX 75083

For special accommodations due to a disability or language translation, contact Carli Baylor at 817-608-2365 or cbaylor@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made. *Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.*

To request a free, roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the Feb. 5 meeting: 817-608-2365 or cbaylor@nctcog.org.



CentrePort/DFW Airport Station
Arrival Options Feb. 5

Eastbound Train 1:49 pm

Westbound Train 1:31 pm



Greetings Colleagues,

The NCTCOG Environment and Development Department has created an interactive web map for communities to enter their low water crossing locations. We are collecting this data to create a regional inventory of low water crossings so that as funding opportunities arise for acquisition of gauge hardware or other improvements to these crossings, we are prepared with data to provide to funding agencies. This data will also help NCTCOG plan for floodplain, stormwater, public works, emergency management, and transportation needs across the 16-county region. Please help us by letting us know where low water crossings are in your community, and if there are any needs associated with them. In the map, you can specify whether the crossing is currently equipped with a gauge and electronic warning device, or if warning equipment is needed. You can also add special notes about each location.

Entering your data on the map is easy!

1. Access the map here: <http://www.nctcog.org/envir/survey/low-water-crossing/index.html>.
2. Enter your email address. You may proceed to the map without supplying your email, but you will not be able to return to the map to edit points without completing this step.
3. Instructions will pop up for entering points. A quick summary is provided below.
 - a. Click the green "Submit Location" button in the bottom right corner.
 - b. Click on the map to place a point. A form will pop up asking for details about this point.
 - c. Click the "Report It" button at the bottom of the form.
 - d. Repeat for each low water crossing point.
 - e. To edit a point, click it on the map and click the pencil icon in the right info pane.

So that NCTCOG is prepared with this data for future opportunities, please complete your data entry by Friday, February 16th. If you have any questions regarding this data collection effort, please don't hesitate to contact me at mbbrown@nctcog.org or (817) 695-9227. If you need assistance with the map itself, please contact Brian Geck at bgeck@nctcog.org or (817) 608-2361.

Thank you!

Mia Brown, CFM

Environment and Development Planner
North Central Texas Council of Governments
Environment & Development Dept.
Office: (817) 695-9227

mbbrown@nctcog.org



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

January 2018

Calendar

January 3, 8:30 am

TRTC

Fort Worth Intermodal
Transportation Center
1001 Jones St.
Fort Worth, TX 76102

January 5, 11 am

DRMC

Richardson City Hall
411 W. Arapaho Road
Richardson, TX 75080

January 9, 6 pm

Public Meeting

Crosby Recreation Center
1610 E. Crosby Road
Carrollton, TX 75006

January 10, 2:30 pm

Public Meeting

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

January 11, 1 pm

Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

January 16, 6 pm

Public Meeting

Ella Mae Shamblee Library
1062 Evans Ave.
Fort Worth, TX 76104

January 26, 1:30 pm

Surface Transportation

Technical Committee

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Public to receive update on Mobility 2045 plan

NCTCOG staff will present an update on Mobility 2045, Unified Planning Work Program modifications and SolSmart designations during public meetings in January. Residents can provide input on Mobility 2045, the long-range transportation plan for North Central Texas, and work program modifications at public meetings on January 9 (Carrollton), January 10 (Arlington) and January 16 (Fort Worth).

Mobility 2045 will define a long-term vision for the region's transportation system and guide spending of federal and state funds. This includes funding for highways, transit, bicycle and pedestrian facilities and other programs that can reduce congestion and improve air quality. Draft recommendations are expected to be available in spring 2018 with RTC action to follow in the summer.

In addition to developing a long-range transportation plan, NCTCOG staff also creates a Unified Planning Work Program. The UPWP for regional transportation planning provides a summary of transportation and related air quality planning tasks to be conducted by the metropolitan planning organization over a two-year period. Proposed modifications to the FY 2018 and FY 2019 UPWP will be presented.

Staff will also present the benefits of solar to the Dallas-Fort Worth area and showcase participating cities and their solar-friendly efforts. NCTCOG has served as a SolSmart adviser to North Texas for the past year by hosting trainings and webinars and working with individual cities to make the region more solar friendly.

Finally, AirCheckTexas Drive a Clean Machine will be highlighted.

Watch the Arlington meeting in real time by clicking the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

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



City of Arlington partners with app-based rideshare company

A new rideshare option has come to Arlington, and it includes a connection to the Trinity Railway Express. Via, a company operating in Chicago, New York and Washington, D.C., has begun deploying its black Mercedes-Benz seven-passenger vans in a section of Arlington, giving residents an alternative to driving alone. The app-based service began December 11, providing users the chance to schedule rides to and from the TRE station, as well as in and around the Entertainment District.



City of Arlington photo

Arlington has partnered with Via, an app-based rideshare company that allows users to schedule trips by using their smartphones.

Rides cost \$3 each way and are available from 7 a.m. to 9 p.m. weekdays and 9 a.m. to 9 p.m. Saturdays. With the initial rollout, a North Texan who wants to go from, say, Fort Worth to classes at the University of Texas at Arlington, can take the TRE from downtown to the CentrePort/DFW Station and schedule a Via ride the rest of the way. The user would pull up the app, schedule a ride and report to the pick-up point a short distance away.

By spring or early summer, Via is expected to offer connections to the Parks at Arlington and Arlington Highlands along Interstate Highway 20.

When fully implemented, Via will serve locations in an area bound by Interstate Highway 30 to the north, IH 20 to the south, Fielder Road to the west and State Highway 360 to the east. For information, visit www.arlington-tx.gov/via.

The app is available in the App Store and on Google Play. Those without smartphones can call 817-784-7382 to book a ride. The City will pay \$322,500, 33 percent of the cost of the one-year pilot. The rest is to be paid for by the Federal Transit Administration.

Via replaces the Metro ArlingtonXpress, which provided bus service from the TRE's CentrePort/DFW Airport Station to UTA, with an additional stop near the Entertainment District for the past several years. MAX service ended in December.

OZONE SEASON

Air quality continues steady improvement

Ozone concentration in North Texas is at its lowest level on record, after falling to 79 parts per billion for the 2017 ozone season. For the first time, North Texas did not have any red (unhealthy for all groups) ozone days, a significant milestone since the region was first classified as nonattainment.

Ten counties in the Dallas-Fort Worth area are in nonattainment for ozone, an air pollutant that can cause a variety of health problems related to lungs and lung function.

In 2015, the standard was lowered from 75 ppb to 70 ppb and included a one-month extension of the ozone season.

Air quality in North Texas has improved significantly since 1998, when the ozone concentration was 102 ppb.

The region's progress is a result of NCTCOG and its partners adopting clean air programs and policies, along with advances in vehicle technology.

For information on how you can help improve air quality, visit www.airnorthtexas.org.

REGIONALNews

NTTA introduces new way to call for help



The North Texas Tollway Authority has introduced a faster, more efficient way to call for assistance when you are stranded on one of its toll roads.

You can now simply dial #999 on your cellphone if you get a flat tire, run out of gas or find yourself stranded for another reason. This will connect directly to NTTA's Safety Operations Center.

Roadside Safety Services crews and/or DPS Troopers can then be dispatched as needed. New roadside signs and Dynamic Message Boards (overhead electronic signs) will advise drivers of the new safety feature.

Through November, NTTA had assisted 24,138 motorists in 2017. This is an average of 72 a day. For more on the program, visit www.ntta.org.

RTC approves safety, transit asset measures

The RTC has approved performance measures to be used to gauge the safety of the region's roadway system. The targets are focused on reducing serious injuries and fatalities.

They are based on historical data and must be achievable, not just aspirational. For 2018, that means the goals for North Texas include 665 fatalities and approximately 3,600 serious injuries. Targets are based on five-year averages and will be reexamined each year.

The RTC requested an addendum be added explaining that one death is too many.

