

AGENDA

**REGIONAL TRANSPORTATION COUNCIL
Thursday, January 9, 2020
North Central Texas Council of Governments**

- 1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**
- 1:00 – 1:10** 1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840**
 Information Minutes: 10
Item Summary: This item provides an opportunity for the public to speak on meeting agenda items. A Speaker Request Card is available at the side table. Please provide a Speaker Request Card to the North Central Texas Council of Governments designated staff person. For today's meeting, public comments will be heard on all items.
Background: N/A
- 1:10 – 1:15** 2. **Approval of December 12, 2019, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Andy Eads, RTC Chair
Item Summary: Approval of the December 12, 2019, minutes contained in [Reference Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:20** 3. **Consent Agenda**
 Action Possible Action Information Minutes: 5
- 3.1. **Transportation Improvement Program Modifications**
Presenter: Ken Bunkley, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) and the ability to amend the Unified Planning Work Program and other planning/administrative documents with TIP-related changes will be requested.
Background: February 2020 revisions to the 2019-2022 TIP are provided as [Electronic Item 3.1](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.
- Performance Measure(s) Addressed:
 Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

1:20 – 1:35

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

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

1. Recognition of Members Concluding Service on the Regional Transportation Council (RTC): Stan Pickett, Former Mayor, City of Mesquite
2. Dallas-Fort Worth Clean Cities Fleet Recognition Awards ([Electronic Item 4.1](#))
3. Status Report on Virgin Hyperloop One Certification Center Request for Proposal
4. Advancing the Three Interchanges in the City of Irving ([Electronic Item 4.2](#))
5. Three Transit Initiatives
 - Collin County
 - Southern Dallas County
 - Tarrant County
6. RTC New Member Orientation Scheduled for 11:00 am, February 13, 2020, Prior to the RTC Meeting
7. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
8. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
9. December Online Input Opportunity Minutes ([Electronic Item 4.3](#))
10. January Online Input Opportunity Notice ([Electronic Item 4.4](#))
11. Public Comments Report ([Electronic Item 4.5](#))
12. Recent Correspondence ([Electronic Item 4.6](#))
13. Recent News Articles ([Electronic Item 4.7](#))
14. Recent Press Releases ([Electronic Item 4.8](#))
15. Transportation Partners Progress Reports

1:35 – 1:45

5. **Draft Rules for Public Comments at Regional Transportation Council Meetings (HB 2840)**

Action Possible Action Information Minutes: 10
Presenter: Amanda Wilson, NCTCOG

Item Summary: Staff will provide an overview of draft Rules for Public Comments at Regional Transportation Council Meetings and request approval to take the draft rules to a public input opportunity.

Background: HB 2840 requires governmental bodies to allow each member of the public to give input on agenda items during open meetings. Input must be given before or during the consideration of the agenda item and not after. HB 2840 also permits governmental bodies to adopt reasonable rules regarding the public's right to address the body, including rules regarding time limits. Non-English speakers with a translator must be given double time during open meetings to address and communicate with the body. A governmental body may not prohibit public criticism of the body. This bill took effect on September 1, 2019. Draft rules have been developed for the Regional Transportation Council, provided

in [Electronic Item 5.1](#), and will be presented at this meeting. An example Speaker Request Card is included as [Electronic Item 5.2](#). Once approved, the rules will be included as an Appendix to the Public Participation Plan, which will require a 45-day public comment period. [Electronic Item 5.3](#) is a presentation that provides more information.

Performance Measure(s) Addressed:

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

1:45 – 1:55

6. **Update on the Fort Worth to Laredo High-Speed Transportation Study**

Action Possible Action Information Minutes: 10

Presenter: Kevin Feldt, NCTCOG

Item Summary: Staff will provide an update regarding the high-speed transportation study draft report for the Fort Worth to Laredo project.

Background: North Central Texas Council of Governments staff, with the assistance of AECOM, are working to complete the Fort Worth to Laredo High-Speed Transportation Study. This study has analyzed high-speed transportation technologies and corridors in the study area. Study findings will be presented.

Performance Measure(s) Addressed:

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

1:55 – 2:05

7. **Next Steps with the Texas Department of Transportation and 10-Year Unified Transportation Program**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will update the Regional Transportation Council on the latest schedule and process to formulate the Unified Transportation Program for this year. Interest from the last meeting will bring additional information on the tolled Comprehensive Development Agreements and P3 procurements.

Background: Discussions continue on the schedule to develop new projects, when formula targets will be available, whether a system of funding tools be available, and the latest information on adherence to formula allocations. August 2020 is the deadline for Texas Transportation Commission action, with sub-state project deadlines currently scheduled for the end of January 2020.

Performance Measure(s) Addressed:

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

2:05 – 2:15

8. **Metropolitan Transportation Plan Policy Bundle-Round 4**

Action Possible Action Information Minutes: 10

Presenter: Kevin Feldt, NCTCOG

Item Summary: Staff will provide an overview of the Metropolitan Transportation Plan (MTP) Policy Bundle and Round 4 application process.

Background: The MTP Policy Bundle Program was created to encourage entities such as local governments, school districts, and transportation agencies to voluntarily adopt at least a minimum of 50 percent of the list of policies identified in the Mobility 2045 Policy Bundle. By voluntarily adopting these policies, participating entities will receive Transportation Development Credits (TDC) to offset local funds as matching funds for federal transportation projects.

MTP Policy Bundle Program – Round 4 funding assistance is now accepting applications. To be considered for an award, all requestors must reapply by submitting a new application with the early deadline of March 20, 2020, set for applications. Applications received will be reviewed for completeness by North Central Texas Council of Governments staff. Applicants will be notified by March 27, 2020, regarding any additional documentation required. Final, complete applications are due April 27, 2020. Formal notice of awards will be announced to successful applicants in July 2020.

Previous award winners should contact a Transportation Improvement Program (TIP) team representative to ensure projects and TDC funding are programmed in the TIP. Additional details regarding the MTP Policy Bundle Program can be found in [Electronic Item 8](#).

Performance Measure(s) Addressed:

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

2:15 – 2:25

9. **Texas Volkswagen Environmental Mitigation Program Update**

Action Possible Action Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will present an update on the status of the Texas Volkswagen Environmental Mitigation Program.

Background: The Texas Commission on Environmental Quality was designated by the Governor as the lead agency for administration of Texas' share of funds under the Environmental Mitigation Trust, which is approximately \$209 million. The Dallas-Fort Worth area was allocated \$33,385,160. Funding for buses and refuse vehicles has already been released, and an opportunity for local freight and

drayage trucks is coming soon. [Electronic Item 9](#) provides an overview of the Trust and a status update of the funding rounds thus far.

Performance Measure(s) Addressed:

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

2:25 – 2:30

10. **Auto Occupancy Verification Technology Update**

- Action Possible Action Information Minutes: 5

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will update the Council on the status of the High-Occupancy Vehicle (HOV) detection and verification technology utilizing the GoCarma App.

Background: The Regional Transportation Council's (RTC) Tolloed Managed Lane Policy includes provisions to explore a technology solution for the verification of auto occupancy rather than relying on manual enforcement. Currently, HOV drivers wishing to receive the discount must register their trip as an HOV trip in advance. Current enforcement is a manual process in which an officer verifies that a declared HOV has at least two occupants. This is a dangerous situation for the police officers, as well as a disruption to traffic flow when potential violators are pulled over on the side of the road. The North Central Texas Council of Governments, with cooperation from the Texas Department of Transportation, North Texas Tollway Authority, and LBJE/NTE Mobility Partners, has contracted with a vendor, Carma Technology Corporation, to develop an occupancy verification technology solution to apply the HOV discount during peak periods. During fall 2018, the RTC approved additional funding to continue the development and implementation of the technology in coordination with partner agencies. The technology will launch in January 2020. This update will provide an overview of the remaining tasks and project schedule, as well as answers to questions from the December 12, 2019, RTC meeting.

Performance Measure(s) Addressed:

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

11. **Progress Reports**

- Action Possible Action Information

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

- RTC Attendance ([Electronic Item 11.1](#))
- STTC Attendance and Minutes ([Electronic Item 11.2](#))
- Local Motion ([Electronic Item 11.3](#))

12. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
13. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, February 13, 2020***, at the North Central Texas Council of Governments.

**REGIONAL TRANSPORTATION COUNCIL
December 12, 2019**

The Regional Transportation Council (RTC) met on Thursday, December 12, 2019, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments. The following members or representatives were present: Richard E. Aubin, Adam Bazaldua, David Blewett, Mohamed Bur, Loyl C. Bussell, Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Rudy Durham, Andy Eads, Kevin Falconer, Gary Fickes, Rick Grady, Lane Grayson, Roger Harmon, Ivan Hughes, J.J. Koch (representing Clay Lewis Jenkins), Ron Jensen, Jungus Jordan, John Keating, Lee M. Kleinman, Mike Leyman, David Magness, Curtistene McCowan, Robert Miklos, Bryan Bird (representing Cary Moon), Barbara Odom-Wesley, John Ryan, Stephen Terrell, Nick Sanders (representing Jeremy Tompkins), T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Dennis Webb, Duncan Webb, Devan Allen (representing B. Glen Whitley), W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Majed Al-Ghafry, Nick Allen, Susan Alvarez, John Baker, Melissa Baker, Tom Bamonte, Neetish Basnet, Carli Baylor, Robin Bentley, Natalie Bettger, Brandi Bird, Alberta Blair, David Boski, Tanya Brooks, Jason Brown, Jesse Brown, Ian Bryant, David Cain, Marrk Callier, Jack Carr, Molly Carroll, Angie Carson, Ying Cheng, Nancy Cline, Jim Coffey, Clarence Daugherty, Sam Dennehy, Pritam Deshmukh, Edie Diaz, David Dryden, Steve Dye, Chris Dyser, Chad Edwards, Sal Espino, Marcia Etie, Ann Foss, Mike Galizio, Bob Golden, Christie Gotti, Allen Harts, Diana Hernandez, Rebekah Hernandez, Robert Hinkle, Matthew Holzapfel, Ernest Huffman, Terry Hughes, Sommer Iqbal, Yagnesh Jarmarwala, Amy Johnson, Shannon Joski, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Dan Lamers, April Leger, Eron Linn, Barbara Maley, Steve McCullough, Adam McGough, Mickey McGuire, Michelle McKenzie, Collette McNamee, Keith Melton, Cindy Mendez, Michael Misantonis, Mindy Mize, Collin Moffett, Erin Moore, Michael Morris, Jenny Narvaez, Jeff Neal, Vanna Ngo, Than Nguyen, Paul Paine, James C. Paris, Michael Peters, John Polster, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Tito Rodriguez, Moosa Saghian, Devin Sanders, Samuel Simmons, Randy Skinner, Tom Stallings, Paul Stevens, Shannon Stevenson, Raymond Suarez, Gary Thomas, Jonathan Toffer, Lauren Trimble, Phil Ullman, Nicholas Van Haasen, Dan Vedral, Brendon Wheeler, Douglas Wiersig, Amanda Wilson, Brian Wilson, and Phil Yerby.

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:** This item allows members of the public an opportunity to give input on agenda items. Speaker Request Cards were made available, and those interested in providing public input were asked to complete a card and provide to staff. Regional Transportation Council Chair Andy Eads asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments to staff.
2. **Approval of the November 14, 2019, Minutes:** The minutes of the November 14, 2019, meeting were approved as submitted in Reference Item 2. Jungus Jordan (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** There were no items on the Consent Agenda.
4. **Orientation to the Agenda/Director of Transportation Report:** Chris Klaus recognized the North Central Texas Council of Governments Environment and Development and Transportation Departments who were recently awarded the 2019 Outstanding Government Organization at the Texas Energy Summit. Whitney Vandiver presented the recipients of the

2018-2019 Air North Texas Partner Awards: Outstanding Advertising, Hood County Clean Air Coalition; Outstanding Initiative, Green Dallas; Outstanding Outreach, City of Plano; Arlo Ambassador, City of Denton; and Partner of the Year, City of Grand Prairie.

Michael Morris highlighted items on the Director of Transportation Report. He noted that Regional Transportation Council (RTC) New Member Orientation will be scheduled in early spring. In addition, he noted that Congress recently repealed a \$7.6 billion highway funding rescission that was set to take place in 2020. He also noted that the Department of Housing and Urban Development recently published a notice of funding opportunity through the Community Development Block Grant Mitigation Program in response to recent major flooding events. Approximately \$4.3 billion of funds will be allocated through this program to the State of Texas. Mr. Morris encouraged members to view a podcast with the Dallas Real Estate Council in which he discussed the relationship of land use and economic development. A link to the podcast was provided at <https://recouncil.com/trec-news/treccast-michael-morris-north-central-texas-council-of-governments/>. He also requested that members provide comments to staff on the top five RTC policy initiatives for 2020 presented at the November 14, 2019, meeting. Current air quality funding opportunities for vehicles were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle, and upcoming Dallas-Fort Worth Clean Cities events were provided at www.dfwcleancities.org/dfw-clean-cities-meetings. The 2020 RTC meeting schedule was provided in Electronic Item 4.1. Electronic Item 4.2 contained a copy of November public meeting minutes, and the December online input opportunity notice was provided in Electronic Item 4.3. The most recent Public Comments Report was provided in Electronic Item 4.4, recent correspondence in Electronic Item 4.5, recent news articles in Electronic Item 4.6, and recent press releases in Electronic Item 4.7. Transportation partners progress reports were distributed at the meeting.

RTC Chair Andy Eads noted that immediately preceding the RTC meeting, he facilitated a conversation and formal meeting with the leadership of the three transit agencies here in the metroplex. Discussion included collaboration and new initiatives that can be worked on together. As a result of the meeting, there was discussion about the RTC hosting an orientation for all elected officials from cities and counties across the region to discuss the Texas Department of Transportation, funding, the responsibilities of RTC, responsibilities of transit agencies, and other Transportation 101 information that can help elected officials of the region understand what the RTC does as a body, and what the state and regional partners are accomplishing. Members were encouraged to attend the briefing that will be scheduled in spring 2020. He noted that the North Texas Tollway Authority and other partner agencies will be invited to participate.

- 5. High-Occupancy Vehicles Transportation Control Measures: Application of Managed Lanes and Substitution of Traffic Signal Progression:** Jenny Narvaez presented details of the proposed Transportation Control Measure substitution of three high-occupancy vehicle (HOV) projects currently listed in the State Implementation Plan (SIP). As was discussed last month, this is a paper exercise to update language in the air quality plan that references the HOV lanes, which have been updated to managed lanes. Staff proposed that the three projects be removed as TCMs from the SIPs and substituted with other projects that achieve equivalent or greater emission benefits: IH 35E between IH635 and SH 121, IH 635E between Coit Rd. and Greenville Ave., and IH 635W between Luna Rd and US 75. Six traffic signalization projects proposed to be substituted in place of the three interim projects were highlighted. Details were provided in Electronic Item 5.2. As required, the emissions impact of the traffic signalization projects achieve equivalent or greater emission

benefits than the substituted HOV projects. The timeline for this effort was reviewed and proposed action highlighted, which included consideration of Reference Item 5.1, Resolution Approving Transportation Control Measure Substitution of High Occupancy Vehicles Lanes and Associated Emissions Benefits with Traffic Signal Progression Improvements and Associated Benefits. A motion was made to approve the Regional Transportation Council resolution provided in Reference Item 5.1 that documents the Transportation Control Measures substitution of three high-occupancy vehicle projects and their associated emissions benefits: IH 35E corridor (Stemmons Freeway) between IH 635 and SH 121, IH 635 east corridor (LBJ Freeway) between Coit Road and Greenville Avenue, and IH 635 west corridor (LBJ Freeway) between Luna Road/IH 35E and US 75, with traffic signalization projects and their associated emissions benefits. Dianne Costa (M); Rick Grady (S). The motion passed unanimously.