The RTC also approved transit asset performance measures. The goal of the transit performance measures is "to ensure transit vehicles, rail lines and other capital assets are in a state of good repair." Transit vehicles and rail track are areas of emphasis. Transit assets should not be older than the industry standard, according to the adopted performance measure.

The performance measures will be reported in Progress North Texas, NCTCOG's annual transportation state of the region, and used in various planning ventures.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**The Fort Worth
Transportation Authority**
FWTA.org

**Texas Department
of Transportation**
TxDOT.gov

By the Numbers

24,138

The number of motorists
NTTA assisted in 2017
(through November).

PUBLIC *Involvement*

Online comment period continues through Jan. 10

There is still time for residents to provide input on transportation projects scheduled through 2020.

Proposed modifications to the list of funded projects will be available for review during the online public comment period, which continues through January 10.

A comprehensive list of funded transportation projects through 2020 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, state and local sources are included in the TIP.

To maintain an accurate project listing, this document is updated on a regular basis. For information, visit www.nctcog.org/input. To request printed copies, call 817-608-2365 or email cbaylor@nctcog.org.

@NCTCOGtrans revamps social media strategy

The NCTCOG Transportation Department's social media strategy has undergone a makeover.

The use of a light and conversational tone, modern graphic design elements moving images, like GIFs and videos, are all part of the new strategy implemented to refresh the content provided and make information more accessible to the Department's followers.

Social media is a valuable tool for the Transportation Department because of its speed and far-reaching capabilities. It is also a great way to connect with those in the North Texas region who may be looking for more convenient public involvement opportunities.

Follow us on Twitter and Instagram at @NCTCOGtrans; "like" the NCTCOG Transportation Department on Facebook; and subscribe to the NCTCOGtrans YouTube channel to keep up to date on all things transportation.

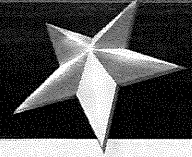
Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented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

DFW CONNECTOR

TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



OVERVIEW

The initial \$1 billion DFW Connector project simultaneously designed and built 8.4 miles in Grapevine, Southlake and Irving, and it doubled the size of the existing highway system around the north DFW International Airport entrance.

Funding constraints required some original DFW Connector segments to be deferred. However, since 2013, TxDOT has been able to identify funding for FM 2499, new SH 121/360 ramps, the SH 121/360 interchange, and SH 121 interchanges at I-635 and FM 2499.

FM 2499 work included rebuilding the mainlanes from SH 121 to Denton Creek. The SH 121/360 ramps project constructed new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360.

Currently under construction is the SH 121/360 interchange, and construction is estimated to begin in 2018 on the SH 121 interchanges at I-635 and FM 2499.



SH 121/360 interchange construction

NorthGate Constructors photo archives

PROJECT HISTORY

- **March 2006** – Texas Transportation Comm. authorized request for CDA proposals.
- **March 26, 2009** – CDA conditionally awarded to NorthGate Constructors.
- **Oct. 6, 2009** – CDA executed.
- **Jan. 2013** – TxDOT identified \$90 million in funding for FM 2499.
- **Aug. 2013** – FM 2499 construction began.
- **Sept. 2014** – TxDOT signs \$17 million contract for the SH 121/360 ramp project.
- **Feb. 2016** – SH 121/360 interchange project approved for Texas Clear Lanes (TCL) congestion relief funding.
- **Aug. 30, 2016** – SH 121/360 interchange groundbreaking held.
- **March 2017** – SH 121 interchanges at I-635 and FM 2499 approved for TCL congestion relief funding.

FM 2499 PROGRESS

- All lanes of traffic were opened in summer 2016, six months ahead of schedule.

SH 121/360 RAMP PROGRESS FROM WILLIAM D. TATE AVE.

- The new ramps from southbound William D. Tate Ave. to SH 121 and SH 360 opened to the public on Nov. 12, 2015, more than a year ahead of schedule.

SH 121/360 INTERCHANGE PROGRESS

- The project is 80 percent complete.
- Crews have opened the new northbound SH 121 and SH 360 bridges to westbound SH 114 into temporary configurations.

- Crews are rebuilding the new northbound SH 121 off-ramp to William D. Tate Avenue. Commuters can temporarily access William D. Tate Avenue through the northbound SH 121 and SH 360 exits to westbound SH 114.

FM 2499 PROJECT FACTS

LENGTH: 1 mile

NUMBER OF LANES

- Two mainlanes in each direction built below the existing grade level, allowing commuters to bypass two intersections
- Two frontage road lanes in each direction at grade level

COST: \$92 M (FUNDED ENTIRELY BY TXDOT)

- Cat. 12 (Texas Transportation Commission approval in Jan. 2013)

CONSTRUCTION DATES

- Construction start: Aug. 2013
- Substantial completion: Summer 2016

SH 121/360 RAMPS FACTS

COST: \$17 MILLION

CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: Nov. 2015

SH 121/360 PROJECT FACTS

LENGTH: 1.6 miles

SCOPE: New direct connectors for SH 114, SH 121 and SH 360

COST: \$61 MILLION

CONSTRUCTION DATES

- Construction start: Aug. 2016
- Substantial completion: Fall 2018

TRAFFIC COUNTS (VEH PER DAY, 2016)

- SH 114/121 north of SH 360: 168,000
- SH 360 south of SH 114/121: 75,000

ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

LENGTH: 8.4 miles

NON-TOLL LANES (WIDEST POINTS)

- 6 to 8 WB, 6 EB between William D. Tate Avenue and International Pkwy.
- 4 to 7 NB and 3 to 6 SB at SH 121 near DFW Airport's north entrance

TEXPRESS LANES

- Four miles, two in each dir. on SH 114

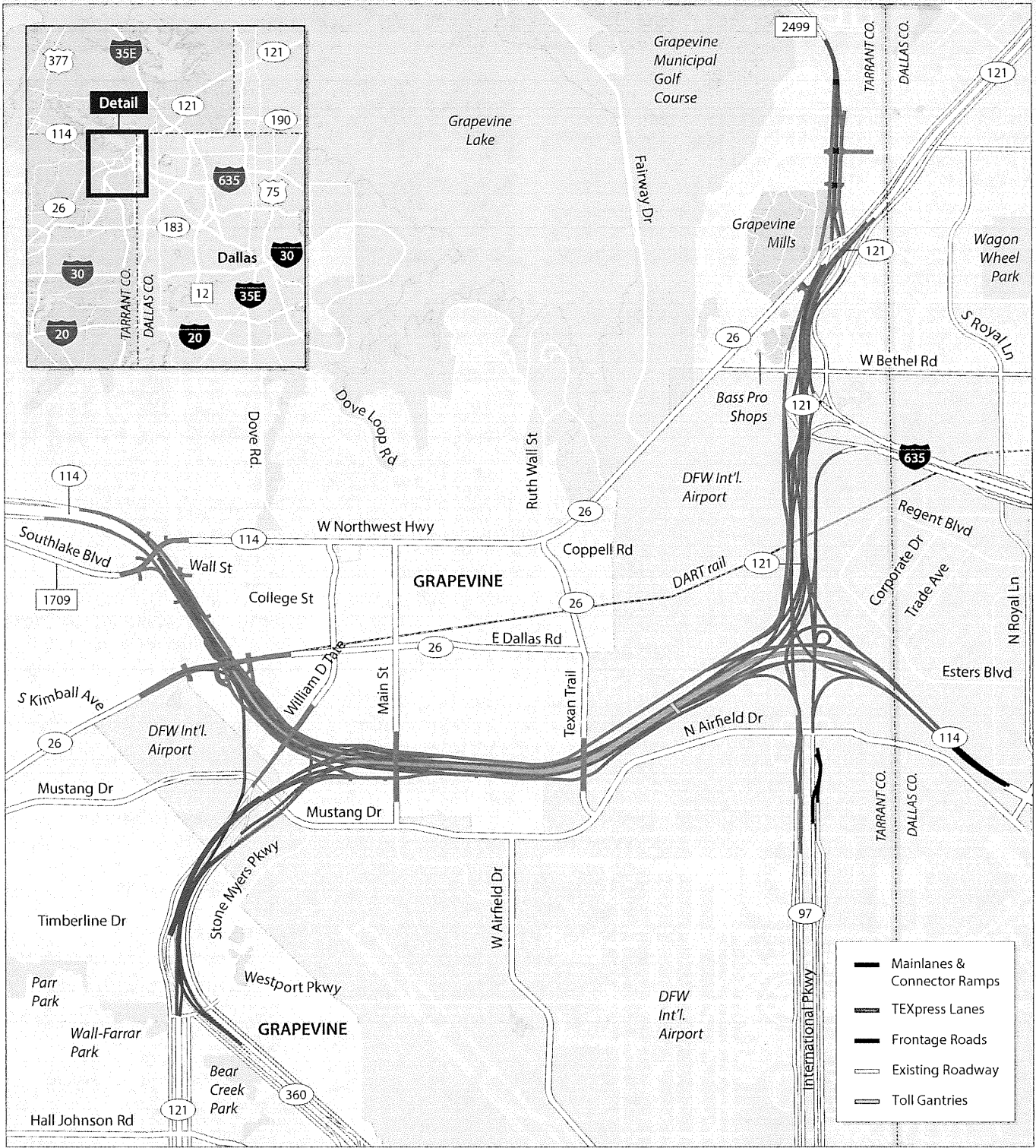
COST: \$1 B (FUNDED BY TXDOT)

- TxDOT: \$696 million; ARRA funds: \$261 million; Prop. 14 bonds: \$17.2 million; Prop. 12 bonds: \$32 million

- ROW: \$127 million (Prop. 14 funds)

CONSTRUCTION DATES

- Construction started: Feb. 2010
- Final acceptance: March 2014



NOTE: Project area is not drawn to scale in order to emphasize details.

PROJECT CONTACTS



Texas Department of Transportation
 2501 SW Loop 820
 Fort Worth, TX 76133
 (817) 370-6846



Project website:
www.dfwconnector.com
www.texasclearlanes.com
www.txdot.gov
 Keyword: "DFW Connector"
 Toll-free project hotline:
 877-411-4212

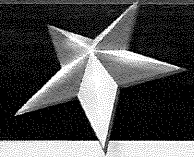
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INTERSTATE 35W

TxDOT PROJECT TRACKER

FORT WORTH DISTRICT



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number 23 on the state's most congested roadway list. Plans to reduce the congestion by doubling capacity include interim projects to reconstruct the existing lanes and add TEXpress Lanes in each direction.

The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) is constructing Segment 3A, from north of I-30 to north of I-820 including the I-35W/820 interchange. The Texas Department of Transportation (TxDOT) constructed Segment 3B, from north of I-820 to US 81/287. Segment 3C, from US 81/287 to Eagle Parkway, is estimated to begin construction in 2018. I-35W currently carries 119,000 vehicles daily near downtown Fort Worth and 142,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



Nov. 2017 - I-35W/820 Interchange Looking South

PROJECT HISTORY

- **January 29, 2009** – CDA conditionally awarded to NTEMP
- **July 6, 2011** – NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B
- **April 24, 2012** – The U.S. Department of Transportation announced that TxDOT has entered the final stage in the process for a \$531 million Transportation and Infrastructure Finance and Innovation Act (TIFIA) loan to help construct Segment 3A
- **Sept. 2012** – TxDOT awarded a contract for 3B to Lane Construction
- **March 1, 2013** – A facility agreement between TxDOT and NTEMP3 was signed
- **Sept. 19, 2013** – 3A financial close

PROJECT PROGRESS

THE 3A PORTION: (I-30 to I-820)

- 88% complete
- Over 6.2 million man hours worked
- Reopened off-ramp from eastbound I-820 to Beach Street
- In the upcoming months:
 - Restore access to Meacham Boulevard from I-820
 - Reopen the off-ramp from southbound I-35W to Spur 280

THE 3B PORTION: (I-820 to US 81/287)

- This segment is substantially complete with all lanes in their final location.
- A section of the TEXpress Lanes north of I-820 opened to traffic in July 2017.

THE 3C PORTION: (US 81/287 to Eagle Parkway) This project is estimated to begin construction in 2018.

PROJECT FACTS

LENGTH

- Segment 3A (I-35W from N of I-30 to N of I-820 including the I-35W/I-820 interchange) 6.5 miles
- Segment 3B (I-35W from N of I-820 to US 81/287) 3.6 miles
- Segment 3C (I-35W from US 81/287 to Eagle Parkway) 8 miles

TEXPRESS LANES

- Segments 3A, 3B, & 3C: Two SB lanes (3C Proposed)
- Max. initial travel cost: 75 cents per mile

COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$244 million
- Segment 3C: \$700 million (proposed)

FUNDING

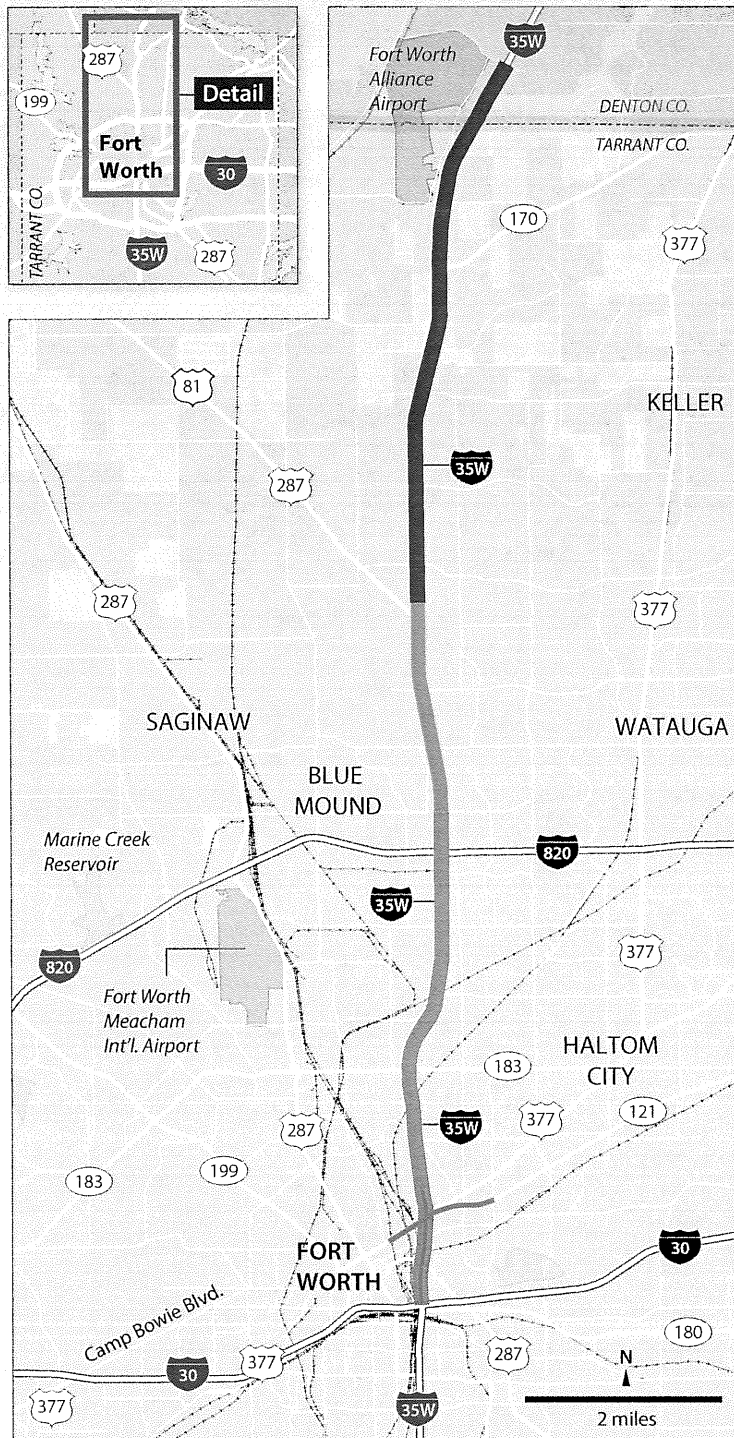
- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$442 million developer equity; \$274 million Private Activity Bonds (PABs); \$145 million provided by Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$135 million Category 12; \$65 million Fund 6

RIGHT OF WAY

- Segment 3A: Complete
- Segment 3B: Complete

CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; estimated completion - 2018
- Segment 3B: Construction start - April 2013; substantial completion - Dec. 2016
- Segment 3C: Estimated construction start - 2018



NOTE: Highlighted areas are not to scale.