6. **Hyperloop Certification Center Request for Proposals Status Report:** Michael Morris provided a summary of the response to Virgin Hyperloop One (VHO) regarding its Request for Proposals for a certification center. The Regional Transportation Council (RTC) approved submittal of a response to the VHO Request for Proposals at its November 14, 2019, meeting. North Central Texas Council of Governments (NCTCOG) staff is preparing its formal response to meet the December 13 deadline. A six-mile certification track has been requested, with the desire for construction to begin in 2021. He noted through the Greater Dallas Chamber, universities have been contacted regarding advancing integrated technology educational programs to gain expertise within the region. At a recent meeting, seed money was offered to universities to encourage technology programs to assist with developing a workforce needed for a potential certification center, as well as many other technology opportunities come to the region. Regarding the response, four options or families of certification center implementation have been created and include the eight corridors received from entities within the region. All eight corridors will be included in the Request for Proposals response. As part of this effort, staff is exploring a private-sector response that could be beneficial in meeting the 2021 construction deadline. Mr. Morris noted staff has coordinated with the Texas Department of Transportation to demonstrate them as a partner if short-listed. Four options to be included in the VHO Request for Proposal were highlighted: Option 1) private-sector certification facility; Option 2) public-sector base facility that is 100 percent certification center with no other benefits; Option 3) public-sector facility that includes other applications; and Option 4) certification center hybrid facility with addition transportation mode technology and other applications. Submittal of various-type facilities will allow VHO to select an option that satisfies its interest. The eight corridors have been placed into the appropriate option. If short-listed, NCTCOG will begin work on the next phase of the proposal.
7. **Moving Ahead with Discussion Items: Local Option, Transit, Mega Developments, and the Path Forward with the Texas Department of Transportation:** Michael Morris presented follow-up information from the November 14, 2019, Regional Transportation Council (RTC) Workshop regarding local option, transit, and the path forward with the Texas Department of Transportation (TxDOT). He noted that the RTC Chair continues to work with the transportation authorities in the region on developing an integrated relationship. In addition, he noted North Central Texas Council of Governments (NCTCOG) staff is reviewing State interim charges and options to deliver transportation projects through local option. He also discussed mega projects in the region, and specifically discussed IH 35 in Austin. The project's cost continues to increase at approximately \$500 million per year, so it is important for the project to proceed to construction before the increased costs make the project out of reach. Mr. Morris noted that he has volunteered to help move IH 35 in Austin

to implementation, as long as no money from the Dallas-Fort Worth region is used. He also discussed mega developments in the region such as Midtown, Butler Housing, and General Motors. The most recent is rehabilitation of Collin Creek Mall. NCTCOG staff is working on a set of policies and procedures on how the RTC could partner with local governments and developers to implement mega developments in the region. Mr. Morris also provided an overview of a recent meeting in Austin regarding the return of tools to the region and the importance of formula funds. He summarized statements made by Senator Nichols regarding fair share methodology for distribution of funds, as well as the view that it could be perceived as penalizing some and rewarding others if the fair share distribution is not used as it has been in the past. Since 2003, formula "fair share" allocation came with TxDOT tools and as a result projects have been leveraged. Currently, there are limited TxDOT tools available. As a result of having no money to leverage, there seems to be a drift from the fair share allocation discussion. Mr. Morris reminded members of the fundamental principle, as noted in Minute Order 109370, Texas Metropolitan Mobility Plan, August 28, 2003. Commissioner Ric Williamson stated: "The more you choose local sources of funds, whether that's local taxes or local tolls, the more money will be invested in your community; you will not be penalized for being aggressive with local funding." Mr. Morris noted that the cumulative impact of transportation investments in the region is mitigation of congestion. Although the population continues to rise in the Dallas-Fort Worth region, congestion has remained relatively constant. In addition, Mr. Morris noted that the region has already taken steps to reduce tolling in the future by including a toll managed lane system boundary in the region, restricting tolling to the 13 percent of the land area in which 79 percent of congestion occurs. He added that conversations with TxDOT Austin are ongoing with the goal to resolve issues at the staff level. Mo Bur discussed the cooperative relationship between the RTC and TxDOT, who have been working together for many years, and assured members that the spirit of cooperation will continue. He encouraged a continued partnership to maximize programming and deliver projects. RTC Secretary Theresa Daniel asked how the region will address the continued population growth. Mr. Morris discussed the various initiatives to mitigate congestion in the region and the importance to continue to develop relationships to leverage funding, create a balanced plan, and invent/reinvent strategies to advance the region. Jungus Jordan discussed the history of formula funding and the importance that the region is not penalized for its efforts. Lee M. Kleinman discussed IH 35 in Austin and asked if the project would need a comprehensive development agreement (CDA). Mr. Morris noted that a CDA will likely be needed for the project and is probably a conversation that should occur during discussion of interim charges. Mr. Kleinman also asked how the relationship with Commissioner Robert Vaughn is progressing and if staff has met with him. Mr. Morris noted that Commissioner Vaughn has a standing invitation to visit the RTC and that TxDOT and NCTCOG staffs are working to facilitate formal and informal meetings. RTC Chair Andy Eads noted he planned to attend Commission meetings in January and February to extend appreciation from the RTC for the partnership with the Commission. He added that he believes it is the RTC's responsibility to be involved in policy-making efforts of the body and to appropriately represent its jurisdictions within the region. He encouraged members to be engaged and educate other officials about the work of the RTC. Ron Jensen noted that the Texas Transportation Forum will be held in San Antonio in February and this may be a good time to meet with Commissioner Vaughn.

8. **2019 Metropolitan Planning Organization Milestone Policy (Round 2):** Christie Gotti presented the second round of the Metropolitan Planning Organization (MPO) Milestone Policy. As a reminder, the Regional Transportation Council (RTC) has been selecting projects since 1992. In the 2015-2016 timeframe, staff reviewed all projects that had been selected from 1992 to 2005 that had not yet gone to construction. To date, the effort has

been successful in assisting 46 projects reach implementation. Staff was directed to initiate a second round of the Milestone Policy to review projects from 2006-2010 that have not let or obligated. In addition, there are some projects funded prior to 2006 that previously let but had implementation issues that will be included in this round of projects. Most of the projects are funded with RTC-selected funding sources. However, this effort does include a few other funding types because the projects are old, or the projects have some special need. For instance, locally funded, regionally significant projects are included in the region's Transportation Improvement Program and projects funded prior to 2010 will be added to the list. She noted that there are also projects funded with congressional earmarks that are subject to rescissions. These projects have been included on the list to move the projects along in order to reduce risk of losing the earmarked funds. The list, provided in Electronic Item 8.2, includes 41 projects and over \$600 million in funding to be addressed through this effort. The goal of the Milestone Policy is to provide a realistic assessment of projects status which helps North Central Texas Council of Governments (NCTCOG) staff balance the available funding with project schedules. If there are projects determined to no longer be of interest, funding is freed up for projects that are of higher priority today. Ms. Gotti noted the proposed reapproval process is similar to the first round of the Milestone Policy. Agencies with projects on the Milestone Policy list will be notified by letter and must reconfirm the projects remain a priority by providing a realistic and achievable schedule that has received NCTCOG and Texas Department of Transportation (TxDOT) concurrence. In addition, projects must have documentation of policy board support and local match availability. Members were encouraged to review project timelines with "20/20 vision" versus "rose-colored glasses." Timelines should account for the execution of needed agreements, review by TxDOT, consideration that phases may not run concurrently, and include contingency timing that is not excessive. Implementing agencies will be notified by letter in January 2020 that their projects have been included on the Milestone Policy project list, with formal responses due to NCTCOG staff by May 1, 2020. The Milestone Policy project list will be presented to the Surface Transportation Technical Committee and RTC for review and approval in the summer. Ms. Gotti also presented follow-up information on action taken by the RTC at its November 14, 2019, meeting for the KCS railroad project in Dallas. The City has provided a revised schedule for the project and proposed to let the project by November 2020. Staff proposed to grant an extension to December 2020 for the project's construction start timeline. If the City does not meet the schedule, staff proposed the RTC remove funding from the project automatically (no other action needed). The extension will be contingent on the City creating a tracking system to ensure projects are not overlooked and must include regular updates to elected officials. She noted the City is creating a dashboard in conjunction with its City Bond Program dashboard online for elected officials and the public to view projects statuses, and NCTCOG staff will continue to monitor the project. Details of the Milestone Policy effort were provided in Electronic Item 8.1. Mo Bur discussed pressure from the Federal Highway Administration and TxDOT Division offices to spend carry over funding. He urged all local officials and staff to show a sense of urgency and review projects with federal funding to ensure that the projects get delivered and with a realistic schedule to avoid potential loss of funds. Ms. Gotti added that she and Michael Morris recently met with TxDOT Austin and the districts and discussed the substantial amount of carryover funds in the region that total approximately \$160 million in Congestion Mitigation and Air Quality Improvement Program funds and \$89 million in Surface Transportation Block Grant Program funds. Although some of the carryover is related to an administrative issue with TxDOT, there were questions about why staff waits ten years to determine why projects are not moving to implementation. She noted NCTCOG is working to develop more regular monitoring of projects to ensure that carryover balances are kept to a minimum. RTC Chair Andy Eads noted that maybe demonstration of capacity should be part

of the application process. A motion was made to approve the revised schedule for the City of Dallas project (TIP Code 11258.9) and extension of the project's construction start timeline to December 2020. If the City does not meet the schedule, funding will be removed from the project automatically. Action included direction for staff to continue monitoring the project for timely implementation. The extension is contingent upon development of a tracking system with the City of Dallas and regular updates to elected officials. Curtistene McCowan (M); Theresa Daniel (S). The motion passed unanimously.

9. **Auto Occupancy Verification Technology:** Natalie Bettger provided a status report on the High-Occupancy Vehicle (HOV) detection and verification technology utilizing the GoCarma app. As a reminder, the Regional Transportation Council (RTC) instructed staff to replace manual enforcement and the self-declaration app with more advanced technology verification equipment. A pilot was completed to test technology and results from the pilot were presented to the RTC last fall. Phase 1 implementation will be to apply the HOV discount on managed lanes in the Dallas-Fort Worth region using the automated verification process. An overview of the current system was provided, as well as the proposed HOV program that allows users to register once with the process automated to charge the correct toll and no manual enforcement. Users will get the GoCarma app that is associated with a toll tag and setup the GoCarma pass which is detected by the user's smartphone. If a user does not have a smartphone, an occupant pass will be provided for free. The app automatically recognizes the number of passengers in the vehicle, and the HOV users will receive the discounted toll rate. Ms. Bettger noted that last fall, several items were discussed for continued monitoring. These include monitoring data security, potential use of the technology on US 75, and potential implementation of a future rewards program that is applicable to other types of facilities. In addition, efforts to create a common communication plan for users has been developed, and staff is considering options for additional funding for the operation and maintenance of the system. Staff will also continue to monitor institutional and legislative items that may need review as a result of this type of technology, as well as the need for enforcement on the traditional HOV lanes. In preparation for Phase 1 implementation, staff has worked in partnership with the Texas Department of Transportation/Transcore, the North Texas Tollway Authority, and LBJ/NTE Mobility Partners and are currently working on back office integration testing. A public education and outreach plan has been developed, and staff is working closely with all partners on a switch-over schedule from the existing app to the new app. Partners have also worked on a violation process which includes a 90-day grace period to allow users time to become familiar with the new technology, as well as customer service scenarios and business rules. On December 4, LBJ/NTE Mobility Partners sent communications to current TEXpress users that receive the HOV discount. The GoCarma app will be released January 6 and a prelaunch partner meeting is scheduled for January 10. Press releases will be issued beginning January 13 prior to the January 24 go-live date focused on existing users. In April 2020, additional outreach will be conducted for new users of the HOV system. Ms. Bettger noted that since the TEXpress notification was sent, over 3,000 people have preregistered to receive the GoCarma app and over 5,000 have visited the GoCarma website. The RTC and Surface Transportation Technical Committee will be updated at their respective January and February meetings. Details were provided in Electronic Item 9. Rick Grady asked if staff had explored scenarios in which users could scam the system such as a user that owns two cell phones, and also asked how a toll is applied if a user were to take guests to dinner who were not interested in downloading the Carma app. NCTCOG staff noted that testing included the ability to recognize when two cell phones were always near one another. In addition, it was noted that for additional occupants to be recognized they would either need to download the app or have an occupant pass. Adam Bazaldua asked if the occupant pass

counted the number of occupants and if there was a charge for the device. He also asked how the occupant pass is acquired. Ms. Bettger noted there is no charge for the occupant pass. The vehicle and occupant passes activate the smartphone in the vehicle associated with the toll tag account, with at least one occupant needing a smartphone. The process to receive a primary or occupant pass was highlighted, which includes receipt by mail. Mr. Bazaldua requested that staff look into a more streamlined and technologically advanced method to request the occupant pass. He described an app used for scooters in Dallas that sends in real-time a verification code that can be entered to confirm a user is part of a group rental. Michael Morris noted that staff would look into the details for the technology described and provide an update to members at the January 9, 2020, meeting. He added that anything that encourages users to take advantage of the discount should be considered. Barbara Odom-Wesley asked what happens if a user violates the HOV lane rules. Ms. Bettger clarified the GoCarma app focuses on managed lanes and that a violator would be charged the full toll rate. Traditional HOV lanes will continue to be enforced by officers.

10. **End of 2019 Ozone Season:** Chris Klaus presented a summary of activity for the Dallas-Fort Worth (DFW) region's 2019 ozone season, which concluded at the end of November. Population and vehicle miles of travel data were highlighted, and it was noted that both trends are increasing in the region. Conversely, on road vehicular emission trends show a continued decrease resulting from the many air quality programs implemented in the region. Regarding the 2019 ozone season, members were reminded that the region is under two air quality standards: the 2008 standard of 75 parts per billion (ppb) and the 2015 standard of 70 ppb. At the end of the season, the region's three-year average was 77 ppb, which exceeded both the 2008 and 2015 standards. Mr. Klaus noted there are 20 regulatory air quality monitors located within the region. Historically, the Denton Airport monitor has been the controlling monitor; however, results from the last years indicate that the North Dallas monitor is now the controlling monitor. In addition, he noted that exceedances have risen at the Cleburne monitor. Mr. Klaus explained the significant impact the 2018 ozone season data will have in the three-year averaging that will be used for the 2008 and 2015 air quality standards deadlines in 2021. Attainment for both standards will be based on 2018-2020 ozone monitor data. At the end of the ozone assessment, which would be the 2020 ozone season, there are two ways to consider attainment. Attainment is reached when all monitors are below the ozone standards, or if all monitors are at or below the standard a petition for an extension could be requested. If granted an extension, the region would have until 2021 to reach attainment which will allow for the 2018 ozone season data to be dropped from the three-year average. For example, during the 2020 ozone season if any of the monitors have a reading of 75 ppb, the three-year average would be 76 ppb which would be considered nonattainment. However, if the monitors have a reading of 75 ppb (which is at or below the 75-ppb standard) an extension could be requested. Mr. Klaus reminded members of the many air quality programs and initiatives supported by the Regional Transportation Council and thanked members for their continued support of air quality. Members were asked to contact staff with any suggestions for additional programs that may help the region reach attainment as staff continues to promote air quality initiatives and look for additional items for implementation in preparation for the 2020 ozone season.
11. **Unmanned Aircraft Systems Safety and Integration Task Force Update:** Ernest Huffman provided an update regarding the Unmanned Aircraft System (UAS) Safety and Integration Task Force. The Task Force was developed in 2018 to address key issues of UAS integration into the metropolitan area. Areas of focus were highlighted, as well as Task Force objectives to promote UAS safety and standardization, mitigate reckless UAS

operation, promote the integration of UAS into the Dallas-Fort Worth regional airspace, and collaborate with regional partners for a coordinated comprehensive approach. The Task Force is currently made up of 212 members from over 100 organizations and accomplishments include Know Before you Fly "Your Drone" Workshops, providing assistance to public safety UAS response team, establishment of the 8th UAS testing site in Mineral Wells, assisting in the production of the first registered UAS apprenticeship program, and partnering with Lonestar UAS Center of Excellence to attract the NASA grand design challenge. As a component of the Task Force, four working groups have been created to solve issues regarding education and awareness, legislation, training, and integration. Priority initiatives for each of the working groups were highlighted. Members were encouraged to send staff to Task Force meetings. Involvement will help entities learn of technology pilot opportunities, be part of the solution for safer skies, take advantage of economic developments opportunities, as well as receive information about upcoming grant opportunities. The next Task Force meeting is scheduled for January 28, 2020, 10 am-12 pm and will be hosted by Hillwood who will discuss freight management and logistics. Additional information is available at www.nctcoq.org/trans/plan/aviation/uas.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1 and the current Local Motion was provided in Electronic Item 12.2.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, January 9, 2020, at the North Central Texas Council of Governments.

The meeting adjourned at 3:00 pm.

How to Read the Project Modification Listings - Roadway Section

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
FACILITY:	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
LOCATION/LIMITS FROM:	Cross-street or location identifying the end limits of a project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
MODIFICATION #:	The number assigned to the modification request by NCTCOG staff.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	County in which project is located.
CONT-SECT-JOB (CSJ):	The Control Section Job Number is a TxDOT-assigned number given to track projects.
CITY:	City in which project is located.
DESCRIPTION (DESC):	Brief description of work to be performed on the project.
REQUEST:	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
FY:	Identifies the fiscal year in which the project occurs.
PHASE:	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/STIP provides description of the different funding categories and outlines abbreviations commonly used for the categories: www.nctcog.org/trans/funds/transportation-improvement-program
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

STTC APPROVED:

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: Revised phasing from implementation to engineering.

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55041 **Facility:** IH 820 **Location/Limits From:** IH 20 **Modification #:** 2019-0504

Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** BRENTWOOD STAIR ROAD

County: TARRANT **CSJ:** 0008-13-125

City: FORT WORTH **Desc:** RECONSTRUCT WIDEN FREEWAY FROM 4/8 TO 8/14 LANE FACILITY

Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN FREEWAY FROM 4/8 TO 8/14 MAIN LANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 CONTINUOUS FRONTAGE ROAD LANES AND REMOVE 4 TO 0 CD LANES; ADD SHARED-USE PATH AND SIDEWALKS; INCREASE ROW FUNDING IN FY2020; INCREASE ENGINEERING FUNDING AND DELAY TO FY2020; ADD UTILITY PHASES IN FY2020; REVISE CONSTRUCTION FUNDING AS APPROVED BY THE RTC ON SEPTEMBER 12, 2019 AND ADVANCE TO FY2021; CHANGE FUNDING LABELS FROM SBPE TO SW PE IN FY2019 AND FROM S102 TO SW ROW IN FY2020

Comment: 10 YEAR PLAN PROJECT; PART OF SOUTHEAST CONNECTOR CORRIDOR; DESIGN BUILD PROJECT

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: Updated the requested scope to include "add shared-use path and sidewalks." Updated request to show that ROW funding was being "increased" in FY2020 instead of "decreased." Revised request to indicate that funding for engineering was being increased and delayed until FY2020.

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

STTC APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,239,442	\$2,239,442
2021	ROW	0918-47-208	STBG:	\$560,000	\$0	\$0	\$140,000	\$0	\$700,000
2021	UTIL	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$700,000	\$700,000
2023	CON	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,825,000	\$4,825,000
2023	CON	0918-47-208	STBG:	\$9,020,000	\$0	\$0	\$2,255,000	\$0	\$11,275,000
Phase Subtotal:				\$9,020,000	\$0	\$0	\$2,255,000	\$4,825,000	\$16,100,000
Grand Total:				\$9,580,000	\$0	\$0	\$2,395,000	\$7,764,442	\$19,739,442

Revisions since STTC Meeting: Removed \$700,000 Local Contribution from construction phase and moved funding to utilities phase in FY2021. Add \$700,000 STBG funding from utilities to construction phase in FY2023.

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14003 **Facility:** CS **Location/Limits From:** JEFFERSON ST FROM WINTERGREEN RD TO PLEASANT RUN RD AND PLEASANT RUN RD FROM JEFFERSON ST **Modification #:** 2019-0513

Impementing Agency: DALLAS CO **Location/Limits To:** LANCASTER-HUTCHINS RD

County: DALLAS **CSJ:** 0918-47-239

City: LANCASTER **Desc:** WIDEN AND RECONSTRUCT 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN

Request: DELAY ROW AND UTILITIES PHASES TO FY2021; REMOVE FEDERAL FUNDING FROM ENGINEERING PHASE IN FY2019 AND PLACE IN CONSTRUCTION PHASE IN FY2022; REMOVE FEDERAL FUNDING FROM UTILITIES PHASE IN FY2021; ADD LOCAL CONTRIBUTION FOR ENGINEERING IN FY2020 AND UTILITIES IN FY2021; CHANGE CSJ FROM 0918-45-917 TO 0918-47-239

Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF LANCASTER; ENGINEERING INCLUDES DIRECT STATE COSTS

CURRENTLY APPROVED:

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

STTC APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-239	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,316,563	\$1,316,563
2021	ROW	0918-47-239	STBG:	\$329,152	\$0	\$0	\$82,288	\$0	\$411,440
2021	UTIL	0918-47-239	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$411,442	\$411,442
2022	CON	0918-47-239	STBG:	\$7,761,694	\$0	\$0	\$1,940,424	\$0	\$9,702,118
Grand Total:				\$8,090,846	\$0	\$0	\$2,022,712	\$1,728,005	\$11,841,563

Revisions since STTC Meeting: Revise request to include removing federal funding from utilities phase and adding them to the construction phase. Add local contribution for utilities phase. Updated comments to include "engineering includes direct state costs."