SEG* Roadway and Limits

| | |
|--|---------------------------------------|
| 3C | I-35W from US 81/287 to Eagle Parkway |
| Existing lanes (Each dir.) | 2 |
| Frontage lanes (Each dir.) ^{^^} | 2 - 3 |

Interim Configuration**

| | |
|----------------------------|-------|
| Mainlanes (Each dir.) | 2 |
| TEXpress Lanes (Each dir.) | 2 |
| Frontage lanes (Each dir.) | 2 - 3 |

SEG* Roadway and Limits

| | |
|----------------------------|--|
| 3B | I-35W from north of I-820 to US 81/287 |
| Existing lanes (Each dir.) | 2 |
| Frontage lanes (Each dir.) | 2 |

Interim Configuration

| | |
|----------------------------|---|
| Mainlanes (Each dir.) | 2 |
| TEXpress Lanes (Each dir.) | 2 |
| Frontage lanes (Each dir.) | 2 |

Ultimate Config. as Proposed in Regional Mobility 2030 Plan**

| | |
|--------------------------------------|-------|
| Mainlanes (Each dir.) ^{^^^} | 4 |
| TEXpress Lanes (Each dir.) | 2 - 3 |
| Frontage lanes (Each dir.) | 2 - 3 |

SEG* Roadway and Limits

| | |
|--|--|
| 3A | I-35W from north of I-30 to north of I-820 |
| Existing lanes (Each dir.) | 2 - 3 |
| Frontage lanes (Each dir.) ^{^^} | 2 |

Interim Configuration

| | |
|--|-------|
| Mainlanes (Each dir.) | 2 - 3 |
| TEXpress Lanes (Each dir.) | 2 |
| Frontage lanes (Each dir.) ^{^^} | 2 |

Ultimate Config. as Proposed in Regional Mobility 2030 Plan**

| | |
|--------------------------------------|-------|
| Mainlanes (Each dir.) ^{^^^} | 4 |
| TEXpress Lanes (Each dir.) | 2 |
| Frontage lanes (Each dir.) | 2 - 3 |

SEG* Roadway and Limits

| | |
|--------------|-----------------------------------|
| 3A II | SH 121 Interchange ^{^^^} |
|--------------|-----------------------------------|

TxDOT graphic

* Segments identified by number do not denote priority or sequence. ** All segments will include one-way frontage roads at identified locations and connections to all existing and proposed improvements. ^^Discontinuous. ^^Potential deferment of additional mainlanes. ^^Currently not funded. Ultimate capacity remains a priority to the region.

PROJECT CONTACTS

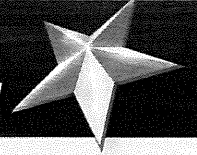


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Robert Hinkle
Director of Corporate Affairs
NorthTarrantExpressMobilityPartners
9001 Airport Freeway
North Richland Hills, TX 76081
(817) 710-0500

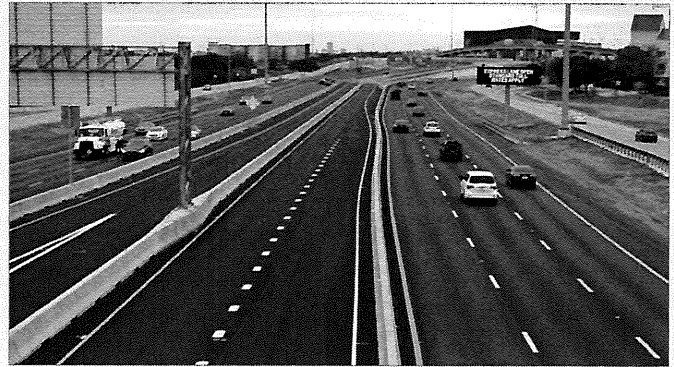
Jodi Hodges
TxDOT Fort Worth District
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Fort Worth, TX 76133
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"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

OVERVIEW

The Midtown Express (SH 183 Managed Lanes Project) is an interim project that will increase the capacity and reconstruct portions of State Highway (SH) 183, SH 114 and Loop 12. SH 183 has served North Texas' growing transportation needs since the 1940s. The current roadway dates back to 1959, and has remained relatively unchanged since 1973 when an additional mainlane in each direction was added. Today, the highway serves as a primary artery between Dallas and Fort Worth, but it can no longer adequately meet the demand of 150,000 to 170,000 vehicles per day. Plans include increasing the capacity of SH 183 and portions of SH 114 and Loop 12, with the addition of TExpress (toll managed) Lanes. The TExpress Lanes will feature dynamic tolling managed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



December 2017: SH 114 TExpress Lanes

TxDOT photo archive

PROJECT HISTORY

- **1998-2000** – Major Investment Study for future expansion
- **2002** – Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E
- **February 20, 2013** – A Request for Qualifications (RFQ) issued
- **November 7, 2013** – TxDOT issued a final Request for Proposals (RFP)
- **May 29, 2014** – Southgate Mobility Partners given conditional award
- **June 24, 2014** – Financial Public Hearings held simultaneously in Dallas County and in Tarrant County
- **November 20, 2014** – The contract between TxDOT and SouthGate executed
- **December 2, 2014** – The project reached Notice to Proceed 1 (NTP1) and **February 5, 2015** – Notice to Proceed 2 (NTP2)

PROJECT PROGRESS

- **SH 114**
 - Major construction is complete on SH 114
 - TExpress Lanes opened on November 4, 2017
 - TExpress Lanes are four miles eastbound (President George Bush Turnpike/SH 161 to Rochelle Blvd./Riverside Dr.) and eight miles westbound (from Rochelle Blvd./Riverside Dr. to SH 121)
 - The lanes operate 24 hours a day, seven days a week

• SH 183 – Recent milestones include:

- Completed several major mainlane traffic pattern changes including eastbound and westbound SH 183 over MacArthur, Story and between Chemsearch and O'Connor and westbound SH 183 over Industrial
- Completed two major bridges -- Main St. bridge in Euless and Esters Rd. bridge in Irving
- Utility work along the corridor is 99% complete. Overall the project is 75% complete.

• SH 183 - Current construction:

- Switching traffic onto the new Trinity River bridge in early 2018.

• Loop 12

- Working on the new direct connect bridges between Loop 12 and SH 183.

MIDTOWN EXPRESS PROJECT

(ESTIMATED OPERATION: 2018)

• Length

- SH 183 from SH 121 to I-35E: 14.8 miles
- SH 114 from SH 183 to International Parkway: 10.5 miles
- Loop 12 from SH 183 to I-35E: 2.5 miles

• Cost

- \$847.6 million (Design and Construction)

• Funding

- Funding sources include CAT 2, 7, 10 and 12. TxDOT has applied for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan

• Right Of Way

- Acquisition is 99% complete

• Project

- Obtain right of way/ relocate utilities
- Reconstruct portions of frontage roads
- Reconstruct portions of mainlanes
- Construct TExpress Lanes in each direction on SH 183 and Loop 12.
- Construct one TExpress Lane in each direction on SH 114 from SH 183 to SH 161 and one WB TExpress Lane on SH 114 from SH 161 to Int'l. Pkwy.

ULTIMATE PROJECT

(ESTIMATED OPERATION: TBD)

• Cost

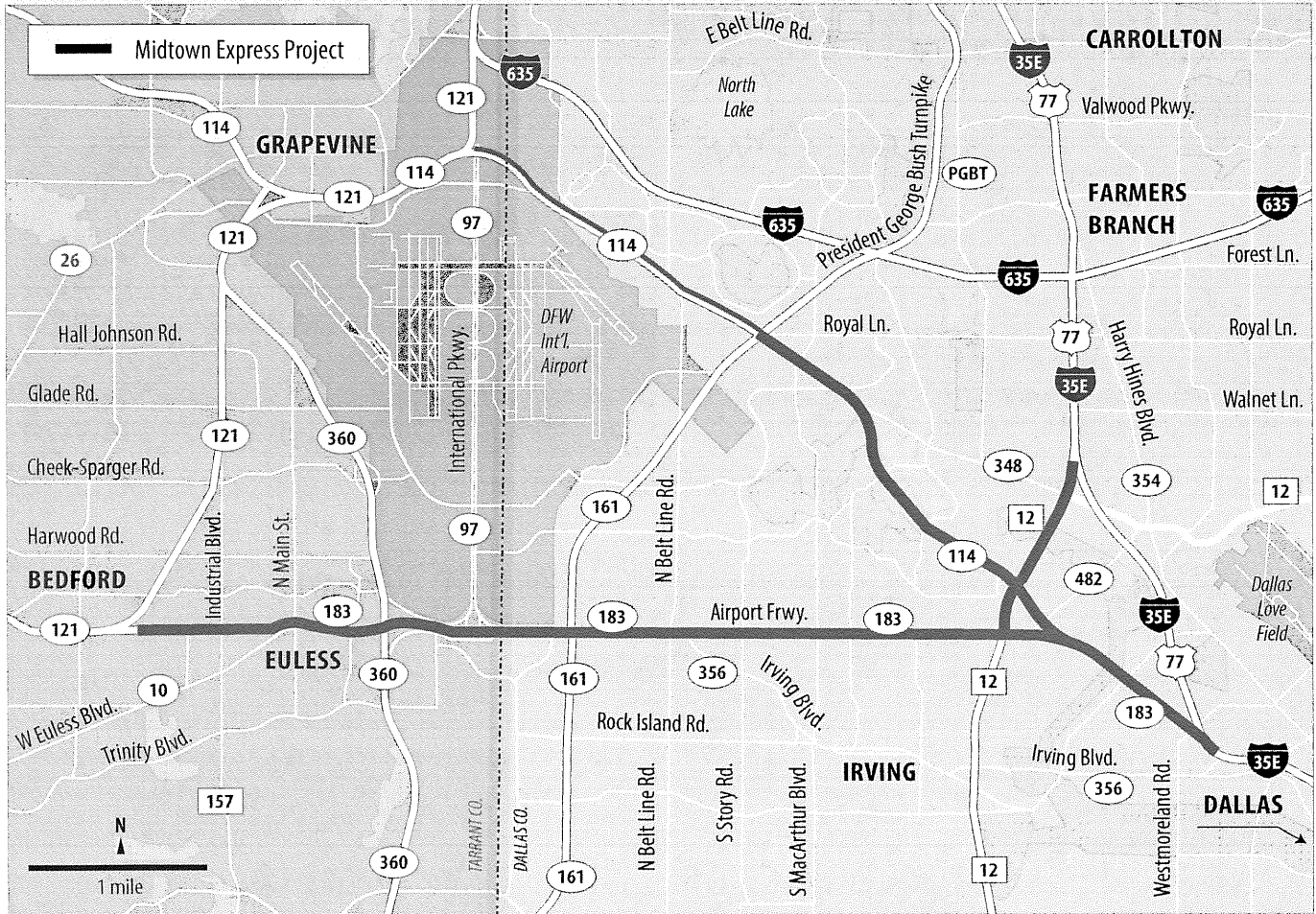
- \$2.5 billion (funding not identified)

• Project

- Add one mainlane in each direction in some locations
- Up to three TExpress Lanes in each direction in some locations
- Continuous frontage roads where applicable
- Diamond Interchange completion

SCHEDULE

- Construction Start: April 2015
- Substantial Completion (Est.): Fall 2018
- Ultimate construction to begin when funds become available



NOTE: Not to scale.

TxDOT graphic

**SH 183:
(BETWEEN SH 121 AND I-35E)**

| | TEXpress Lanes (Toll) (Each Dir.) | General Purpose Lanes (Each Dir.) | Frontage Lanes (Each Dir.) |
|---------------------------|-----------------------------------|-----------------------------------|----------------------------|
| Existing | 0 | 3 | 2 - 3 |
| Midtown Express (Interim) | 1 - 2 | 3 | 2 - 3 |
| Ultimate Project Config. | 2 - 3 | 4 | 2 - 4 |

SH 114: (BETWEEN INT'L. PARKWAY AND ROCHELLE BOULEVARD)

| | TEXpress Lanes (Toll) (Each Dir.) | General Purpose Lanes (Each Dir.) | Frontage Lanes (Each Dir.) |
|---------------------------|-----------------------------------|-----------------------------------|----------------------------|
| Existing | 0 | 2 - 4 | 0 - 4 |
| Midtown Express (Interim) | 1* | 2 - 4 | 0 - 4 |
| Ultimate Project Config. | 2 | 4 | 2 - 4 |

**LOOP 12:
(BETWEEN SH 183 AND I-35E)**

| | TEXpress Lanes (Toll) (Each Dir.) | General Purpose Lanes (Each Dir.) | Frontage Lanes (Each Dir.) |
|---------------------------|-----------------------------------|-----------------------------------|----------------------------|
| Existing | 0 | 3 | 0 - 3 |
| Midtown Express (Interim) | 1 | 3 | 0 - 3 |
| Ultimate Project Config. | 2R | 4 | 2 - 3 |

* Managed lane in WB direction only from International Pkwy. to SH 161.

TxDOT graphic

PROJECT CONTACTS



Texas Department of Transportation
4777 East Highway 80 • Mesquite, TX 75150
214-320-6100



Project Website:
www.drivemidtown.com

Selma Santin
Public Information Manager
SouthGate Mobility Partners
7651 Esters Blvd. • Irving, TX 75063
972-536-8620

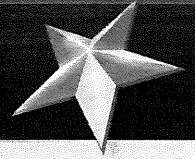
Tony Hartzel
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(214) 320-4481

SH 360 SOUTH

TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



OVERVIEW

SH 360 has mirrored the growth of southern Tarrant County for decades. The Texas Department of Transportation (TxDOT) first developed and opened portions of SH 360 in 1958, and the department has regularly improved and expanded one of the region's major north-south arteries ever since. South of Interstate 20, TxDOT has completed four projects since 1994 that extend mainlanes to Green Oaks Boulevard SE and extend frontage roads to US 287. Construction on the SH 360 toll lanes south of I-20 to US 287 began in November 2015 as part of a public-public partnership between TxDOT, the North Texas Tollway Authority (NTTA), and the North Central Texas Council of Governments (NCTCOG). The initial SH 360 project will add two toll lanes in each direction from approximately two miles south of I-20 near East Sublett Road to US 287. The project is being built using the design-build construction method, which typically cuts construction time in half.