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0172-10-013	SBPE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
Grand Total:				\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: Revised requested limits to "Glenview Drive on the north to intersection of SH 121 westbound frontage road and Handley-Ederville Road on the south."

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20268.3 **Facility:** VA **Location/Limits From:** UPDATE HUNT COUNTY TRANSPORTATION PLAN AND MULTIMODAL TRANSPORTATION PLAN IN COLLIN COUNTY **Modification #:** 2019-0597

Impementing Agency: NCTCOG

County: VARIOUS **CSJ:** 0901-22-114

City: VARIOUS **Desc:** UPDATE HUNT COUNTY TRANSPORTATION PLAN TO IDENTIFY IMPROVEMENTS TO IH 30, SH 66, AND US 380 AND START A MULTIMODAL TRANSPORTATION PLAN IN COLLIN COUNTY INCLUDING ADDING NORTH/SOUTH CAPACITY AND EAST/WEST CONNECTIONS ACROSS THE LAKES

Request: CANCEL PROJECT, DE-OBLIGATE FUNDING AND RETURN TO REGIONAL POOL

Comment: 200,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) WERE PREVIOUSLY UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PROJECT WAS USING REGIONAL TDCS

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0901-22-114	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2019	ENG	0901-22-114	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

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

STTC APPROVED:

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: Included local contribution note in Comments. Changed phasing from Env to Eng in FY2017. Update request to indicate that RTR funding is being reduced and local contribution was increase for construction in FY2021.

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

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

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1985	ENG	0081-04-025	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2013	ENG	0081-04-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2015	ROW	0081-04-036	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,500,000	\$500,000	\$0	\$5,000,000
2015	ROW	0081-04-036	S102:	\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Phase Subtotal:				\$2,480,000	\$310,000	\$4,500,000	\$810,000	\$0	\$8,100,000
2018	UTIL	0081-04-036	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$100,000	\$25,000	\$0	\$125,000
2018	CON	0081-04-025	Cat 2M - Prop 1:	\$0	\$12,156,936	\$0	\$0	\$0	\$12,156,936
2018	CON	0081-04-025	Cat 2M:	\$879,049	\$219,762	\$0	\$0	\$0	\$1,098,811
2018	CON	0081-04-025	Cat 4 - Prop 1:	\$0	\$10,471,047	\$0	\$0	\$0	\$10,471,047
2018	CON	0081-04-025	Cat 5:	\$2,320,951	\$580,238	\$0	\$0	\$0	\$2,901,189
Phase Subtotal:				\$3,200,000	\$23,427,983	\$0	\$0	\$0	\$26,627,983
Grand Total:				\$5,680,000	\$25,737,983	\$4,600,000	\$835,000	\$1,000,000	\$37,852,983

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1985	ENG	0081-04-025	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2013	ENG	0081-04-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2015	ROW	0081-04-036	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,500,000	\$500,000	\$0	\$5,000,000
2015	ROW	0081-04-036	S102:	\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Phase Subtotal:				\$2,480,000	\$310,000	\$4,500,000	\$810,000	\$0	\$8,100,000
2018	UTIL	0081-04-036	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$100,000	\$25,000	\$0	\$125,000
2018	CON	0081-04-025	Cat 2M - Prop 1:	\$0	\$9,237,129	\$0	\$0	\$0	\$9,237,129
2018	CON	0081-04-025	Cat 2M:	\$879,049	\$219,762	\$0	\$0	\$0	\$1,098,811
2018	CON	0081-04-025	Cat 4 - Prop 1:	\$0	\$12,465,854	\$0	\$0	\$0	\$12,465,854
2018	CON	0081-04-025	Cat 5:	\$2,320,951	\$580,238	\$0	\$0	\$0	\$2,901,189
Phase Subtotal:				\$3,200,000	\$22,502,983	\$0	\$0	\$0	\$25,702,983
2019	UTIL	0081-04-036	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,864,980	\$6,864,980
Grand Total:				\$5,680,000	\$24,812,983	\$4,600,000	\$835,000	\$7,864,980	\$43,792,963

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

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13033.3 **Facility:** IH 35 **Location/Limits From:** IH 35W **Modification #:** 2019-0607
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** US 380
County: DENTON **CSJ:** 0195-03-090
City: DENTON **Desc:** RECONSTRUCT INTERCHANGE AND EXISTING 4 TO 4 LANE FRONTAGE ROADS
Request: REVISE SCOPE TO RECONSTRUCT INTERCHANGE AND EXISTING 4 TO 4/8 LANE FRONTAGE ROADS; INCREASE CONSTRUCTION FUNDING IN FY2023 AND CHANGE FROM CAT 2M TO CAT 12 TO ALIGN WITH FINAL 10 YEAR PLAN FUNDING; INCREASE ENGINEERING FUNDING; DELAY ENGINEERING AND ROW PHASES TO FY2021; CHANGE ENGINEERING AND ROW FUNDING LABELS TO SW PE AND SW ROW
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: Updated request to indicate change inf construction funding from Cat 2M to Cat 12.

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: **Removed reference to change in ROW funding label from the request since the project does not have a ROW phase.**

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

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: **Changed City from Wylie to Various.**

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: PROJECT IS INCONSISTENT WITH MOBILITY 2045

TIP Code: 55111.2 **Facility:** FM 548 **Location/Limits From:** NORTH OF US 80 **Modification #:** 2019-0618
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** WINDMILL FARMS BLVD
County: KAUFMAN **CSJ:** 2588-01-022
City: FORNEY **Desc:** WIDEN AND RECONSTRUCT 2 LANE RURAL TO 6 LANE DIVIDED URBAN
Request: SPLIT FROM TIP 55111/CSJ 2588-01-017; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 10 YEAR PLAN PROJECT

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2588-01-022	SW PE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2021	ROW	2588-01-022	SW ROW:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
2023	CON	2588-01-022	Cat 2M:	\$39,640,963	\$9,910,241	\$0	\$0	\$0	\$49,551,204
Grand Total:				\$47,640,963	\$13,410,241	\$0	\$1,000,000	\$0	\$62,051,204

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: Removed request to change scope.

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

STTC APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0197-02-122	Cat 12:	\$15,152,000	\$3,788,000	\$0	\$0	\$0	\$18,940,000
2016	CON	0197-02-122	Cat 2M:	\$16,051,200	\$4,012,800	\$0	\$0	\$0	\$20,064,000
2016	CON	0197-02-122	Cat 7:	\$7,662,522	\$1,915,631	\$0	\$0	\$0	\$9,578,153
Phase Subtotal:				\$38,865,722	\$9,716,431	\$0	\$0	\$0	\$48,582,153
2018	CON	0197-02-122	Cat 7:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
2020	CON	0197-02-122	STBG:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
Grand Total:				\$44,065,722	\$11,016,431	\$0	\$0	\$0	\$55,082,153

Revisions since STTC Meeting: Increased Construction funding in FY2020 from \$1,000,000 to \$2,500,000 to account for anticipated cost overruns.

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: **Changed Request to note updated funding source labels.**

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: **Changed Request to note updated funding source labels.**

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

STTC APPROVED:

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: Corrected Construction Phase in FY2021 to be ROW Phase.

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: Added the comment, "CMAQ benefits calculated based on reduced circuity."

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14088 **Facility:** CS **Location/Limits From:** ON LAS VEGAS TRAIL FROM SHOREVIEW **Modification #:** 2019-0634
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 820
County: TARRANT **CSJ:** 0902-90-176
City: WHITE SETTLEMENT, FORT WORTH **Desc:** WIDEN FROM 2 LANES TO 4 LANES WITH NEW SIDEWALKS

Request: REVISE LIMITS TO ON LAS VEGAS TRAIL FROM QUEBEC DRIVE TO IH 820 AND REVISE SCOPE TO WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, INTERSECTION IMPROVEMENTS, AND TRAFFIC SIGNALS SINCE RTC APPROVAL ON DECEMBER 13, 2018; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CHANGE CMAQ AND STBG MATCH TO INCLUDE STATE AND LOCAL; CHANGE \$500,000 FROM STBG TO CMAQ

Comment: LOCAL CONTRIBUTION PAID BY FORT WORTH AND WHITE SETTLEMENT; CMAQ IS FOR SIDEWALKS, TRAFFIC SIGNALS, AND INTERSECTION IMPROVEMENTS ONLY

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: **Modification is being withdrawn because ROW phase is not needed.**

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP Code: 55043 **Facility:** IH 20 **Location/Limits From:** IH 820 **Modification #:** 2019-0650
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** PARK SPRINGS
County: TARRANT **CSJ:** 2374-05-066
City: ARLINGTON **Desc:** RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, AND 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287)
Request: UPDATE SCOPE TO RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287), AND ADD SHARED-USE PATH AND SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2019; INCREASE ROW FUNDING IN FY2020; INCREASE CONSTRUCTION FUNDING IN FY2021
Comment: 10 YEAR PLAN PROJECT; SOUTHEAST CONNECTOR CORRIDOR; RELATED TO TIP 55041/CSJ 0008-13-125

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

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

STTC APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2374-05-066	SW PE:	\$0	\$57,798,362	\$0	\$0	\$0	\$57,798,362
2020	ROW	2374-05-066	SW ROW:	\$20,909,600	\$5,227,400	\$0	\$0	\$0	\$26,137,000
2021	CON	2374-05-066	Cat 12:	\$42,664,000	\$10,666,000	\$0	\$0	\$0	\$53,330,000
2021	CON	2374-05-066	Cat 2M:	\$264,172,516	\$66,043,129	\$0	\$0	\$0	\$330,215,645
2021	CON	2374-05-066	Cat 4:	\$122,400,000	\$30,600,000	\$0	\$0	\$0	\$153,000,000
Phase Subtotal:				\$429,236,516	\$107,309,129	\$0	\$0	\$0	\$536,545,645
Grand Total:				\$450,146,116	\$170,334,891	\$0	\$0	\$0	\$620,481,007

Revisions since STTC Meeting: Removed requested Environmental phase in FY2020 and increased Engineering funding in FY2019. Update request to show construction funding is being increased in FY2021.

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14026 **Facility:** US 180 **Location/Limits From:** FM 2552 **Modification #:** 2019-0654

Impementing Agency: WEATHERFORD **Location/Limits To:** WACO ST

County: PARKER **CSJ:** 0008-03-121

City: WEATHERFORD **Desc:** RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING INTERSECTION IMPROVEMENTS AT US 180/WACO ST, FM 51/MAIN ST AND US 180/FM 2552 AND NEW BICYCLE LANES AND SIDEWALKS

Request: INCREASE FEDERAL FUNDING FOR ENGINEERING PHASE, REMOVE LOCAL MATCH AND REPLACE WITH TDCS; REMOVE LOCAL CONTRIBUTION FROM ROW PHASE AND ADD \$2,150,000 FEDERAL FUNDS AND TDCS; REMOVE LOCAL MATCH FOR CONSTRUCTION PHASE, INCREASE FEDERAL FUNDING AND ADD TDCS; VIA THIS REQUEST THE CITY IS REQUESTING THAT THE RTC LOAN THE CITY THE LOCAL MATCH FOR ALL PHASES OF THIS PROJECT

Comment: LOAN OF \$4,119,400 TO BE REPAYED WITH 2.4% INTEREST OVER 20 YEARS; 2,998,120 OF CAT 3-TDC (MPO) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CMAQ FOR SIDEWALKS, BIKE LANES, AND INTERSECTION IMPROVEMENTS ONLY; REGIONAL TDCS

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0008-03-121	Cat 3 - TDC (MPO):	\$0	\$0	\$377,200	\$0	\$0	\$0
2020	ENG	0008-03-121	STBG:	\$1,886,000	\$94,000	\$0	\$0	\$0	\$1,980,000
Phase Subtotal:				\$1,886,000	\$94,000	\$377,200	\$0	\$0	\$1,980,000
2021	ROW	0008-03-121	Cat 3 - TDC (MPO):	\$0	\$0	\$430,000	\$0	\$0	\$0
2021	ROW	0008-03-121	STBG:	\$2,150,000	\$0	\$0	\$0	\$0	\$2,150,000
Phase Subtotal:				\$2,150,000	\$0	\$430,000	\$0	\$0	\$2,150,000
2022	CON	0008-03-121	Cat 3 - TDC (MPO):	\$0	\$0	\$2,190,920	\$0	\$0	\$0
2022	CON	0008-03-121	Cat 5:	\$680,800	\$170,200	\$0	\$0	\$0	\$851,000
2022	CON	0008-03-121	STBG:	\$10,954,600	\$654,400	\$0	\$0	\$0	\$11,609,000
Phase Subtotal:				\$11,635,400	\$824,600	\$2,190,920	\$0	\$0	\$12,460,000
Grand Total:				\$15,671,400	\$918,600	\$0	\$0	\$0	\$16,590,000

Revisions since STTC Meeting: Added Comment regarding TDCs and CMAQ.

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0695

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

PROPOSED FEBRUARY 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF MCKINNEY

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0644

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

UZA: MCKINNEY

Comment: 36,620 OF CAT 3 - TDC (MPO) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12823.19	OPERATING ASSISTANCE	2020	OPERATING	\$3,626,699	\$437,036	\$0	\$3,189,663	0	\$7,253,398	ADD PROJECT	
12866.19	PREVENTIVE MAINTENANCE	2020	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)	
12867.19	MOBILITY MANAGEMENT	2020	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)	
12922.19	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2020	CAPITAL	\$33,098	\$0	\$0	\$0	6,620	\$33,098	ADD PROJECT (MPO TDCs)	
TOTAL:				\$3,809,797	\$437,036	\$0	\$3,189,663	36,620	\$7,436,496		

Implementing Agency: CITY OF MCKINNEY

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0645

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

UZA: MCKINNEY

Comment: 9,230 OF CAT 3 - TDC (MPO) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12923.19	PURCHASE OF ASSOCIATED CAPITAL MAINTENANCE ITEMS	2020	CAPITAL	\$46,149	\$0	\$0	\$0	9,230	\$46,149	ADD PROJECT (MPO TDCs)	
TOTAL:				\$46,149	\$0	\$0	\$0	9,230	\$46,149		

PROPOSED FEBRUARY 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2019-0646

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

UZA: DENTON-LEWISVILLE

Comment: 60,229 OF CAT 3 - POLICY BUNDLE TDC (MPO) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:

			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12726.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$401,522	\$0	\$0	\$0	60,229	\$401,522	
			TOTAL:	\$401,522	\$0	\$0	\$0	60,229	\$401,522	

Revision Requested:

			FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12726.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12924.17	ACQUISITION OF COMMUNICATION SYSTEMS	2020	CAPITAL	\$60,000	\$0	\$0	\$15,000	0	\$75,000	ADD PROJECT
12925.17	ACQUISITION OF RADIOS	2020	CAPITAL	\$25,000	\$0	\$0	\$6,250	0	\$31,250	ADD PROJECT
12926.17	ACQUISITION OF SOFTWARE	2020	CAPITAL	\$250,000	\$0	\$0	\$0	50,000	\$250,000	ADD PROJECT (MPO TDCS)
12927.17	ACQUISITION OF SUPPORT VEHICLES	2020	CAPITAL	\$66,522	\$0	\$0	\$3,844	10,229	\$70,366	ADD PROJECT (MPO TDCS)
			TOTAL:	\$401,522	\$0	\$0	\$25,094	60,229	\$426,616	

Revisions since STTC Meeting: Corrected total funding for TIP 12927.17 from \$7,366 to \$70,366 and corrected total Program of Projects funding total from \$363,616 to \$426,616.

Implementing Agency: CITY OF MESQUITE

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0647

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 52,400 OF CAT 3 - TDC (MPO) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12013.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$620,000	\$0	\$0	\$620,000	0	\$1,240,000	
12701.18	ACQUISITION OF SOFTWARE	2019	CAPITAL	\$190,000	\$0	\$0	\$0	38,000	\$190,000	
12864.18	OPERATING ASSISTANCE - JARC - MESQUITE SERVICE	2019	OPERATING	\$100,000	\$0	\$0	\$100,000	0	\$200,000	
12865.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$72,000	\$0	\$0	\$0	14,400	\$72,000	
			TOTAL:	\$982,000	\$0	\$0	\$720,000	52,400	\$1,702,000	

Revision Requested:

			FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12013.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$620,000	\$0	\$0	\$620,000	0	\$1,240,000	NO CHANGE
12701.18	ACQUISITION OF SOFTWARE	2019	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12864.18	OPERATING ASSISTANCE - JARC - MESQUITE SERVICE	2019	OPERATING	\$100,000	\$0	\$0	\$100,000	0	\$200,000	NO CHANGE
12865.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$262,000	\$0	\$0	\$0	52,400	\$262,000	INCREASE FUNDING (MPO TDCs)
			TOTAL:	\$982,000	\$0	\$0	\$720,000	52,400	\$1,702,000	



Dallas-Fort Worth
CLEAN CITIES

DFW Clean Cities Fleet Recognition Awards

Lori Clark, Program Manager
January 9, 2020

BACKGROUND

Up to 100 Points Earned Based on Annual Fleet Survey Responses

Point Categories Correspond to Elements of RTC-Adopted Clean Fleet Policy

Reduce Emissions

Reduce Overall Fuel Consumption

Partner with DFW Clean Cities

Ensure Drivers/Operators and Fleet Staff are Familiar with Air Quality & Petroleum Reduction Goals

www.dfwcleancities.org/fleetrecognition



Dallas-Fort Worth
CLEAN CITIES



BRONZE FLEET WINNERS



Town of Addison	Denton ISD
City of Plano	City of Richardson
Tarrant County	Trinity Metro
City of Watauga	



SILVER FLEET WINNERS



City of Carrollton	City of Coppell
City of Dallas	City of Denton
Denton County	DFW International Airport
Town of Flower Mound	City of Irving
City of Lewisville	City of Mesquite
City of North Richland Hills	



GOLD FLEET WINNERS

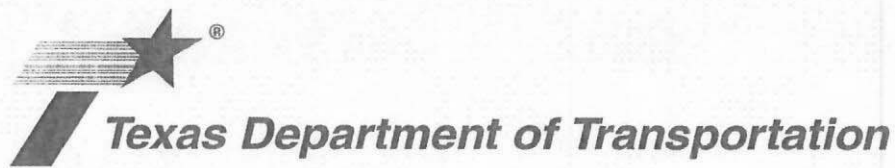


City of Euless

City of Southlake

Dallas Area Rapid Transit





4777 E. HIGHWAY 80, MESQUITE, TEXAS 75150-6643 | 214.320.4488 | WWW.TXDOT.GOV

Certified Mail: 7015 0920 0001 3883 2920

December 18, 2019

CSJ: 0581-02-124, ETC.
SL 12/SH 183/SH 114/SS 482 (Irving Interchange)

The Honorable Rick Stopfer
Mayor
City of Irving
825 W Irving Boulevard
Irving, TX 75060

Dear Mayor Stopfer:

As you are aware, the Irving Interchange project was originally scheduled to let September 2019. The Texas Department of Transportation (TxDOT) was forced to delay the letting in July 2019 due to the City of Irving not having acquired the necessary easements required for the city's water and wastewater relocation. During project development, the City of Irving made the decision to joint-bid their utility relocations in the TxDOT project rather than relocating the facilities ahead of construction. As a result, TxDOT must ensure that all necessary easements are acquired prior to opening bids from contractors.