Nov. 2017 - Holland Road and Broad Street bridges over future SH 360

PROJECT HISTORY

- **1994** – First frontage road project south of I-20 (I-20 to New York Avenue)
- **1997** – Frontage road project (New York Avenue to East Broad Street)
- **2003** – Frontage road project (East Broad Street to US 287)
- **2006** – Interchange project at Green Oaks Boulevard including mainlanes from I-20 to Sublett Road
- **Dec. 5, 2013** – The Regional Transportation Council (RTC) approved a resolution to financially backstop TxDOT's \$300 million loan to develop, finance and construct SH 360
- **Jan. 16, 2014** – Environmental clearance received
- **Feb. 19, 2014** – NTTA's Executive Board approved the TxDOT/NTTA Project Development Agreement (PDA)
- **Feb. 27, 2014** – The Texas Transportation Commission (TTC) approved the PDA and authorized TxDOT to issue a Request for Qualifications (RFQ)
- **Mar. 11, 2014** – TxDOT issued an RFQ
- **Sept. 8, 2014** – TxDOT released the final Request for Proposals (RFP)
- **Feb. 26, 2015** – The Texas Transportation Commission conditionally awarded the development contract to Lane-Abrams Joint Venture
- **May 2015** – The contract between TxDOT and Lane-Abrams Joint Venture was executed
- **Oct. 21, 2015** – Groundbreaking held

- **Oct. 2, 2017** – TxDOT issued the Need to Proceed for the Comprehensive Maintenance Agreement with Lane-Abrams Joint Venture

PROGRESS

BRIDGE OPENINGS

- Lynn Creek Parkway/Webb Lynn Road: Opened May 2017
- Broad Street: Opened June 2017
- Heritage Parkway: Opened July 2017
- Debbie Lane/Ragland Road: Opened September 2017
- Sublett Road/Camp Wisdom Road: Opened December 2017
- Holland Road: est. early 2018
- US 287 over SH 360: Spring 2018
- Lone Star Road: Spring 2018
- New York Avenue: Spring 2018

PROJECT FACTS

LENGTH

- Green Oaks Boulevard to US 287: 9.7 miles

COST

- Initial project cost: \$340 million with the partnerships

INITIAL PHASE

- Sublett Road/Camp Wisdom Road to US 287: two toll lanes each direction
- Continuous non-tolled frontage roads
- US 287 NB and SB mainlane bridges over SH 360 frontage road
- A portion of US 287 NB frontage road and ramps
- Cross street improvements

ULTIMATE PHASE

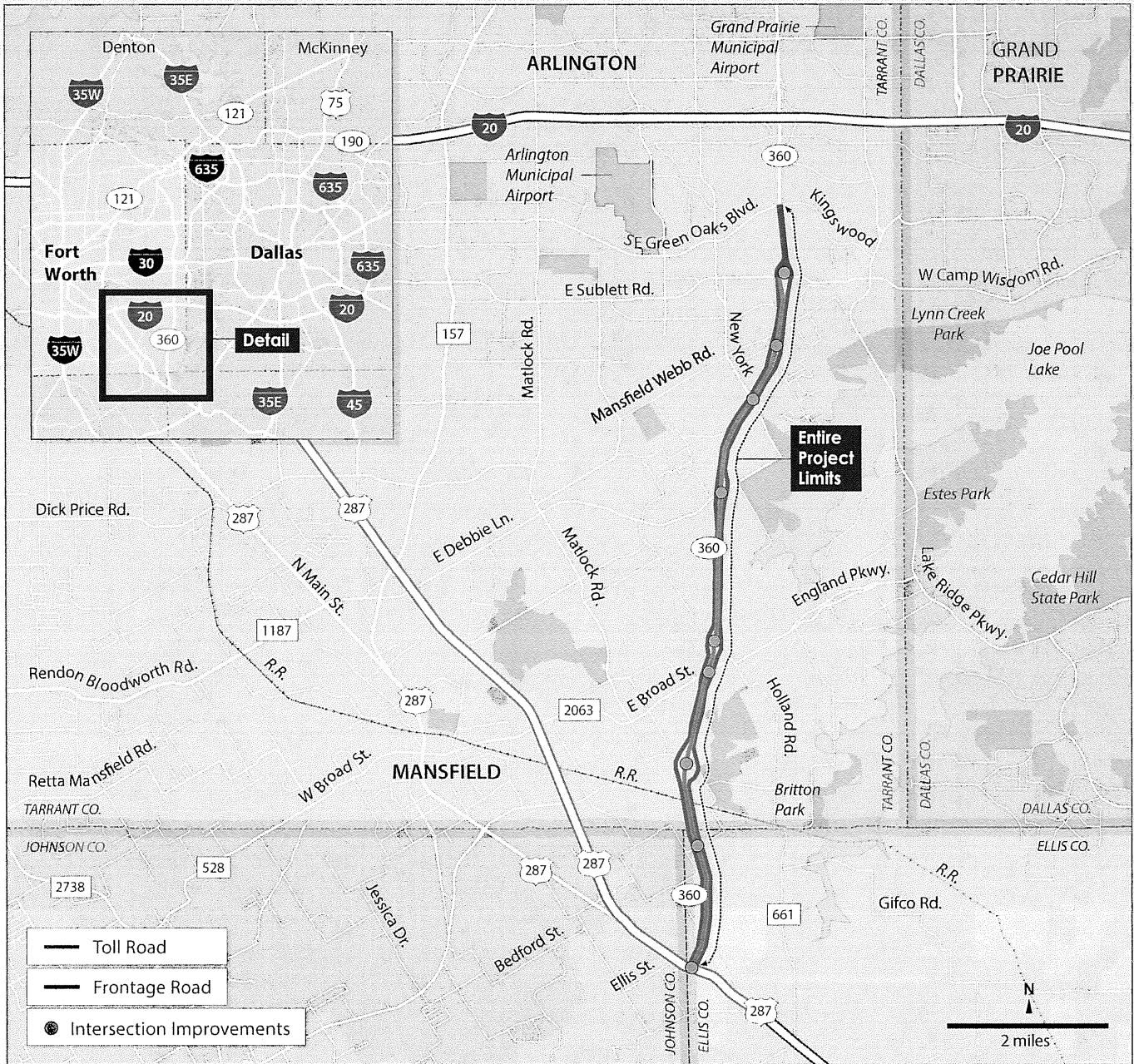
- Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road: Four toll lanes each direction
- Debbie Lane/Ragland Road to US 287: Three toll lanes each direction
- US 287 interchange improvements, will include direct connectors to and from SH 360 northbound.
- Funds for the ultimate phase have not been identified

TRAFFIC COUNTS (VEHICLES PER DAY, 2015)

- At Bardin Road: 94,000
- At Southeast Parkway: 56,000
- At Holland Road: 32,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

ANTICIPATED SCHEDULE (INITIAL)

- Start of construction: November 2015
- Substantial completion: Spring 2018



NOTE: Project area is not drawn to scale in order to emphasize details.

| Roadway and Limits | Existing frontage road lanes (Each direction) | Initial frontage road lanes (Each direction, late 2017) | Initial toll lanes (Each direction, late 2017) | Ultimate toll lanes (Each direction) |
|---|---|---|--|--------------------------------------|
| SH 360 from Sublett Road/Camp Wisdom to East Broad Street | 2 | 2 | 2 | 4 |
| SH 360 from East Broad Street to US 287 | 1-2 | 2 | 2 | 3 |

SOURCE: Texas Department of Transportation.

TxDOT graphic

PROJECT CONTACTS



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 Jodi.Hodges@tdot.gov

I-30/SH 360 INTERCHANGE PROJECT

TxDOT PROJECT TRACKER

www.keep30360moving.org/

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



OVERVIEW

Recognizing the growing transportation needs of the Metroplex, the Texas Department of Transportation (TxDOT) started construction on the \$233 million Interstate 30/State Highway 360 Interchange Project in Spring 2016. The improvements to the area will increase safety, connectivity and mobility for motorists. The project will transition the original 1950s Dallas-Fort Worth Turnpike cloverleaf design into a modern, fully-directional interchange with connection ramps for all movements between I-30 and SH 360.