At the time of delay, TxDOT corresponded directly with Mr. Ramiro Lopez. The City of Irving was requested to provide a detailed schedule for acquiring their easements. On August 8, 2019, Mr. Lopez provided a matrix of outstanding easements with estimated acquisition dates prior to end of December 2019. Mr. Lopez committed that the City of Irving would complete their acquisitions by December 2019.

On December 9, 2019, TxDOT staff attended the City of Irving easement update meeting held at the City's offices. At that time, of the 40 parcels, the City had only closed on 11. There are 2 on the December Council Agenda and the remaining 27 have not been scheduled, although there was indication that property owners have accepted offers for these outstanding 27.

The City of Irving, TxDOT and the North Central Texas Council of Government (NCTCOG) all agreed that this project is a high priority for the region in a Regional Transportation Council meeting held February 2018. Not only will the project provide better mobility and safety through the corridor, but it will also provide better access from the freeways. The TxDOT Commission, recognizing the importance of the project, obligated over \$400 Million in construction funds so that the project could be completed in its entirety rather than several phases over a much longer period of time.

The City's easement acquisition directly impacts TxDOT's ability to let this project. Not having the easements December 2019 as originally committed puts the funding allocated to this project in

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OUR MISSION: Connecting You With Texas

An Equal Opportunity Employer

RECEIVED

DEC 23 2019

TRANSPORTATION

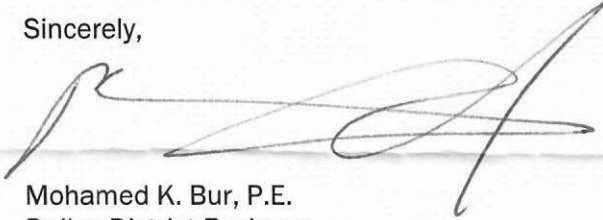
December 18, 2019

jeopardy as other projects searching for funding become clear and ready to go to construction. To avoid losing the funding for this critical project, TxDOT is proposing to let the project as early as April 2020. This will be largely dependent on the City's ability to close on the easements as quickly as possible. In addition, any partnering the City of Irving can provide with TxDOT to encourage franchise utilities to clear the project site as quickly as possible.

Please confirm in writing that the city's easements will be acquired by the end of February 2020.

If you have any questions, please contact Travis Campbell, P.E. at 214-320-4466.

Sincerely,



Mohamed K. Bur, P.E.
Dallas District Engineer

CC: Chris Hillman, City Manager, City of Irving
Ramio Lopez, Assistant City Manager, City of Irving
Wayne Lee, P.E., City Engineer, City of Irving
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments
Lacey Rodgers, P.E., Director of Transportation, Planning & Development, TxDOT
Brenan Honey, P.E., Dallas County Area Engineer, TxDOT
Travis Campbell, P.E., Supervisor, Project Delivery Office, TxDOT



Rick Stopfer
Mayor

December 30, 2019

Mohamed Bur, P.E.
TxDOT
Dallas District Engineer
4777 E. Highway 80
Mesquite, TX 75150-6643

Dear Mr. Bur,

I have received your letter dated December 18, 2019. As you know, the Irving Interchange is a top priority project for the City and the North Texas region. The City of Irving has proactively acquired easements for this project and will continue to do so. Please see attached letter regarding staff's efforts and our commitment on acquiring the needed easements, in support of the April 2020 letting date.

I look forward to the Irving Interchange Project letting in April 2020.

Sincerely,

A handwritten signature in blue ink, appearing to read "Richard H. Stopfer", is written over a light blue circular stamp.

Richard H. Stopfer
Mayor
City of Irving

CC: Dennis Webb, Councilmember, City of Irving – (RTC Member)
Oscar Ward, Mayor Pro Tem, City of Irving – (DRMC Secretary)
Bill Hale, P.E., Chief Engineer, TxDOT
Michael Morris, Transportation Director, NCTCOG
Chris Hillman, City Manager, City of Irving
Ramiro Lopez, Assistant City Manager, City of Irving



December 30, 2019

Mohamed K. Bur, P.E.
TxDOT
Dallas District Engineer
4777 E. Highway 80
Mesquite, TX 75150-6643

Dear Mo,

We are in receipt of your letter dated December 18, 2019. The Mayor will be responding separately.

Apparently, there's a breakdown in communication, which is evident by 1) your decision to send a certified letter directly to our Mayor, and 2) the information provided in your letter is not accurate or current. A meeting or conference call with you and all staff involved would have been helpful and appreciated.

This project is the City's top priority transportation project and also a priority project for the DFW region. It is with this regional mindset, that the City committed to joint-bid and, at 100% City cost, to acquire the necessary water and wastewater easements to ease the difficulty of utility installation in the already crowded TxDOT right-of-way. To allay TxDOT concerns regarding the timing of these acquisitions, the City offered a solution to avoid any delay to the letting, whereby the City would shift our proposed utilities into the TxDOT right-of-way at a few specific locations where the easements could not be legally secured in time for construction. TxDOT reviewed and agreed in principle that this was a viable engineering solution. As a reminder, this was the exact procedure used in successful cooperation with TxDOT for the Midtown Express (S.H. 183) project. However, at our meeting on August 7, 2019, TxDOT (Lacey Rodgers, P.E., Director of Transportation Planning and Development, TxDOT Dallas District) rejected the proposed solution; thus, moving the letting date further out.

As a regional partner with TxDOT, the City of Irving has been actively and legally acquiring easements in order to assist TxDOT. I am disappointed with the method used and the manner in which both the timeline and the update of the project's progress were depicted in your letter. In order to provide clarification, I have attached a matrix detailing the City's progress in acquiring the necessary easements as well as a chronology of the project. It is important to note that according to TxDOT-Dallas the December 2019 deadline below was mandated by TxDOT-Austin; however, an official timeline for the TxDOT easement acquisitions has never been provided to the City.

- October 2018 – Kickoff meeting with Halff Associates for City easement acquisitions
- July 2019 – Initial letting date set by TxDOT
- September 2019 – Revised letting date set by TxDOT
- December 2019 – Tentatively revised letting date set by TxDOT
 - o Lacey Rodgers, P.E., Director of Transportation Planning and Development, TxDOT Dallas District, wanted 100% assurance from the City that all easements would be acquired for December letting however she decided to remove that date.

- February 2020 – Revised letting date set by TxDOT

In addition to the clarifications provided above, it is also important to note that your letter to the City of Irving Mayor on December 18, 2019, does not accurately reflect the facts concerning this project. The third paragraph of your letter states the following:

“On December 9, 2019, TxDOT staff attended the City of Irving easement update meeting held at the City’s offices. At that time, of the 40 parcels, the City had only closed on 11. There are 2 on the December Council Agenda and the remaining 27 have not been scheduled, although there was indication that property owners have accepted offers for these outstanding 27.”

This statement is inaccurate. For clarification purposes, there are 35 parcels (40 easements total) and the City had acquired 25 parcels as of December 9th. Two more parcels were approved for acquisition by the Irving City Council on Dec. 12th, and will be acquired by January 5, 2020, bringing the acquired total to 27 parcels. This information, including recent updates, is shown on the attached matrix.

The parcel information provided by Halff and Associates at the December 9th meeting does not reflect the level of detail and work of the City’s easement acquisition efforts. However, upon conclusion of said meeting, staff provided detailed easement status information on each parcel. As you can see, a phone call or email may have addressed your concerns.

Your letter also states that the City’s easement acquisition directly impacts TxDOT’s ability to let this project; however, your letter omitted certain facts concerning TxDOT not being able to resolve multiple franchise utility conflicts. In fact, TxDOT acknowledged at the December 9th meeting that even if the City had all water and wastewater easements in hand, the project letting would still be delayed due to multiple franchise utility conflicts. The City agrees with this observation for several reasons. Specifically, the location of existing franchise utilities does not match the TxDOT-provided utility location data. Also, new franchise utility relocations performed in the field as overseen by TxDOT do not match the franchises’ permitted plan location, forcing TxDOT and the City of Irving to redesign their plans and obtain new easements. The inaccurate franchise utility location data (specifically the location of Atmos’ 24-inch gas line) is also forcing the City to revise the location of our wastewater line and two associated easement parcels. One of these aforementioned parcels will need to be renegotiated and reacquired, which will be a challenge as the owner was previously reluctant to convey the easement. These franchise utility conflicts, as managed by TxDOT, are causing conflicts with the proposed construction and directly impact the letting of the project. TxDOT’s resolution of these conflicts directly impacts the City’s ability to acquire all of the necessary easements. Despite TxDOT’s delay, the City is willing to assist TxDOT in its efforts to encourage franchise utilities to clear the project site as quickly as possible as you have requested.

It is important to note that at no point has the City waived from its commitment to procure all necessary water and wastewater easements prior to project construction. As an example of this commitment, the City acquired one of the parcels at the cost of \$337,000 to avoid the use of eminent domain and meet TxDOT’s timeline. In addition, the City also leases the Texas Stadium site at no charge to TxDOT at an estimated value of \$10 million. Both of these examples show the City of Irving’s commitment to move this project forward.

This project is of the utmost significance to the City and the DFW Region and we will continue to work diligently to ensure this project is let in April 2020. I look forward to a meeting and or conference call to discuss our continued effort to move the Irving interchange project forward.

Additionally, we look forward to partnering with TxDOT on the SH 114 and the U.S. 380 projects.

Best Regards,



Ramiro Lopez
Assistant City Manager- Public Works and Infrastructure
City of Irving

CC: The Honorable Richard H. Stopfer, Mayor, City of Irving
Oscar Ward, Council Member (DRMC, Secretary)
Dennis Webb, Council Member, TNR Council Committee Chairman, (RTC Member)
Bill Hale, P.E., Chief Engineer, TxDOT
Michael Morris, Transportation Director, NCTCOG
Chris Hillman, City Manager, City of Irving

Attachment 1: Parcel Acquisition Matrix

Attachment 2: Certified Letter dated December 18, 2019. Certified Mail: 7015 0920 0001 3883 2920

**Diamond Interchange Parcel Acquisition Matrix
For December 23, 2019**

Item No.	Parcel No.	City Approval Date (2019)	Actual Status
1	115-1	19-Sep	Acquired
2	115-4	6-Jun	Acquired
3	115-5	6-Jun	Acquired
4	115-6	Processing	25% Completed
5	115-7	6-Jun	Acquired
6	115-8	14-Nov	Acquired
7	115-9	12-Dec	Acquired
8	115-10	AA	Acquired
9	115-15	14-Nov	Acquired
10	115-11	20-Sep	Acquired
11	115-12	6-Jun	Acquired
12	115-13	6-Jun	Acquired
13	115-14	Processing	80% Completed
14	115-17	12-Dec	Acquired
15	115-18 (DCDA)	5-Sep	75% Completed
16	115-20 20B	14-Nov	Acquired
17	115-20C	6-Jun	Acquired
18	115-22	6-Jun	Acquired
19	115-23	5-Sep	Acquired
20	115-24	6-Jun	Acquired
21	115-25	1-Aug	Acquired
22	115-48AC	2-Sep	Acquired
23	115-59	AA	Acquired
24	115-86	14-Nov	Acquired
25	115-NA1	AA	Acquired
26	115-NA2 & NA3	1-Aug	85% Completed
27	115-NA4	Processing	75% Completed
28	115-NA5	14-Nov	Acquired
29	115-NA6	14-Aug	Initial easement acq. Additional easement needed ATMOS
30	115-NA7	Processing	80% Completed
31	115-NA8	Processing	60% Completed
32	115-NA9	AA	Acquired
33	115-NA10	14-Nov	Acquired
34	115-NA12	Processing	85% Completed
35	115-49AC	3-Oct	Acquired

* TxDOT recently notified the City of discrepancies that were discovered in the field which did not match the plans submitted by Atmos:

- This affected COI proposed water and wastewater utilities at Parcels 115-6 (Public Storage) and 115-NA6 (Pioneer Tire).
- The latest test-hole information confirms that the Atmos 24" gas main is in conflict with COI proposed water and wastewater utilities. A redesign will need to be done and additional easements at Parcels 115-6 and 115-NA6 will be required.
 - A solution is in place to resolve the Atmos conflict and the design engineer has been directed to proceed with the redesign at these two parcels.
 - The specific amount of additional easement will be determined upon completion of the redesign.

MINUTES**REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY****Proposed Modifications to the List of Funded Projects****DFW Airport Electric Bus Partnership****Auto Occupancy Verification Technology****Hyperloop Certification Center Initiative and Reaffirmation of High-Speed Rail from Dallas to Houston****Online Public Input Opportunity Dates**

Monday, Dec. 9, 2019 – Tuesday, Jan. 7, 2020 - 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 November 8, 2018. Staff posted information regarding:

1. Proposed Modifications to the List of Funded Projects
2. DFW Airport Electric Bus Partnership
3. Auto Occupancy Verification Technology
4. Hyperloop Certification Center Initiative and Reaffirmation of High-Speed Rail from Dallas to Houston

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at transinfo@nctcog.org, online at www.nctcog.org/input, by mail at PO 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.

Summary of Presentations***Proposed Modifications to the List of Funded Projects presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/12/TIP-Pres.pdf>

Handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/12/TIP-Handout.pdf>

A comprehensive list of funded transportation projects through 2022 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.

The current modification cycle includes updates and improvements to IH 20, IH 820, SH 114, SH 121 and US 287, among others. Revisions to transit initiatives in the City of McKinney and the City of Mesquite are also included.

DFW Airport Electric Bus Partnership presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/12/Airport-Partnership-Pres.pdf>

Due to a growing number of daily flights, DFW International Airport is in need of additional airside buses and \$3.5 million is needed to purchase four electric versions.

Electric buses will help maintain compliance with general conformity as the airport expands, reduce passenger and employee exposure to exhaust emissions and sustain airport carbon-neutral accreditation.

Thus, on Nov. 14, 2019, the Regional Transportation Council approved up to \$3.5 million in Regional Toll Revenue for the DFW International Airport to purchase four electric airside buses and associated infrastructure and equipment. These funds are anticipated to be approved by the Texas Transportation Commission in April 2020, with delivery of the buses occurring some time in the fall of 2020.

Auto Occupancy Verification Technology presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/12/HOV-Tech-Pres.pdf>

The Regional Transportation Council's current Tolled Managed Lane Policy includes a provision for peak-period carpool discounts but requests an exploration of automated occupancy verification technology. NCTCOG, with cooperation from regional partners, has contracted with Carma Technology Corporation to develop an occupancy verification technology solution.

NCTCOG staff has been working closely with TxDOT, NTTA and LBJE/NTE Mobility Partners to launch *GoCarma*, which will replace the *Drive on TEXpress* app beginning in January 2020. *GoCarma* uses Bluetooth technology to automatically verify travelers in a carpool during weekday peak periods. As long as at least two in the vehicle install the *GoCarma* app or have an occupant pass, they won't need to interact with the app after setup.

The *GoCarma* app will be released on Jan. 6, 2020 and *GoCarma* will officially replace *Drive on TEXpress* on January 24. Staff is currently focused on switching *Drive on TEXpress* users to the new app and will launch an outreach and education initiative to recruit new users in April 2020.

Hyperloop Certification Center Initiative and Reaffirmation of High-Speed Rail from Dallas to Houston presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/12/Hyperloop-Pres.pdf>

There are several high-speed technology initiatives taking place in the Dallas-Fort Worth region. Texas Central Partners is building a bullet train from Houston to Dallas. It's a private sector initiative, but NCTCOG is 100 percent supportive of the project.

NCTCOG is working on a study to connect Downtown Dallas, Arlington, DFW International Airport and Fort Worth via some type of high-speed technology. Staff will be selecting engineering contractors soon and there will also be a rigorous public involvement process. Additionally, there's an initiative to connect Fort Worth to Laredo, and staff are currently working with stakeholders in affected communities to seek feedback on interest in the project. The feedback should be finalized in a report later this winter.

Lastly, Virgin Hyperloop One wishes to implement hyperloop technology in the United States and has issued a Request for Proposals for a certification center. NCTCOG has submitted interest with hopes of making it to the next phase in the selection process.

All of the aforementioned projects and initiatives involve an extensive public involvement process and patrons are encouraged to provide feedback.

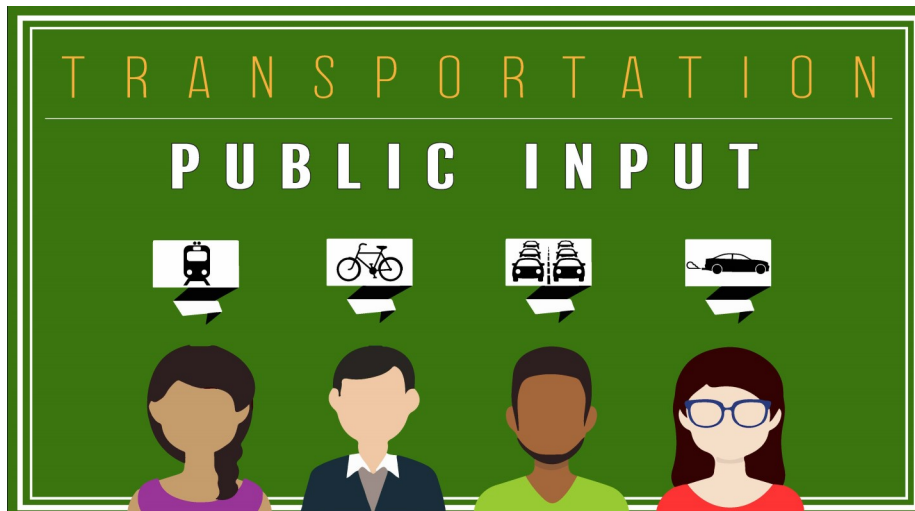
WRITTEN COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Propose Modifications to the List of Funded Projects

Email

Richard Shumacher

Will NCTCOG help me buy an electric vehicle? No. DFW airport is a multibillion dollar profitable enterprise. It should be required to buy and operate only non-polluting vehicles, at its own expense.



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **Jan. 13 - Feb. 11, 2020**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

Work Program Modifications

The Unified Planning Work Program (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 FY2020 and FY2021 UPWP will be posted for review and comment.

Public Comments at Regional Transportation Council Meetings

Due to the passing of House Bill 2840, members of the public can now provide their input during Regional Transportation Council meetings. Staff will provide an overview of this process and post the draft rules for review and comment from January 13 through February 26, 2020.

RESOURCES AND INFORMATION

- Electric Vehicle Incentives: www.dfwcleancities.org/evnt
- TERP Funding: www.terpgrants.org
- Clean Fleets North Texas 2019 Calls for Projects: www.nctcog.org/aqfunding
- Mobility Plan Administrative Revisions: www.nctcog.org/input

WWW.NCTCOG.ORG/INPUT

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input.

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

For special accommodations due to a disability or for language translation, call 817-608-2365 or email cbaylor@nctcog.org. 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. Se harán las adaptaciones razonables.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

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

Air Quality

Twitter –

1. @CityOfDallas receives #AirNorthTexas award from @NCTCOGtrans for contributions to air quality. @AdamMcGoughD10 @DavidBlewettD14 – Lee M. Kleinman (@LeeforDallas)



Aviation

Twitter –

1. #drones 🚁 – TX Transportation Rsch (@tx_transpo_rschn)



Bicycle & Pedestrian

Facebook –

1. BFSD was invited by NCTCOG Transportation Department BPAC Meeting to talk about our Earn-A-Bike program. Thanks for the opportunity! – Bike Friendly South Dallas



Innovative Vehicles & Technology

Email –

1. **Ernest Stokely**

I would urge planners to consider the rapidly emerging technologies of autonomous vehicles (although I have done research during my working career in computer vision and remain

skeptical of this technology), private options like Lyft and Uber, and rethinking bicycle and scooter transportation. My sense is there will not be a single technology that will dominate our solution. The next technology to add to this list may be just on the horizon. Please do not put all of your eggs in one basket. Each of these may require restructuring of lanes on existing roads and may impinge on the right-of-way of private autos. I find this option to be an acceptable tradeoff in helping to alleviate our traffic problems, but it will need to be sold to an auto-centric public.

Facebook –

1. North Texas making strong push for Virgin Hyperloop center: <http://bit.ly/2YP7SbQ>. – NCTCOG Transportation Department

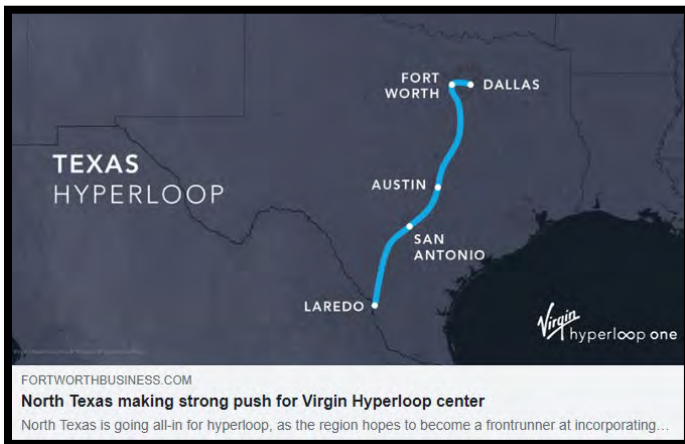


Texas is the future of transportation innovation. Giddy up! – Kevin V. Williams

2. The future may be approaching sooner than most think. With hyperloop, commuters can "fly" few feet above the ground from Fort Worth to Laredo in under one hour.

NCTCOG Transportation Department wants to land a deal with Virgin Hyperloop One to build their first U.S. certification center in North Texas.

North Central Texas Council of Governments – Fort Worth Business Press



Project Planning

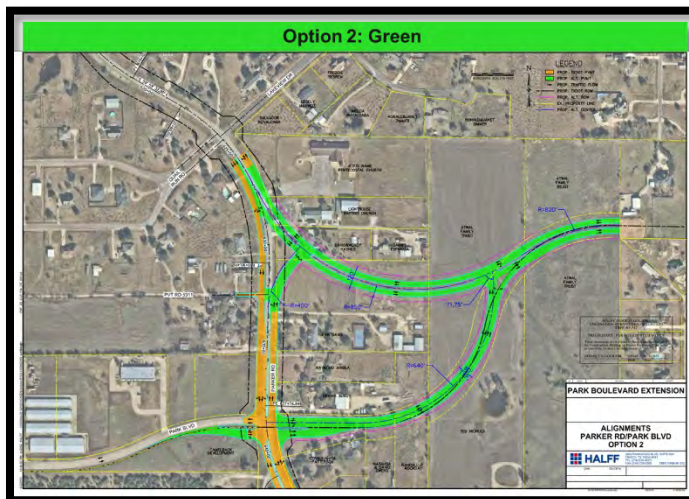
Email –

1. **Bob London (See attachment #1)**

Thank you continually seeking feedback on future transportation infrastructure.

Currently east bound traffic on Park Blvd. terminates at FM 2514 in St. Paul. Collin County is developing plans to extend Park Blvd. eastward from FM 2514 to Hwy. 78 in Wylie to relieve the traffic backup at Brown St. in Wylie. This is the main route for traffic around the southern end of Lavon Lake.

The St. Paul Town Council passed a resolution in October 2019 in support of a plan to improve traffic flow when the Park Blvd. extension is built by Collin County (see attached resolution and Exhibit). It is hoped that TxDot and Collin County will coordinate their plans for TxDot's widening of FM 2514 and Collin County's extension of Park Blvd. and adopt the plan that is endorsed by the town's resolution to alleviate the congestion of cars wanting to travel east on Park to get to Hwy 78 around the lake.



Fax –

1. See attachment #2

Twitter –

1. Much of the sentiment from South Dallas community members is “Why do we have to be burden with longer travel times “?! Which I truly understand. I use 345 daily to get from 30 to 75.
– Dominique P. Torres (@attorneytorres)

TxDot's CityMap study showed that replacing I345 with boulevards actually increased travel speed. DM me and I'll send you the relevant page. – Wick Allison (@wickallison)

What about just building cancer covered mini soccer fields sponsored by @RoyceWestTX son in a no bid contract and @NCTCOGtrans Michael Morris? – GerrardGerrard 🏆🏆🏆🏆🏆🏆 (@GerrardGerrard7)

I don't believe in No Bid Contracts and I don't understand what if anything was bid on or received actually contracts. That's not my concern at this moment. – Dominique P. Torres (@attorneytorres)

Public Meetings & Forums

Twitter –

1. #InlandPortSymposium3 .@NCTCOGtrans @dartmedia @DRC @WFSDallas @startransit @Chase supporting @jwprice99 & @atkins_tennell leading the initiative since 2006 “Location is nothing without access!” Workforce has to get to jobs! Shoutout @ChaseGiving4 #MichelleThomas 4Sponsorship – Laurie Larrea (@lblarrea)



Facebook –

1. Honored to be part of yesterday's Southern Dallas Inland Port Symposium III at UNT Dallas. Along with representatives from Dallas Regional Chamber, Dallas Area Rapid Transit (Official DART page), STAR Transit, NCTCOG Transportation Department, and Southern Dallas Link, Michelle participated in a panel discussion where she got to share about the service On the Road Lending currently provides. We were also able to share our mission at an exhibitor table -- manned by Shaylon and Manny. We appreciate the opportunity to talk about how we're making affordable, reliable transportation a reality! – On The Road Lending



Transit

Email –

1. Ernest Stokely

Sirs/Madam:

I have lived in the DFW metro since 1959 (with a short period living in another state), and have watched the region grow into an unmanageable sprawl where private automobiles have always been heralded as the primary mode of transportation, and public transportation has never been a priority for the region. We are now reaching a situation of near gridlock in the far north Dallas and Plano/Frisco area, not unlike many other parts of the metro area. I strongly support public investment in public transportation is a way to alleviate unsustainable automobile transportation in the region.

First, let me mention needs and issues. There are very few crosstown public transportation routes in the area of Dallas where I live (Far North Dallas). To get to a DART train, I must drive at least 15 minutes to the Red Line or the Green Line. The bus system in Dallas is useless, as far as I am concerned. The hub-and-spoke system means it takes hours to get anywhere using a city bus. One must first get to the hub and then go out from there. In my opinion it is a system of very last resort, and the ridership reflects this. In my neighborhood there is stiff opposition to the Cotton Belt expansion of DART. I find this extremely short-sighted of my neighbors. I strongly support this addition, although it will not totally solve the crosstown deficiency of public transportation in my area. At least it is a start.

Lack of planning got us into the mess we are in. I hope your efforts will pay off by mid-century. One answer in the mix might be to curb unbridled, ever-expansive suburban development. Dallas and surrounding cities have historically handed urban development over to land developers who build subdivisions, take the money, and run. That leaves us tax payers holding the bag for infrastructure, including transportation. Perhaps including governmental incentives to developers to increase density around rail lines and other sources of public transportation would be helpful to include in your mix of solutions.

2. D'Lynn McCoppin

I don't see anything about transportation improvement for those with special needs. We have no transportation in our community for those that do not drive. SPAN does not pick up except for medical visits here.

What can be done to help with this?

Thanks!

D'Lynn,

Thank you for reaching out to us about transportation needs in Lake Dallas.

As mentioned, Span does operate in Lake Dallas but is part of their Lake Cities service area. This project was originally funded through NCTCOG's 2017 Call for Projects and allows Span to provide services for Seniors and Individuals with Disabilities, which includes those with special needs. These services used to only include medical trips. However, as of early December, Span has expanded its services to include all types of trips for Seniors and Individuals with Disabilities. Please view the flyer attached, as it has additional information.

If you would like more details about transit options in the Lake Cities area, please feel free to contact Laura Joy, Mobility Manager at Span, via their main line (940)382-2224 or email at lauraj@span-transit.org.

We recognize there is still additional demand for transportation services in the area. In coordination with a wide range of stakeholders, we document in Access North Texas the transportation needs of older adults, individuals with disabilities, individuals with lower incomes and others with transportation challenges within our 16-county region and outline strategies to address those needs for the next four years. The Lake Dallas area, when compared to the region, has been identified in the plan as having higher percentages of persons below the poverty line and individuals with disabilities. Therefore, through strategies outlined in Access North Texas, we will continue to support projects that establish or enhance transportation services in Lake Dallas.

Thank you for voicing your concern. Please let us know if we can be of further assistance.

Twitter –

1. There's no place like home for the holidays. Make your trip home easier with @TrinityMetro TEXRail. For more information, please visit <https://ridetrinitymetro.org/textrail/> @CityofFortWorth @CityofNRH @GrapevineTXCity @NCTCOGtrans @DFWAirport @TarrantCountyTX – Sal Espino (@SAL_FW)



Facebook –

1. DART's Silverline to come in 2022: <http://bit.ly/37MrFwG> – NCTCOG Transportation Department



For everybody reading this post, the Silver Line will run from east Plano to DFW Airport and also connect with Trinity Metro's TEXRail at both DFW North and DFW Airport Terminal B stations! – Paul McManus

Other

Facebook –

1. We want to know: What's the best part of Thanksgiving to you? Check the comments for my answer! 😊 – NCTCOG Transportation Department



DESSERT. 🍪🥧🍌🍦 – NCTCOG Transportation Department

Spending precious time with my son, his wife and the rest of the gang! ❤️ – Laura Bergstrom

Fried turkey, Cranberry sauce, Apple pie, Peach cobbler, banana pudding and football. – Archie Nettles Jr.

2. Truck drivers and children get joy out of the "Trucker Salute" tradition, but according to this article, it's one that's dying.

Tell us: Did you ever give the "Trucker Salute?" <http://bit.ly/2P5hACi> – NCTCOG Transportation Department



We did it all the time. (To slow moving trains also). – Bill Johnson

ummm, I didn't realize only kids are supposed do this. Sorry. Not sorry 🤪 – Elizabeth Corazon

3. Fort Worth City Council approves free W. 7th parking: <http://bit.ly/2LYtkFU>. – NCTCOG Transportation Department



On the surface this sounds like indirectly incentivizing people to make solo car trips to this area instead of carpooling, walking, biking, or taking transit. Not good for road congestion or air quality when driving alone is easiest or cheapest option.

Were there tons of empty spaces when it was metered during the day? If there were only 1-2 empty spaces every block or so, then meters are likely not the cause of declining business sales. – Suzi Rumohr

Suzi Rumohr take your socialism and SHOVE IT. Americans are not sheep to be herded on to mass transit. – Phil Neil

But, it's still great to take Trinity Metro's Route 2 or The Dash buses to and from the W. 7th St./Crockett Row area whenever you can to help reduce car traffic, road congestion, and parking hassles! Plus, both of these bus routes also connect to both the TRE and TEXRail at Central Station in downtown Fort Worth! – Paul McManus

RESOLUTION NO. 19-10-06



A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF ST, PAUL, COLLIN COUNTY, TEXAS, SUPPORTING THE RECONFIGURATION OF THE PROPOSED PARKER RD. AND PARK BLVD EXTENSION INTERSECTION IN ORDER TO PROMOTE A SAFE AND EFFICIENT FLOW OF TRAFFIC AND TO MINIMIZE TRAFFIC CONGESTION IN ST. PAUL.

WHEREAS, the Texas Department of Transportation is proposing to improve Parker Rd. (FM 2514) from a 2 lane undivided roadway to a four lane divided roadway (expandable to 6 lanes); and

WHEREAS, Collin County is proposing to extend Park Blvd. to state Hwy. 78 from its current terminus at Parker Rd.; and

WHEREAS, these projects will increase traffic flow and roadway capacity within the Town of St. Paul and within the region; and

WHEREAS, the extension of Park Blvd. east of Parker Rd. to Highway 78 will be the primary route around the southern end of Lavon Lake; and

WHEREAS, traffic projections show designated left turn lanes for vehicles going east on Park Blvd from southbound Parker Rd. will be inadequate to handle future traffic volume and cause traffic to back up on Parker Rd. in St. Paul; and,

WHEREAS, improved traffic operations and mobility in this region will complement economic development, improve air quality, advance traffic safety, and generally enhance the quality of life for all residents; and

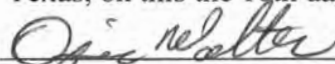
WHEREAS, the Town Council believes Option #2 proposed in the Collin County concept is in the best interest of the citizens of St. Paul;

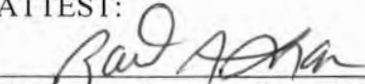
NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF ST. PAUL, COLLIN COUNTY, TEXAS AS FOLLOWS:

SECTION 1. The St. Paul Town Council does hereby support the proposed reconfiguration of the improvements to the Parker Rd. and Park Blvd. intersection to provide for a more direct traffic connection as shown in the Collin County concept plan entitled "OPTION 2".

SECTION 2. This resolution shall take effect immediately upon the date of its passage.

DULY RESOLVED by the Town Council of the Town of St. Paul, Collin County, Texas, on this the 10th day of June, 2019.


Oprie Walter, Mayor

ATTEST:

Robert A. London, Town Secretary

RECEIVED

DEC 04 2019

November 22, 2019

TRANSPORTATION

Dear ManeGait Board Members,

We are writing as concerned citizens of the City of McKinney who fully support and value the mission of ManeGait. As you likely know, decisions about the HWY 380 by-pass and expansion have been controversial. Currently, in the center of the controversy is an issue that appears to focus on ManeGait.

It is imperative that all stakeholders (including ManeGait beneficiaries) understand the following:

- 1) TxDOT has stated that the final deciding factor used to vote against bypass options B and E was solely because they encroached on ManeGait property. On public record, TxDOT explicitly stated that ManeGait is interfering with the most logical HWY 380 bypass route on the western edge of McKinney. If correct, and unless ManeGait works with TxDOT and the City of McKinney, then it seems clear there will be excessive disruptions to businesses and homes as well as additional cost to taxpayers (*bypass option A will cost \$134 million more than option B and \$91 million more than option E*).
- 2) We understand the City of McKinney and county have faithfully been attempting to obtain agreement on the most logical, cost effective, and efficient regional bypass solution while taking into account all HWY 380 stakeholders. **This, in part, is evidenced by what we perceive to be their more than generous proposed offers to ManeGait.**

It is our concern that some ManeGait Board members may not be aware of or have fully considered the City of McKinney and county offers. Specifically, the City of McKinney has proposed solutions we believe are ***unmistakably designed to be in the best interest of ManeGait's long-term fiscal and operational viability*** while also ensuring that the by-pass option chosen also serves to be in the best interest of the Region and City of McKinney.

It is unclear why the ManeGait Board is not fully engaged in collaborating with the City of McKinney which has funded development of ManeGait's facilities and events with taxpayers' money (e.g., \$50,000 for driveway construction, \$250,000 on the covered arena, and \$23,500 on advertising). That is, McKinney's taxpayers and city leaders have been instrumental in ManeGait's success to date.

On public record, the Mayor of McKinney in collaboration with other officials appear to have attempted to propose the following options to at least one of your Directors, Bill Darling:

- 1) A land swap that includes new land that is more conducive to ManeGait's ostensible long-term goals., and possibly in a better location.
- 2) Purchase of the ManeGait facility at a price substantially above market value.
- 3) No cost lease back until HWY construction begins.

Nonprofit Board of Directors have the explicit responsibility to ensure that the mission, strategy, goals, and decisions of the nonprofit they serve are carried out in the best interest of the non-profit. To that end we urge you and the entire Board to:

- 1) Transparently work with the Mayor, City of McKinney officials, and TxDOT; and
- 2) Provide the City of McKinney and the public with the specific and objective rationale for refusing the City of McKinney's proposed offers that we believe to be very beneficial to ManeGait.