The I-30 and SH 360 mainlanes will also be built with additional auxiliary lanes added to I-30, one lane in each direction added on SH 360 within the project limits, and the Six Flags Drive bridge over I-30 will be rebuilt from two lanes to five lanes (three southbound and two northbound lanes), extending Six Flags Drive north to Avenue H. The construction project limits are on I-30 between Ballpark Way and Great Southwest Parkway and SH 360 between Brown Boulevard/Avenue K and Road to Six Flags Street.



Construction on the I-30/SH 360 Interchange Project in Arlington. The \$233 million project will increase safety, connectivity and mobility for motorists.

PROJECT HISTORY TIMELINE

1957 – The Dallas-Fort Worth Turnpike (later to become I-30) completed from Fort Worth to Dallas.

1959 – SH 360 (formerly Watson Road) was constructed from SH 183 to SH 180, crossing the then Dallas-Fort Worth Turnpike.

2007 – TxDOT completed the original schematic and received environmental clearance for improvements to SH 360 from Brown Boulevard/Avenue K to Green Oaks Boulevard (including the I-30/SH360 interchange).

2010 – Cooper Street to Ballpark Way (2.8 miles) in Arlington - reconstruction of the I-30 mainlanes and construction of I-30 frontage roads, collector-distributor roads, ramps, and cross street bridges at Center Street, Collins Street and Baird Farm Road/AT&T Way.

2010 – Center Street to the Dallas County line - construction of two HOV lanes on I-30 (one lane in each direction).

2015 – TxDOT issued environmental clearance on the re-evaluation for the ultimate improvements to I-30.

March 2, 2016 – I-30/SH 360 Interchange Project groundbreaking event.

PROJECT FACTS

LENGTH

- I-30 - Approx. 2 miles
- SH 360 - Approx 1.5 miles

PROGRESS

- Completed new SH 360 southbound frontage road bridge over I-30. Work continues on bridge approaches and frontage road.

- Began installation of bridge beams for SH 360 southbound to I-30 eastbound and westbound direct connector ramps and began placing bridge decks.
- Continued constructing bridge substructures for southbound frontage road across Johnson Creek, and new direct connector ramps (1) I-30 eastbound to SH 360 northbound and SH 360 southbound, (2) for SH 360 southbound to I-30 westbound and I-30 eastbound, and (3) I-30 westbound to SH 360 southbound.
- Continued building I-30 mainlane and collector-distributor structures over Johnson Creek.
- Continue storm drain installation throughout project.
- Began work on Six Flags Dr. bridge substructure.

Cost

- \$233 million

FINAL CONFIGURATION

- Fully-directional interchange with connection ramps for all movements between I-30 and SH 360
- I-30 and SH 360 mainlanes will be rebuilt with additional auxiliary lanes added to I-30 and an additional lane in each direction on SH 360 within the project limits.
- Rebuilding the Six Flags Drive bridge over I-30 from two lanes to five lanes extending Six Flags Drive north to Avenue H.

2016 TRAFFIC COUNTS (project area)

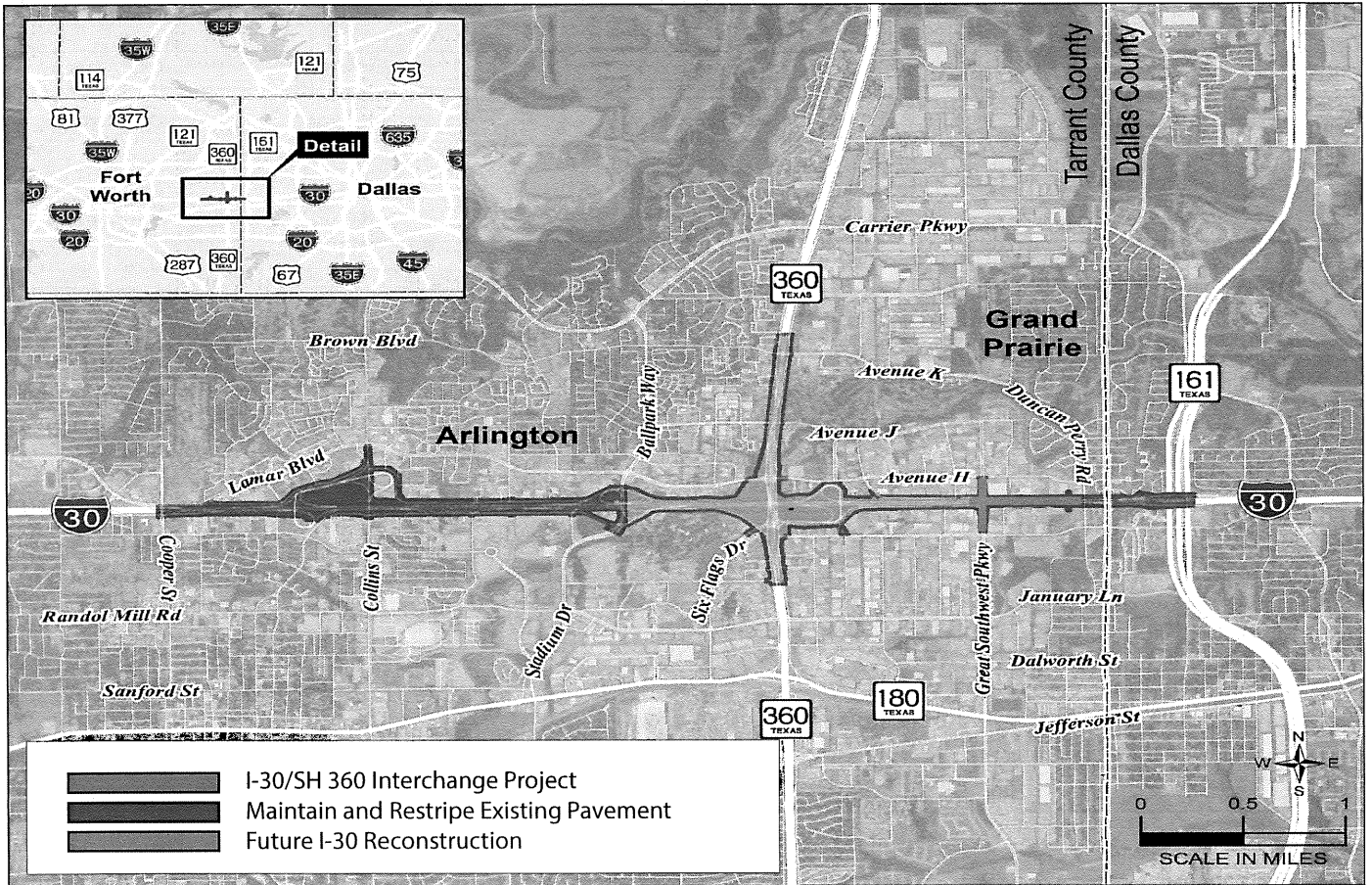
- I-30 - 135,000 vehicles per day
- SH 360 - 158,000 vehicles per day