The proposed offers as described above are objectively in the best interest of ManeGait, the City, and the Region as a whole. The City is offering ManeGait an opportunity to build an improved state-of-the-art facility

in a better and more valuable location. The proposed offers also clearly assuage any concerns about disruption of services to the important people that ride horses at the facility. Such an opportunity may never be available again. It remains unclear why ManeGait leadership appear opposed to the options being proposed and are not openly working with the City that has been, in part, responsible for ManeGait's success.

We are hopeful that a prudent and rational agreement can quickly come to fruition before increased controversy and more expense is wasted. We believe that a positive solution for all HWY 380 stakeholders can be achieved if all stakeholders work together.

If you would like additional information or would like to discuss this letter in more detail, please contact one of us.

Sincerely,

Jon Dell'Antonia



Kim Carmichael

Jon Dell'Antonia, Board President Stonebridge Ranch Community Assn.
6201 Virginia Pkwy
McKinney, TX 75071
jdellantonia@stonebridgeranch.com

Amy Limas, Board Member Tucker Hill HOA
amyjlimas@gmail.com

Kim Carmichael, Tucker Hill 380 Committee
kimcarmichael@getconnect.com

cc: Mayor - George Fuller
City Manager – Paul Grimes
TxDOT :
Stephen Enders
Ceason Clemens
Dan Perge
Christine Polito
Lacey Rodgers

Burns & McDonnell – Tony Kimmey

RTC – Michael Morris

Mailed to the following ManeGait Board Members:

Dawnda Daniel

Kelly Waterman

Rich Allen

Bill Benton

Ryan Griffin

Craig Moen

Mike Reeves

Tom Reidy

Dr. David Stephens

Josh Sandler

Michael Scovel

Cameron Reeves



9600 Great Hills Trail, Suite 250E

Austin, TX 78759

December 10, 2019

Michael Morris
Director of Transportation
North Central Texas Council of Governments
Centerpoint II
616 Six Flags Drive
Arlington, TX 76011

Dear Michael,

Thank you for your support and the opportunity in the C&AV on TEXpress Lanes Project.

Unfortunately, due to other internal priorities, we will be unable to take the lead on this project at this time. This decision was not made lightly as we fully acknowledge the importance of connected and autonomous vehicles, and the significant impact they will have in making our roads safer.

I want to thank you for the support and effort you and your team have put into the project. Cintra remains committed to the future of connected and autonomous vehicles and are open to collaborating on future initiatives about this topic.

Best,

A handwritten signature in black ink, appearing to read "Belen Marcos Cortes".

Belen Marcos Cortes
Cintra US President

Cc: Loyl C. Bussell, TXDOT Fort Worth District Engineer
Mohamed Bur, TXDOT Dallas District Engineer

RECEIVED

DEC 16 2019

TRANSPORTATION



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

December 11, 2019

Dallas Regional Chamber
500 N. Akard St.
Dallas, TX 75201

Re: Project Bald Eagle

Dallas Regional Chamber:

The Regional Transportation Council (RTC) is the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area. A membership roster is attached. In this role, the RTC is responsible for developing transportation plans and selecting transportation improvements to receive funding for additional capacity. Factors such as safety, congestion relief, providing multimodal options and the potential for economic development are all considered by the RTC when making these funding decisions.

The RTC has provided staff authority to work with large, private-sector entities that will have a regional impact. The RTC focus is to get a particular employer to the Dallas-Fort Worth region, it is the entity that determines where in the region it chooses to locate. This may expedite implementing elements of Mobility 2045, RTC's long-range transportation plan, including bike/pedestrian components, sustainable development initiatives, additional roadway/interchange and transit network capacity, and projects that optimize the transportation system.

The RTC would consider funding transportation improvements needed to assist a large, private-sector entity to relocate to the Dallas-Fort Worth region if those improvements are in alignment with Mobility 2045. The magnitude of funding to be commensurate with impact and need. The RTC has a strong track record of funding such improvements. Please contact me at (817) 695-9241 or mmorris@nctcog.org with any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, sweeping flourish at the end.

Michael Morris, P.E.
Director of Transportation

KK:al
Enclosure

cc: The Honorable Andy Eads, County Judge, Denton County, RTC Chair

How Los Angeles plans to get hundreds of thousands of people out of cars

The county has a new road map to drastically cut emissions by 2028. The key: finding alternatives to private cars.

By Adele Peters, Fast Company

Los Angeles has a reputation as a car-dependent city. But the city (and the surrounding county) also now has the country's most ambitious plan for cutting emissions from transportation. In less than a decade, it wants the majority of new cars to be electric and all city buses to be electric—and it wants 20% of trips that currently happen in single-occupancy cars to shift to public transportation or active transportation like biking.

Today, a set of partners released the [Zero Emissions 2028 Roadmap 2.0](#), a plan that outlines how the region can drastically cut transit emissions by 2028 to address both climate change and the health impacts of smog. Convincing Angelenos to drive less is a key part of the plan.

“In the modeling, we looked extensively at different scenarios for the number of electric cars and zero-emission trucks that would need to be on the road, and chargers to serve those vehicles,” says Matt Petersen, president and CEO of the [Los Angeles Cleantech Incubator](#), which convened a group of partners last year to [set initial targets](#), now spelled out in more detail. “And we recognize that one of the key ways we’re going to achieve the reduction goal for greenhouse gas emissions and air pollution is mode shift: How do we get people out of their cars into public transit or active transit?”

If they do drive, the city wants them using electric vehicles. To help make the shift easier, the city, county, and other partners plan to blanket the area in 84,000 public and workplace charging stations and add chargers where they’re particularly critical, like at apartment buildings. It will also use incentives to help consumers, especially low-income drivers, afford electric cars. By 2028, 30% of cars on the road will be electric, and 80% of new cars sold will be electric. Larger trucks will also move to electric power, a major road from the port will become the first “zero-emissions goods movement corridor” in the country, and the city will test zero-emissions delivery zones for packages. But to stay on track to cut emissions, the biggest change the city will have to manage is making it easier not to drive at all.

Part of that means improving public transportation, both in the routes that are available and the quality of the experience. The shift to electric buses—which are quieter than rattling diesel or natural gas buses, and often come with amenities such as Wi-Fi and charging—can help. “Those are the kinds of things that are going to make discretionary riders more interested and eager and willing to get out of their cars,” says Petersen.

Expanding micromobility can also help; a recent report in Santa Monica found that 49% of the trips that people were taking on electric scooters and shared bikes were replacing short trips that otherwise would have happened in cars. Some projects now are working to expand access to micromobility in neighborhoods that don’t have many options. Los Angeles Cleantech Incubator, for example, is running a pilot with a nonprofit building a solar-powered e-bike share project in the community of Huntington Park. (Other pilot projects are expanding access to electric car sharing in low-income neighborhoods; if residents use that option instead of owning cars themselves, they also may be likely to drive less.) Designing streets to make it safer to ride a bike—such as a [two-way protected bike lane](#) that was installed in downtown L.A. earlier this year—is also a key part of helping people shift away from cars.

The Los Angeles County Metropolitan Transportation Authority also now plans to study the idea of congestion pricing, the type of road fee that London uses to reduce traffic in the city center. (If it happens, it may come with an incentive like free bus service.) In 2017, Los Angeles Mayor Eric Garcetti signed the Fossil Fuel Free Streets Declaration, a pledge to “envision a future where walking, cycling, and shared transport are how the majority of citizens move around our cities” and to create a major emissions-free zone.

All of this is happening in the wake of the Trump administration’s formal withdrawal from the Paris climate agreement and as the state of California, and some automakers, fight the federal government for the state’s right to set its own clean car rules. It’s the type of action that’s necessary for the U.S. to have any chance of meeting the goals of the Paris agreement.

“This is an unprecedented public-private partnership...setting the most ambitious such zero-emission targets in the nation,” Petersen says. “And we can’t do it alone. We need everybody to join in, from industry to other cities to automakers to the public.”

Lewisville officials expect Garden Ridge Trail construction to be complete this spring

By Olivia Lueckemeyer, Community Impact Newspaper

The city of Lewisville is almost done with a 4.2-mile trail and 3.6-mile bike lane that is shared with vehicles alongside Garden Ridge Boulevard and South Valley Parkway. Once completed, the 12-foot-wide trail will connect Highlands Park to Garden Ridge Boulevard. It will also serve as a connector between the Denton County Transportation Authority station in Highland Village and the Municipal Annex.

The city got a grant for the project from the Texas Department of Transportation and the North Central Texas Council of Governments. A local match of \$506,118 is required, as is any amount exceeding the initial estimate of \$2.1 million.

Timeline: August 2015-Spring 2020

Cost: \$2.6 million

Funding sources: TxDOT, NCTCOG, city of Lewisville

Suburbs try Vision Zero to protect walkers and cyclists on roads designed for vehicles

By Katherine Shaver, The Washington Post

In Montgomery County, where more people are killed in road accidents than in homicides, planners recently asked residents to tweet about their experiences as pedestrians.

They responded with photos of four-lane thoroughfares lacking sidewalks, bus stops with no nearby crosswalks, traffic whizzing past without buffers, and narrow sidewalks that end abruptly or are blocked by utility poles and overgrown bushes.

The problems, planners say, will be addressed in Montgomery's first-ever pedestrian master plan aimed at making walking safer and more appealing in a Washington suburb where the car has long been king.

"We've had highway plans for 60 to 70 years," said Montgomery planner David Anspacher. "This is the first time we're doing a pedestrian master plan, and it shows. The pedestrian conditions aren't great in Montgomery County."

Montgomery, in Maryland, is among a growing number of car-centric suburbs across the country that are sharpening their focus on walking and cycling as a way to try to contain traffic congestion. They're also responding to sweeping demographic changes, including more low-income residents and aging baby boomers, that have left more transit-dependent residents walking or riding to bus stops and rail stations. More suburbanites also want car-free commutes and a smaller carbon footprint, planners and public officials say.

"You have a whole lot more people walking along roads designed for suburban traffic," said Bob Dallas, an Atlanta-area transportation safety advocate.

Meanwhile, more pedestrians and cyclists are dying. Nationwide, overall traffic fatalities declined in 2018, for the second-straight year, but the number of pedestrians and cyclists killed was up by 3.4 percent and 6.3 percent, respectively, according to the National Highway Traffic Safety Administration.

And a study by the Governors Highway Safety Association found that pedestrian fatalities nationally were recently projected to approach a 30-year high.

Governments in the Washington suburbs and in sprawling auto-oriented cities including Tempe, Ariz., and Charlotte are beginning to adopt Vision Zero, a traffic-safety strategy previously limited mostly to dense urban areas, such as the District, New York and San Francisco. In addition to Montgomery, recent suburban adopters in the Washington region include Prince George's and Arlington counties and the city of Alexandria.

Many are wrestling with a central tenet of Vision Zero: Redesigning roads to lower speeds and reduce the severity of crashes. Planners and traffic engineers are narrowing lanes, lowering speed limits, adding crosswalks and making crossings more visible with brighter paint or flashing lights. They're also separating vehicles and people via more-protected bike lanes and wider medians for pedestrians who can get only halfway across the road before the pedestrian lights turn red.

But undoing decades of auto-centric planning is proving a tall order. Many suburbs lack older cities' wide sidewalks, tight street grids that provide frequent crossings, and narrower roads intended for lower speeds. Instead, many suburbs have four- and six-lane roads designed to move the most traffic as quickly as possible — and large numbers of motorists stuck in stifling congestion who say the last thing they need is lower speeds.

In Montgomery, for example, four people who were walking or were on bikes were killed from 2015 to 2018 in a four-mile stretch of Veirs Mill Road in the Rockville and Wheaton areas of Maryland outside the District. The speed limit is 40 to 45 mph, and, in some stretches, pedestrians have to walk as long as 15 minutes to reach a crosswalk, planners say.

“You have this kind of wide-open road that encourages you to speed up,” Montgomery planner Jessica McVary said.

In Tempe, a suburb of sprawling car-centric Phoenix and home to thousands of cyclists and walkers at Arizona State University's flagship campus, officials are exploring lowering speed limits by 5 mph on streets four to six lanes wide. Doing so would give drivers more time to react and lessen the force of impact if a motor vehicle hits a cyclist or pedestrian, said Julian Dresang, Tempe's city engineer.

“How you design streets can dictate how people use streets,” Dresang said. “That's something we're struggling with.”

Traffic engineers are quick to point out that motorists can make up much of the time lost to lower speed limits if traffic signals are timed to help them avoid red lights. Even so, attempts to lower speeds and implement “road diets” to protect cyclists and walkers have been controversial.

In Alexandria, opponents of a plan to add bike lanes to Seminary Road by shrinking the vehicle lanes essentially from four to two threatened to vote out members of the city council who supported the idea. While some residents said they needed safer cycling routes, others said such a “road diet” would make traffic worse and encourage frustrated motorists to cut through neighborhoods. The council narrowly passed the plan, 4 to 3, in September.

As Dresang said of public pushback, “Trying to change [car] culture isn't always easy.” In Charlotte, city officials implemented Vision Zero this year after traffic fatalities jumped 35 percent between 2016 and 2017.

Four in 10 road fatalities were related to speeding, and many of those occurred on four-lane roads with no dividers, said Angela Berry, the traffic safety program manager for the Charlotte Department of Transportation.

“We've committed to not creating those street types anymore,” Berry said.

Experts say most suburban jurisdictions are too new to Vision Zero to show how well, or whether, the approach can work on their vast road networks. Even some of the first large cities to adopt Vision Zero, including New York, San Francisco and the District, have seen mixed results.

But Leah Shahum, the founder of the Vision Zero Network, said the benefit of reducing speeds “is just a matter of physics.”

A pedestrian struck by a vehicle traveling at 20 mph has an 80-90 percent chance of surviving, Shahum said. If the vehicle is traveling at 40 mph, the pedestrian's chance of survival plummets to 10-20 percent.

Suburban planners and engineers also are digging more deeply into crash data to pinpoint "high-injury networks" of roads. Many then prioritize those roads for repaving, which allows them to paint narrower travel lanes and new bike lanes.

While Arlington County officials are still drafting a Vision Zero plan, they're looking at crashes through a "systemic lens" to spot possible road design problems that could be corrected elsewhere, Arlington planner Christine Sherman said.

"It makes your approach more proactive," Sherman said. "We don't have to wait for a crash to happen before we do something."

Advocates of Vision Zero point to the success of Fremont, Calif., where wide roads designed for higher speeds reflect its growth during the 1950s. The city implemented Vision Zero in 2015, and traffic fatalities and serious injuries fell by 50 percent, from 36 in 2015 to 17 last year, officials said.

Matt Bomberg, a senior transportation engineer for Fremont, said the city added bike lanes, painted crosswalks with higher-visibility stripes and installed flashing crosswalk beacons. Repaved roads get re-striped with 10-foot-wide lanes, down from 12 to 14 feet wide. After the city replaced its street lighting, nighttime crashes dropped by 23 percent, he said.

Bomberg said the city also started focusing on the high-speed arterial roads where the "vast majority" of its most serious crashes occur.

"We started connecting the dots and found that 10 percent of our road network had 90 percent of the fatalities and 57 percent of the serious injuries," Bomberg said.

Some safety advocates say that even with Vision Zero, improvements are taking too long. In Montgomery, critics point to two children recently being hit four months apart on Old Georgetown Road in Bethesda.

In July, 17-year-old Jacob Cassell was fatally struck by an SUV when he fell from his bike after possibly swerving to avoid trash cans on the sidewalk, according to published reports. In mid-November, a 13-year-old girl was seriously injured while riding in a crosswalk at the road's entrance ramp to the inner loop of the Capital Beltway.

The executive director of the Washington Area Bicyclist Association, Greg Billing, said the region needs far more protected bike lanes. But he said he has also sensed that public officials in Montgomery and other D.C. suburbs have "stiffened" against the idea that motorists should take precedence on area roads.

Public officials "are really listening and helping communities organize and demand action," he said.

Amy Ginsburg, the executive director of Friends of White Flint, said she was frustrated that it took more than nine months for the Maryland State Highway Administration to recently repaint crosswalks in the North Bethesda area. She said Rockville Pike still needs bike lanes and other

improvements if the area is to continue transforming from auto-centric sprawl into a denser, more walkable and bikeable community.

Still, Ginsburg said, transportation agencies that once seemed intent on moving motor traffic are paying closer attention to protecting all road users.

“I truly believe there’s been a sea change in thinking,” Ginsburg said. “Everyone is realizing people want to get out of their cars. Now it’s just a matter of undoing 50 years of car-centric planning to make that a reality.”

TxDOT to begin work on I-345 feasibility study, wants to hear from public

The transportation agency scheduled three meetings to gather input.

By Hayat Norimine, The Dallas Morning News

State transportation officials want to hear from the public about what they hope to include in the feasibility study for **Interstate 345**, the 1.4-mile elevated freeway between Interstate 30 and Woodall Rodgers.

Texas Department of Transportation will begin its two-year study to analyze options for the next steps. One of those options will include **the removal of I-345**, a proposal that's gained momentum in the past few years as a way to reconnect Deep Ellum and South Dallas with the downtown core.

The state in 2014 began its \$30 million project to rehabilitate the freeway, which officials expect will extend its service life 20 years, said Ceason Clemens, deputy district engineer for Dallas' TxDOT district.

Now, it's time to plan for the freeway's future, she said.

For nonprofit **Coalition for a New Dallas**, that future should include stitching together neighborhoods once divided intentionally for purposes "rooted in race," said Miguel Solis, the coalition's executive director. The nonprofit continues to lead a crusade against I-345, and a push to replace the 240 acres between Deep Ellum and downtown with mixed-income, mixed-use development "It's important that we recognize [that] allowing one road to dictate where people have to go for jobs is a very archaic way of thinking about how to plan a city," Solis said. "We need more employment opportunities in southern Dallas. We know that. And it's incumbent upon our leaders to make sure that our southern Dallas residents have that."

TxDOT officials plan for the study to include a few options so far for the highway: removing it, depressing it, reconstructing and elevating it with ramp changes or leaving it as is. They said they'll seek more suggestions with public input.

Patrick Kennedy, who has spearheaded the coalition's own study on I-345, said the coalition will continue to push TxDOT to expedite the process. He said he hopes there's substantial turnout at the public meetings to get more people involved in the advocacy.

"We want to improve public engagement and the public conversation around what we do with our transportation dollars," Kennedy said, "because that has a fundamental impact on the viability and function of our cities."

But while the advocates for removing I-345 have secured supporters in city leadership, some state officials aren't sold on whether the remaining connections could handle the regional demands.

State Sen. Royce West, a Democrat who represents Dallas, said the removal of I-345 "is a nonstarter" for him without a "viable" alternative, such as depressing the interstate rather than tearing it all down.

West said southern Dallas residents still need I-345 to commute to their jobs in northern parts of the city, including the Medical District. He accused the plan of putting developers' financial opportunities above southern Dallas needs, and worries south Dallas could be left out of the conversation just as it was when I-345 was built.

"It's ridiculous. Makes no sense at all," West said.

Mo Bur, district engineer for Dallas' TxDOT district, remains skeptical. In the examples used to demonstrate that cities can indeed tear down a freeway successfully, he said it's unusual to remove one that links together two other interstates, in this case I-75 and I-45.

"You're saying that you want to remove something in the middle," Bur said. "We don't know what the implications are. That's something that we have to study."

Meetings

Monday, Dec. 2

6 to 8 p.m.

7 p.m. formal presentation

St. Philip's School and Community Center, 1600 Pennsylvania Ave., Dallas

Tuesday, Dec. 3

6 to 8 p.m.

7 p.m. formal presentation

CityPlace Conference Center, first floor (Lakewood Room)

2711 N. Haskell Ave., Dallas

Thursday, Dec. 5

10 a.m. to 8 p.m.

Noon, 4:30 and 7 p.m. formal presentations

Sheraton Dallas Hotel (Dallas Ballroom)

400 N. Olive St., Dallas

What's the future of DFW traffic? Will Hyperloop, high-speed rail, flying cars prevail?

By Gordon Dickson, Fort Worth Star-Telegram

North Texas leaders are convinced that technology will be the answer to many of the region's future traffic jams.

But which technologies will emerge as true options for Dallas-Fort Worth commuters of the future? Driver-less cars? Uber air taxis? High-speed rail? Hyperloop tubes?

Because today's leaders can't yet predict which of these transport modes will emerge as a traffic solution, they're making plans for all of them.

"You are living in the greatest area of ground transportation opportunity, at any time," Michael Morris, transportation director for the North Central Texas Council of Governments, told members of the Fort Worth Chamber during a recent mobility trends symposium.

Morris said that as North Texas approaches a population of 8 million people, the region is reaching a "tipping point" at which building more highway lanes will have to take a back seat to higher-tech transportation alternatives.

TECHNOLOGY IN THE SKY, ON THE GROUND

Here are some of the leading technology-based projects currently underway in Dallas-Fort Worth:

Uber Elevate — The ride-sharing company known for reinventing the taxi industry with its smartphone technology has reached an agreement with Fort Worth's Alliance Airport to [test air taxis on the AllianceTexas grounds](#). Also, Uber and Fort Worth-based Bell (formerly Bell Helicopter) are teaming up with the goal of starting up air taxi service between DFW Airport and Frisco by 2023.

Stan Swaintek, Uber's head of operations for aviation programs, [told about 650 attendees last year](#) at Tarrant County Commissioner Gary Fickes' annual transportation summit in Hurst that test flights could begin by 2020, and commercial operation could follow by 2023.

Uber and Bell are working on how to incorporate the flying taxis into a crowded urban area.

"They have to take off vertically, be safe, be affordable (and) pass regulations," Matt Holvey, Bell innovation manager, told attendees at the chamber symposium.

“Affordability is an aggressive challenge and we have to reduce noise.”

Hyperloop — It’s a concept not yet in use today but being studied aggressively worldwide. Hyperloop involves construction of a large vacuum tube (sort of like the pneumatic tubes often seen at bank drive-through windows, but big enough for humans to get inside). Passengers sit in a pod vehicle, which — because of the lack of air resistance — then can zip through the pneumatic tube at speeds of 600 mph or more.

North Texas officials are proposing that one of the companies pursuing Hyperloop technology, Virgin Hyperloop One, build a test track from Dallas to Arlington, DFW Airport and Fort Worth — and regional leaders support building Hyperloop tracks from Fort Worth to Laredo as well. Virgin Hyperloop One aims to build its test track — known as a Hyperloop Certification Center — by 2025.

A Hyperloop test track could become part of a region-wide network of tubular transportation, Morris has said.

High Speed Rail — Texas Central Railway, also known as Texas Central Partners LLC, formed in 2013 to build a high-speed rail line from Dallas to Houston. The railway would use rolling stock similar to that of the Central Japan Railway, and a one-way trip would take about 90 minutes, a fraction of what it takes to drive or fly (including time spent in security, etc.) between Texas’ two cities.

Some south Texans oppose the project, saying they don’t want rail right-of-way cutting across private property. Supporters hope to get a record of decision from the federal government by 2020 so wide-scale construction can begin.

Construction could start next year and take about six years to complete, said Travis Kelly, Texas Central vice president. He added that, if a Dallas-Arlington-Fort Worth extension were added to Texas Central Railway, it could be built much quicker than the original route.

WHAT WE CAN AFFORD

In Texas, transportation funding is always a challenge.

The state hasn’t been able to build roads enough to keep up with growth — mainly because of limited funding available from traditional government sources such as gas taxes and vehicle registration fees. That dollar shortage has prompted Fort Worth and many other cities to reluctantly accept an expansion of the region’s toll road system, which uses government-issued bond debt to raise money for road work, then repays the bonds by charging toll road users as they go.

And transit funding is even more limited. Although the federal government makes huge grants available for public transportation expenses — for example, the purchase of new buses — day-to-day operational costs are usually paid by local transit agencies who rely upon sales tax revenue that in most cases can't be raised beyond its current limits because of state restrictions.

But embracing technology and encouraging the private sector to experiment with creative transportation options could bring in vast amounts of private sector venture capital not currently being spent in the region, several officials said.

Taking the initiative and promoting transportation technology “will attract a VC (venture capital) culture” in Dallas-Fort Worth, said Russell Laughlin, [executive vice president of Hillwood](#), a company that created Alliance Airport and recently reached an agreement with Uber Elevate to [test pilot-less air taxis on the grounds](#).

“This is our opportunity to get them here,” Laughlin said, speaking of the venture capitalists. “They’re walking through the community and looking for opportunities.”

Oscar Trevino, the North Richland Hills mayor who has been active in transportation issues for nearly 20 years, said emerging transportation technology will be “the second great transportation revolution” behind the advent of the automobile a century ago.

“We’ll stand together successfully to meet these challenges in the future,” Trevino said, “and lead our state and nation in making this area the transportation innovation destination of the world.”

DFW Doesn't Know Which Tech Will Be Best, Plans for All

As Dallas-Fort Worth, Texas, continues to grow, transportation technology upgrades are inevitable and exciting. But officials don't yet know which will solve the issues, so "they're making plans for all of them."

By Gordon Dickson, Fort Worth Star-Telegram

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State Sen. Royce West Has a Conflict of Interest on I-345

His son wants to build soccer fields under the highway.

By Tim Rogers, D Magazine

Tonight brings us the first in a series of public meetings hosted by TxDOT to discuss the future of I-345. Folks will gather at St. Philip's School & Community Center at 6 p.m.

On Tuesday of last week, State Sen. Royce West sent an email to constituents urging them to turn out and defend the elevated highway. "Don't sleep on your rights!" West wrote. "Residents, community and religious leaders, and business owners needed at all three meetings. Come out and speak for yourself and the highway that brings you home, takes you to work, or connects you to other parts of the city and DFW!" In a [DMN story](#) that was posted Friday, West made it sound like the option of tearing down the old highway is nothing but a land grab orchestrated by developers.

That's an interesting take from the senator, given that his own son, Roddrick West, is trying to get control of the land under the highway so that he can build [some sort of soccer complex](#). And it looks like he's doing it with [help from Michael Morris](#), the transportation director for the North Central Texas Council of Governments. Obviously, if the highway were removed, West's son couldn't have his soccer complex. This would seem to be a conflict of interest, not unlike [all the other conflicts of interest](#) recently revealed by West's run for the U.S. Senate.

Last week, I sent the senator a note. "I'd like to speak with you about I-345," I wrote, "specifically about your son's plans to build soccer fields under the highway. When are you available?" West replied: "You need to visit with him about his project."

I explained that Roddrick is not a state senator and that I'd really like to talk with the senator. That was Wednesday. Royce West hasn't responded. At this point, I expect he won't.

Again, this is a series of meetings. Below is the email West sent to his constituents; in it, he gives the times and locations for the other meetings this week. As West says, don't sleep on your rights. Or on your senator's conflicts of interest.

Email sent November 26:

Dear Friend of Senate District 23:

I wanted to make you aware of these upcoming meetings that are of importance regarding the transportation system in your community.

What is I-345 and what is this about?

Maybe that is your response to notice of a series of public meetings hosted by TxDOT beginning Monday, December 2 at St. Philip's School & Community Center at 6:00 p.m. To start, I-345 is the elevated section of highway overlooking Downtown Dallas from the east, north of the I-30 Mixmaster and south of Woodall Rogers Frwy.

Discussion to level this heavily-used roadway was initiated by realtors and developers started earlier this decade. They see the land beneath this publicly-owned section of the interstate

highway system as ripe for private development. They argue that north and southbound traffic that approaches 200,000 daily can be routed through the city street grid or sent out to 635.

While there is credence that the construction of I-45 that traverses South Dallas and Oak Cliff permanently divided those neighborhoods, the current S.M. Wright Project returns SH310 to a surface-level boulevard that could tie South Dallas back together, roughly between US175/Hawn Frwy. and MLK Blvd. But what must be considered is what happens to the thousands who travel daily on I-30, US175, I-45 and I-35E/US 67 to destinations north of Downtown Dallas to jobs that include the Presbyterian and Medical City medical complexes, the telecom corridor and now, even DISD headquarters?

Related meetings will be held the Monday after the Thanksgiving holiday, Monday, December 2 ,and Tuesday – December 3 and Thursday – December 5 as the first public meetings where input taken will help decide whether I-345 will remain as is, be rebuilt similar to US75 N. Central Expwy., or other proposed ideas. Don't sleep on your rights! Residents, community and religious leaders, and business owners needed at all three meetings. Come out and speak for yourself and the highway that brings you home, takes you to work, or connects you to other parts of the city and DFW!

NOTICE OF PUBLIC MEETINGS Proposed

Improvements to Interstate 345 (I-345) from I-30 to Woodall Rodgers Freeway (Spur 366) Dallas County, Texas CSJ: 0092-14-094 The Texas Department of Transportation (TxDOT) is conducting a feasibility study for improvements to I-345 from I-30 to Woodall Rodgers Freeway in Dallas County, a distance of 1.4 miles. TxDOT will conduct three public meetings to discuss and receive public comments on the feasibility study. All three meetings will present the same information and will be held in an open house format with one formal presentation at 7:00 p.m. The meeting scheduled for December 5 will have three presentation times: noon, 4:30 p.m. and 7:00 p.m. Representatives from TxDOT and project consultants will be available to answer questions about the feasibility study and process. The meeting dates, times, and locations are listed below.

Monday, Dec. 2, 2019 6:00 pm. to 8:00 p.m. Presentation at 7:00 p.m. St. Philip's School and Community Center 1600 Pennsylvania Avenue Dallas, Texas 75215 Served by DART bus route 002.

Tuesday, Dec. 3, 2019 6:00 pm. to 8:00 p.m. Presentation at 7:00 p.m. CityPlace Conference Center Lakewood Room, First Floor 2711 N. Haskell Avenue Dallas, Texas 75204 Served by DART red, blue and orange rail lines to CityPlace/Uptown Station and bus routes 036, 409, 521.

Thursday, Dec. 5, 2019 10:00 a.m. to 8:00 p.m. Presentations at noon, 4:30 p.m., and 7:00 p.m. Sheraton Dallas Hotel Dallas Ballroom, First Floor 400 N. Olive Street Dallas, Texas 75201 Served by DART red, blue, green and orange rail lines to the Pearl Street Station and bus routes 024, 036, 084.

Here's how Dallas expects its new climate plan to 'transform' transportation infrastructure

The full plan is slated to be revealed in April 2020.

By Jesus Jimenez, Dallas Morning News

The pieces of Dallas' first climate action plan are slowly coming together.

This week the city's environment and sustainability committee presented a draft of what one component of the plan could look like: getting around the city.

The committee began with transportation because vehicles create the most emissions in the city, said Susan Alvarez, assistant director for the Dallas Office of Environmental Quality and Sustainability.

An [analysis by The New York Times](#) found that since 1990, auto emissions in Dallas-Fort Worth have risen by 133%. Put another way, emissions are up 27% per person between 1990 and 2017.

"With that [comes] the greatest opportunity to reduce those emissions," Alvarez said.

Decreasing solo travel

Electric scooters and bikes could be here to stay, and one of the proposed steps to reducing solo-driving trips would ensure there's an equal distribution of those services throughout Dallas.

"These are great solutions for that last mile of getting people from their DART stop to home," Alvarez said.

Other proposed solutions include implementing an existing [bicycle master plan](#), supporting an app to help connect residents with travel options, and adopting "aggressive" goals to increase carpooling, Alvarez said.

The city also wants to work with Dallas Area Rapid Transit to expand bus service by adding new routes and improving DART's reliability.

"There is no way to go west to east without having to go downtown, and not everybody needs to go downtown," said council member and committee chair Omar Narvaez.

Curbing emissions

In addition to expanding DART's coverage, the city also proposed a goal to have 100% electrified bus transit by 2040.

It's a goal that isn't "unreasonable," said Todd Plesko, DART's vice president of service planning and scheduling. Last summer, DART introduced a fleet of seven zero-emission electric buses. DART plans to evaluate how it can incorporate more of these buses, Plesko said.

The city also aims to partner with Dallas ISD and Richardson ISD with a goal of reducing emissions.

Other solutions include creating incentives for residents to buy electric vehicles, and converting all traffic and street lights to LEDs. Currently about 10% of the city's traffic and street lights run on LED lighting, according to Alvarez.

Coupling land use with transportation

Another proposed objective in the draft is to make the most out of land use and housing with transportation.

“We’ve got to figure out how to move people without being in a car,” council member Paula Blackmon said. “It’s too expensive to live in our city, and we’ve got to figure out creative ways to bring people back.”

Mockingbird Station provides one example of what that could look like. The station not only serves as a DART hub — with access to light rail and buses — but also hosts retail and residential spaces.

“The idea is to create communities where you don’t necessarily have to travel across town to get to your job, so that you can do it easier,” Alvarez said.

The draft also proposes creating and adopting policies to reduce transportation-related greenhouse gas emission, and updating parking ordinances to support carpooling and green infrastructure.

Improving reliability and safety

Improving public transportation and making it greener is only part of the solution. The plan also proposes improving bus stations to offer protection and extra coverage in the heat or on rainy days. It also recommends using green infrastructure design and making sure that infrastructure is reliable and safe.

“We’ve got to build sidewalks without a pole in the middle,” Blackmon said. “When you have a dog and a stroller, it’s not easy.”

What comes next

Three future committee meetings will tackle the topics such as water resources, buildings and energy, and food and urban agriculture.

The environment and sustainability committee wanted to begin with transportation because community outreach efforts found that it’s one of the issues people cared most about, said Narvaez, the committee’s chairman.

The city’s efforts to gather feedback from Dallas residents engaged more than 8,000 people, outreach that Narvaez says will help make the climate action plan “one of the best in the nation.”

“Because we really went out and were inclusive of all of the community,” he said.

In the coming months, the city will also work on ways to fully flesh out the plan to implement solutions, and how to further develop those proposals. The full plan is slated to be revealed in April 2020.

“We’ve got a pretty good handle on what our community is telling us, and we’re on our way towards developing that recommended pathway,” Alvarez said.

In a statement, Narvaez said the goals discussed on Monday “will transform Dallas’ transportation infrastructure to more effectively move people while decreasing our community emissions.”

“The benefits for these types of actions are more than environmental,” Narvaez said. “They will also help improve safety and access to jobs.”

These three Texas cities are among nation's top 10 'boomtowns'

And the highest-ranking Dallas-Fort Worth community might come as a surprise.

By Dom DiFurio, The Dallas Morning News

Three of the nation's fastest growing and most prosperous cities are in Texas, according to a [new ranking](#).

Denton, New Braunfels and Round Rock are considered American "boomtowns" in a study by financial advisory firm SmartAsset. Using data from the U.S. Census Bureau, the firm examined 500 cities and ranked them based on positive trends in employment, business creation, population growth, housing growth and household income.

Denton came in second, trailing only Longmont, Colo. It's known as a college town, serving as the home of the University of North Texas and Texas Woman's University, and often praised for its music culture.

From 2014 to 2018, Denton's population grew by 8% and household income rose by 36%. Denton County's median household income sits at around \$86,000 – a decent bit above the national median of almost \$62,000.

Since August 2018, the city's unemployment rate has fallen by 0.2%. SmartAsset also ranked Denton as one of the most affordable cities in the U.S. with great school districts this year.

Other Dallas-Fort Worth cities making the top 50 were Frisco (13th), McKinney (14th), Flower Mound (24th) and Allen (37th). All posted high five-year growth rates in the number of local businesses and local housing units. Dallas and Fort Worth also performed well, ranking 63rd and 69th.

Texas has long been home to some of America's iconic boomtowns, Houston being one of those during the 1950s when it emerged as an epicenter of the energy industry. Earlier this year, new census data showed [Dallas-Fort Worth gained more new residents](#) than any metropolitan area in the country, adding more than 1 million people from 2010 to 2018.

The region's population now tops 7.5 million, solidifying North Texas' ranking as the [nation's fourth-largest metro area](#). It trails only New York, Los Angeles and Chicago, all of which are losing residents.

Texas gained more than 3.5 million people in the eight-year period. That's the equivalent of 1,000 new residents a day — with a third of those settling down in D-FW.

In North Texas, economic and population growth has crept north from Dallas over the years, clustering around U.S. Highway 380 and State Highway 289 – better known as Preston Road. Just a few years ago in 2013, Frisco held the No. 2 spot among the fastest-growing cities in the U.S. for population growth.

Central Texas, where New Braunfels and Round Rock are located, also is seeing considerable growth. Those two cities had population and economic growth of at least two times the average rate, according to SmartAsset. The cities ranked sixth and 10th, respectively.