ANTICIPATED COMPLETION

- 2020

2035 PROJECTED TRAFFIC

- I-30 is 234,000 vehicles per day
- SH 360 is 235,000 vehicles per day



| Roadway and Limits | Existing Facility | Proposed Facility |
|---|----------------------------|---|
| I-30 from Cooper Street to SH 161 | | |
| General Purpose Lanes in Each Direction | 3 lanes | 3 lanes (plus aux. lanes) |
| Frontage Road/Collector-Distributor Lanes in Each Direction | | |
| – from Cooper St. to Ballpark Way | 2 to 3 lanes discontinuous | 2 to 3 lanes discontinuous |
| – from Ballpark Way to SH 161 | 2 to 3 lanes discontinuous | 2 to 3 lanes discontinuous |
| Managed Toll/HOV Lanes in Each Direction | 1 concurrent lane | 1 concurrent lane interim / 2 reversible lanes in ultimate |
| SH 360 from Brown Blvd./Ave. K to Road to Six Flags St. | | |
| General Purpose Lanes in Each Direction | 3 (plus aux. lanes) | 3 to 4 (plus aux. lanes) |
| Frontage Road Lanes in Each Direction | 2 to 3 lanes | 3 lanes |

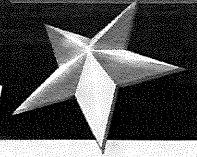
PROJECT CONTACTS



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"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

OVERVIEW:

The Southern Gateway project will add capacity, replace aging pavement and improve safety along I-35E and US Highway 67 in southern Dallas. As one of the major highways into and out of downtown Dallas, the roadway carries about 218,000 vehicles per day on pavement that was first built in the 1950s. The reconstruction project has been supported since before 2003, when the project was first environmentally cleared but left unfunded. With improvements complete just to the north with the Horseshoe Project, the next step to further improve congestion in downtown is to rebuild this major urban highway.

Goals: Improve safety by rebuilding

the highway, which will improve entrance and exit ramps, improve cross street bridges and add full shoulders within the right of way along the I-35E section.

Full reconstruction and widening of I-35E to include five general purpose lanes in each direction and two reversible non-tolled express lanes from Colorado Boulevard to US 67. I-35E will have seven lanes into downtown each morning and seven lanes out of downtown each evening. The US 67 scope will save the existing paving and widen to provide a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be reconstructed to be one reversible non-tolled express lane in the center median.

RANKING & COST

| | |
|---|---------------|
| 2016 TxDOT Congestion Ranking | 17 |
| Estimated Annual Congestion Cost to Motorists | \$46.44 M |
| SOURCE: TxDOT | TxDOT graphic |



Official 2018 logo design for TSG project.

PROJECT HISTORY

- **Public Meetings** – June 23 & 25, 2015; July 7 & 9, 2015
- **FHWA Schematic Approval** – Spring 2016
- **Public Hearing** – Summer 2016
- **FHWA Environmental Clearance** – December 2016

PROJECT PROGRESS

- **Final Public Meetings** – January 26 & 28, 2016
- **Hold Public Hearing** – July 2016
- **Received Environmental Clearance** – December 2016
- **Design-Build Contract Executed** – June 2017

PROJECT DETAILS

- **Limits:** I-35E from Colorado Blvd. to S of Kiest Blvd.; on US 67 from I-35E/US 67 split to I-20.
- **Length:** 11 miles

PROJECT DESCRIPTION

- **I-35E:** Full reconstruction and widening to include five general purpose lanes in each direction and two reversible, non-tolled managed express lanes from Colorado Blvd. to US 67.
- **US 67:** Add a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be rebuilt to become one reversible, non-tolled express lane in the center median.

ESTIMATED COSTS

| | |
|-------------------------------------|------------------|
| Construction | \$530.3 M |
| Utilities | \$16.3 M |
| Design/QA/CM | \$79.0 M |
| Total Design/Build Contract* | \$625.6 M |
| ROW (state costs) | \$40.0 M |

*Subject to change.

TxDOT graphic

ESTIMATED FUNDING

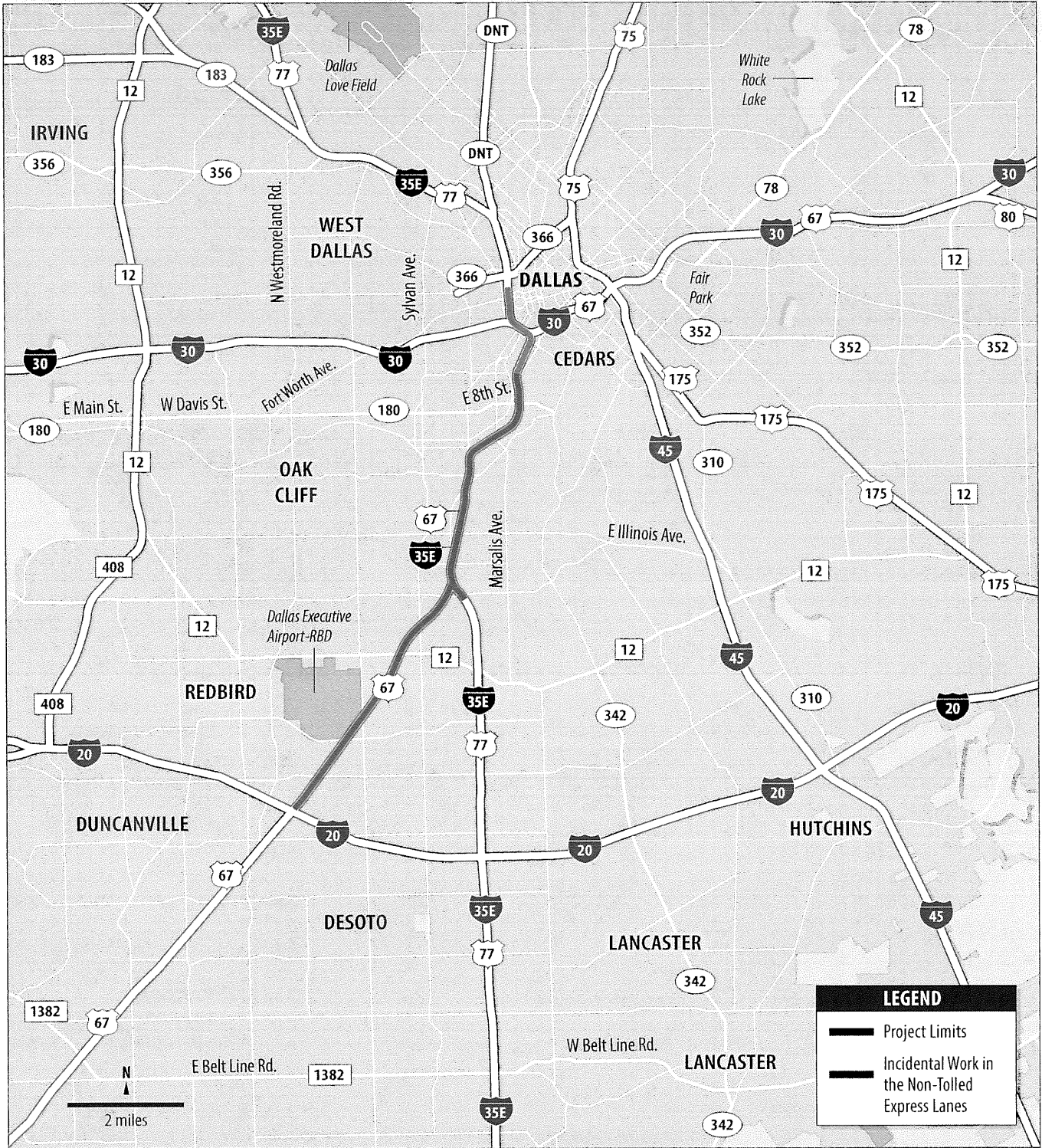
| | |
|----------------------|----------------|
| CAT 2 | \$50 M |
| CAT 5 (CMAQ) | \$54.3 M |
| CAT 7 | \$54.1 M |
| CAT 11 | \$260 M* |
| CAT 12 | \$168 M |
| RTR Funds | \$39.6 M |
| Strat 102 (ROW Cost) | \$40 M |
| Total Funding | \$666 M |

* Congestion Relief Funding

TxDOT graphic



A Texas Clear Lanes project. www.TexasClearLanes.com



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

PROJECT CONTACTS



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