DCTA to end zone bus service next year

By Peggy Heinkel-Wolf, Denton Record-Chronicle

DCTA is pulling the plug on a ride-hailing pilot program after the board of directors agreed that ridership on the Denton Enterprise Airport Zone bus failed to meet expectations.

During its regular meeting Thursday, the Denton County Transportation Authority board voted to end the service in January after learning that the bus was shuttling only about three people per day.

“There was no upward trend in ridership at all,” said Kristina Holcomb, deputy CEO for the agency.

Ridership data obtained by the *Denton Record-Chronicle* showed an average of about 90 rides per month. After construction began on Bonnie Brae Street and suspended a large portion of the Bus 7 route, the zone bus was also dispatched to assist riders needing to get to Denton County MHMR, staff said.

DCTA launched the service in August 2018. The service worked somewhat like other ride-hailing services, such as Uber or Lyft. Riders downloaded an app to request a ride within a limited area that included the airport and most of Westpark, Denton’s growing industrial park and warehouse district.

The zone bus mimicked an app-hailed bus that serves riders in Lewisville’s industrial park, the Lewisville Lakeway Zone bus. But unlike that zone bus, Denton’s zone bus didn’t link riders from an A-train station to their workplace. Instead, riders had to find their way to the bus transfer station at Fouts Field on the University of North Texas campus and then get the zone bus ride the rest of the way.

DCTA launched the app-hailed bus in lieu of extending a regular bus route, such as Bus 8, west of Interstate 35. DCTA recently tightened Bus 8’s route around UNT and the main transit center downtown.

DCTA staff told board members that they had budgeted \$100,000 for the Denton zone bus in FY2020.

The staff also said that because the bus was a pilot program, and not part of the fixed route, they could end the service without a formal review.

Title VI of the Civil Rights Act of 1964 requires government agencies that receive federal funds like DCTA to review service changes, such as canceling buses, to ensure they are not discriminating against certain groups when they do.

Nicole Recker, vice president for marketing and administration, told board members that the staff is communicating with the riders who have become dependent on the service about their other options.

Denton Mayor Chris Watts, who serves on the board, asked to see more ridership data, in case those riders end up bringing their concerns to city leaders.

“Someone may come before City Council on this,” Watts said.

Prior to the board meeting, the North Texas Mobility Corporation met briefly to discuss other issues with bus service.

The corporation is DCTA’s new subsidiary that runs the buses, not only for Denton, Lewisville and Highland Village but also for UNT and North Central Texas College.

Paula Richardson, a longtime driver and union steward for Amalgamated Transit Union Local 1338, told that board that drivers are becoming increasingly frustrated with new scheduling software.

“You have to stop the bleeding,” Richardson said, detailing the reasons several other longtime drivers left in the past few months.

Drivers say the agency is suffering its worst on-time performance ever this year, and the agency is not regularly publishing on-time performance data.

Longtime board member Connie White, who serves as a nonvoting member to the full DCTA board and a voting member for NTMC, said she had plenty of business experience with scheduling software that couldn’t translate to real life.

“It was so efficient but not possible,” White said.

Still, board members needed to see more information for on-time performance and schedule adherence, she added.

“We keep hearing that they want to do a good job and can’t,” White said. “I want to understand what’s happening.”

Fort Worth considers buying land to protect from sprawl

BY LUKE RANKER

LRANKER@STAR-TELEGRAM.COM

Each year, Fort Worth developers are turning 2,800 acres of Texas prairie into housing divisions, strip malls and warehouses.

That's equal to about 2,100 football fields.

While the growth is good for Fort Worth, [it's not great for the air and water quality](#) in North Texas or its natural habitats. [Fort Worth is growing by about 20,000](#) people a year, and to lessen the effect on the environment, city planners have pitched a partnership with the [Trust for Public Land](#), a nonprofit that advocates for public open space and helps cities develop park plans. The effort will identify high priority property still in a relatively natural state that may be worth maintaining, if the City Council gives the OK.

“To me, protecting open space is about future generations,” said City Manager David Cooke.

The idea came as welcome news to Wanda Conlin, who has advocated for more public space “probably for decades,” she said.

Specifically, she and neighbors in the Scenic Hill section of [West Meadowbrook](#) are worried about Broadcast Hill. NBC Universal deeded more than 26 acres to the city when KXAS/Channel 5 moved from its location on the hill, but dozens of acres to the east remain privately owned, mostly by oil and gas company [Total E&P USA Inc.](#)

The city created the [Tandy Hill Natural Area](#), but Conlin wants the entire hill protected by the city, she said, calling it an “environmental treasure.”

“In the spring it's just breathtaking with all the wildflowers,” she said. “Those of us who live over here are very protective of it and we don't want to see it developed.”

The city hasn't named specific properties, in order to not drive up prices, but Jennifer Dyke, a stormwater manager who has led the conservation effort, said properties like Broadcast Hill might meet the criteria for protection.

“We don’t want to end up, you know, owning everything,” Dyke said. “We want those key, most important pieces.”

To get an idea of where there is still undeveloped land worth protecting, the Trust for Public Land plans to examine data like flood plain and land use maps, said Robert Kent, the nonprofit’s North Texas director. The trust will build a website where the public can see possible zones worth protecting, weighed against how the open land would benefit public health, mitigate flooding, improve water quality and spur economic development. Cost of the land and its ecosystem preservation will also be factors.

Identifying those areas could cost Fort Worth about \$360,000, less than what [Dallas](#) spent on a similar initiative that finished last year. Dallas purchased around 40 acres of land for new parks and developed a long term plan for protecting the Five Mile Creek watershed, Kent said.

Now is the time to find and preserve land, said Stacy Pierce, executive director of [Streams and Valleys](#). Development is quickly eating up natural or semi-natural areas, potentially damaging tributaries of the Trinity River.

“If we follow through with this, we can create a respite from the hustle and bustle,” she said. “Besides, it’s much cheaper in the end than cleaning up what we mess up.”

Ideally, people should live within a [10 minute walk](#) of some kind of park or open space, Kent said. With 60% of residents living close to parks, Fort Worth is behind Dallas at 69%, Plano at 75% and Grapevine at 70%, but ahead of Arlington, where 57% live within a 10 minute walk of a park.

Fort Worth is also doing better than similarly sized cities across the country. Less than 40% of residents in Charlotte, North Carolina, Jacksonville, Florida and Indianapolis live near open space, according to a Trust for Public Land assessment.

“Fort Worth has a little bit of catching up to do, but that’s why we think it’s so important to do this now,” Kent said.

CITY COUNCIL

It’s unclear how much the city is willing to spend on public land, but Dyke said it hopes to work with nonprofit partners, like Streams and Valleys. Funding for park and open space could be

built into the 2022 bond proposal, come from the city's oil and gas revenue or be included in other budgets.

Council members largely greeted the idea with excitement when briefed last week. They'll be asked to vote on the partnership with the Trust for Public Land at an upcoming meeting.

Gyna Bivens, who represents the area around [Lake Arlington](#), welcomed protecting more land and said city staff may be surprised by how much is available. She said the lake is an asset to economic development but needed to be protected from "negligent property owners."

Abundant outdoor space has been a hallmark of the city, said Councilman Brian Byrd, who said the city needs to be forward-thinking about land.

"My sense is the people who come behind us 50 years from now, if we're deliberate like this with our space, will be very thankful," Byrd said.

But there is some skepticism.

Councilman Cary Moon wasn't sure the city had done enough with its current park space.

"Show us what y'all can do with what we already have," Moon said during the briefing. "(That) would be a good place to start."

Former Councilwoman Becky Haskin advocated for parks when she served from 1993 to 2006. Back then, Fort Worth's sprawl barely reached Denton County, but the city was in a "huge annexing frenzy," she said.

Often the city relied on developers to set aside land for open space, but the parcels frequently weren't cohesive or easy to use as park space.

She agreed that the sooner the city formed an open space plan, the better. But she remained doubtful.

"The city is always behind the eight-ball," she said. "There are so many parks now that don't meet the needs of the community."

WALSH RANCH TO LAKE ARLINGTON

Three general areas have already risen to the top.

One is the west shore of Lake Arlington. [Eugene McCray Park](#) takes up a tiny sliver, but Dyke said acquiring a buffer along the shoreline would protect the lake from pollution, provide walking and biking trails and potentially benefit stormwater drainage from the east Fort Worth neighborhoods nearby.

Sycamore Creek runs through the central part of the city before emptying into the Trinity River. The Texas Commission on Environmental Quality has tasked the city with cleaning the water closest to the river because of high levels of bacteria in the water.

Linking four parks along the creek, Hallmark, Carter, Cobb and Sycamore, with creek-side trails would prevent some pollution from washing into the creek, Dyke said. A trail system would also connect southeast Fort Worth neighborhoods to the city center and open up a large strip of public land in a part of town where the majority of residents are black or Hispanic.

On the far west side of town, parts of the Mary's Creek watershed is also worth preserving, Dyke said. The [Walsh](#) development will be home to about 50,000 people across roughly 7,000 acres, so the city should look into buying up part of the flood plain, she said. The increased development will worsen rain runoff into the creek, potentially causing flooding downstream in the Trinity River. Preserved natural land may act as a sponge for that water, she said.

Some Colleyville residents say city prioritized \$2.7M plaza over sidewalks, roads

[BY ELIZABETH CAMPBELL](#)

COLLEYVILLE

As residents gathered Friday night to celebrate the city's Christmas tree lighting at the recently completed plaza in front of city hall, others questioned why [Colleyville](#) isn't focusing on adding sidewalks to schools and working on road repairs.

The issue was debated in a public Facebook group, [Colleyville Citizens for Accountability](#).

Matthew Laiety, a Colleyville resident who also is an administrator of the Facebook group, said he keeps a close eye on what is happening in the city.

"I am very passionate about the city, and I want the best for the community, which includes basic infrastructure. Our city leaders have been much more concerned with vanity projects and leaving a personal legacy more so than ensuring the well-being of the town as a whole," Laiety wrote in an email to the Fort Worth Star-Telegram.

But city officials and residents who served on committees are painting a different picture. They describe how Colleyville is moving ahead with building sidewalks and on a five-year capital improvement plan which includes road repairs.

When asked about the questions from some residents about the \$2.7 million plaza project, councilwoman Tammy Nakamura said, "It's politics, that's all it is."

"What we had (before the plaza was built) was people sitting all over the lawn. This will give people a place to meet and enjoy events," she said.

The Plaza at City Hall has other features including a shade structure that also doubles as a stage, a pedestrian-only area and places for food trucks. The plaza, which is in front of city hall, was built with funds from a Tax Increment Finance District, which was established in 1998.

"We want the plaza to be our community focal point," said city manager Jerry Ducaj.

Colleyville surveyed residents, and many wanted an outdoor gathering place, he said. Ducay added that events are already scheduled at the plaza.

When asked about Glade Road, Ducay said that work is underway to relocate utilities, and that bids on construction to widen the road will likely take place in the spring.

But [Laiety said sidewalks are needed](#) because residents want more access throughout the city.

He lives near Bransford Elementary and a shopping center with a Whole Foods, but said the roads are too congested for pedestrians.

Larry Williamson, who serves on the city's pedestrian committee, said the plaza is a beneficial project for Colleyville and that the city is not avoiding other projects that benefit residents.

"Certainly, there will be opinions on priorities but we are absolutely becoming a 21st century city while maintaining our rural character and charm. It's a daunting task but we'll succeed," Williamson said.

Another resident, Vanessa Steinkamp, said she wants officials to focus on sidewalks that connect people to schools, parks and shopping and for work to begin on Glade Road.

"I am all for beautification in the city, but I think we need to have the basics before we go to those type of expenses," Steinkamp said.

Read more here: <https://www.star-telegram.com/news/local/community/northeast-tarrant/article238121754.html#storylink=cpy>

Californians ride wave to Texas

By STEVE BROWN

Real Estate Editor

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The tidal wave of Californians headed to Texas shows no sign of slowing, with almost 700,000 leaving the Golden State last year.

More than 86,000 of those California expats came to Texas, according to a new report by Yardi Systems.

“Texas takes second place on the podium among the most popular states for moving to in 2018, with almost 564,000 newcomers,” the report said.

About 15% of the people who moved to Texas last year hailed from California. Florida had the largest number of interstate moves in 2018, with most of the transplants coming from New York. Florida continues to be a haven for retiring baby boomers.

Most of Texas’ newcomers are moving for jobs. Texas’ employment base has grown by almost 300,000 jobs in the last year.

Dallas-Fort Worth is the top job growth market in the country, accounting for a third of Texas’ employment gains. Almost 140,000 people moved to D-FW last year, with the most relocations to Dallas and Tarrant counties.

On average, it costs Californians \$3,700 to \$4,100 to move to Texas, the analysts found.

“1,545 people per day settled in Texas last year, with Harris County seeing the greatest influx from out of state than any other region,” according to Yardi Systems.

Despite all the moves to Texas, fewer Americans are packing up for greener pastures. The U.S. mobility rate is now at the lowest level since the U.S. Census Bureau started keeping the numbers in 1947.

“And in 2018, it dropped under 10% for the first time in history,” Yardi analysts said. “However, around 31 million Americans still moved last year, and 4.6 million of them moved interstate. The interstate migration routes that attracted the most people in 2018 were California to Texas, California to Arizona and New York to New Jersey.”

Twitter: @SteveBrownDMN

CEO who brought Toyota to Texas retiring

By DOM DIFURIO

ddifurio@dallasnews.com

The executive who steered Toyota's North American headquarters move from California to Plano is retiring next year to cap off a 38-year career in the auto industry.

CEO Jim Lentz, 64, will step aside April 1 and will be replaced by the chief operating officer, Tetsuo "Ted" Ogawa, Toyota announced Wednesday.

"After finalizing our One Toyota consolidation and laying the groundwork for the future of mobility, now is the time for a new leadership team to take the next steps to help further transform Toyota," Lentz said in a statement.

Lentz oversaw a substantial number of changes at Toyota, becoming the most powerful North American CEO the Japanese automaker has seen. He started his career with Toyota in 1982 and worked his way up through the company's sales and marketing division.

He led the company as it launched its innovative Scion brand, traversed one of the worst recessions in U.S. history and restructured Toyota's North American operations. Well regarded in business circles, Lentz recently joined the board of directors of the Texas Economic Development Corp., a business attraction organization.

Lentz is well known for his February 2010 testimony before a congressional committee investigating complaints about Toyota vehicles accelerating without warning. He was candid, saying recalls of some 8.5 million vehicles worldwide and more than 6 million in the U.S. may not solve the problems.

He said at the time that an electronic cause could not be ruled out, although Toyota and U.S. government agencies did make controversial determinations later that the problem was caused by sticky gas pedals and floor mats pushing on the accelerator, not electronics. Toyota was fined \$50 million for being too slow to report safety problems to U.S. regulators.

Lentz, often described as a mild-mannered executive who led with a low-profile authority, made the decision in 2014 to consolidate Toyota's North American operations onto one campus and move its headquarters from Torrance, Calif., to Plano. More than 4,000 employees now work at the 2 million-square-foot complex that opened in 2017. It brought the company's automotive, finance and technology businesses into one location.

"Jim Lentz has had an incredible impact on our company. He has been an outstanding leader and was instrumental in restructuring the company and bringing together our North American region," Ogawa said in a statement. "He deserves a lot of credit for all he has accomplished in his many roles around the globe and he will be greatly missed."

What's next for Toyota

Ogawa joined Toyota in 1984 and has held various top positions, including executive vice president and chief administrative officer in North America, and deputy chief executive officer in its China region and president of its Chinese investment company. He'll focus on further transforming Toyota into a mobility company.

The company's Toyota Connected division is experimenting with ways to use the real-time data of car technology to improve the in-car experience for drivers. The company also is invested in autonomous driving technologies and alternative forms of moving people around cities and highways.

Lentz's retirement makes sense to Jeffrey Liker, professor emeritus at the University of Michigan and author of *The Toyota Way*.

"Toyota has tended to encourage their leaders to leave at around 65 and they feel there's a benefit to having turnover of leaders," Liker said.

But the professor who wrote the book on Toyota's managerial culture considered it a little curious that Lentz wouldn't be replaced with an American.

"Frankly, the reason that typically would happen is if they didn't have somebody waiting in the wings who they felt was ready and who was American," said Liker, who noted that Lentz was the first American trusted with a nearly autonomous CEO role over North American operations by the risk-averse Japanese leadership.

His background in the U.S. was something leadership overseas valued, Liker said.

'One Toyota'

After becoming chief executive of the North American region in 2015, Lentz made a bold decision to combine Toyota's siloed U.S. manufacturing, sales and finance operations. Two years later, more than 2,800 employees made the move from California to a new corporate campus in Plano.

He called the move "One Toyota" and said it got all of North America on the same page, improving the speed of decision-making to handle fast-paced industry changes. The move will likely be Lentz's legacy with the company, considering the importance of North American sales to Toyota. In the first half of 2019, North American sales outpaced Toyota's sales in any other region.

"I think he's one of the most unassuming CEOs I've ever met," said Plano Mayor Harry LaRosiliere. He recalled Lentz's commitment to moving no less than 75% of the company's workers to Plano.

"I remember Jim said, 'My goal is 75%,' and wouldn't you know it, they got 75%," LaRosiliere said. "He was determined to make the move a good move for the company in all the right ways."

Lentz said he has positioned Toyota in the U.S. to handle the shift away from cars to trucks and SUVs, as well as a pending shift to electric, hybrid or hydrogen fuel cell propulsion systems. Toyota also is developing its own autonomous vehicles. Lentz said the move to autonomous or electric vehicles will take a long time, and even if he stayed longer, he wouldn't be around long enough to see the company through the changes.

Toyota operates 14 manufacturing plants in North America, employing more than 47,000 people. Its 1,800 North American dealerships sold 2.8 million cars and trucks in 2018.

Helping North Texas

Under Lentz's direction, Toyota also has quickly made a sizable impact in North Texas. Employees were encouraged early on to join the boards of nonprofits and lend their expertise to community organizations. Its engineers regularly volunteer to work on solving community problems, such as helping Parkland Hospital in Dallas improve wait times in its emergency room.

Before it even relocated, the automaker donated more than \$2 million to the Plano Independent School District, Dallas Area Rapid Transit and other organizations in a two-year span.

Toyota's culture emphasizes that its purpose as a company is to contribute to society, Liker said. "And that starts at the top," he said.

The Associated Press contributed to this report.

Twitter: @DomDiFurio

North Texas making strong push for Virgin Hyperloop center

- Neetish Basnet nbasnet@bizpress.net

North Texas is going all-in for hyperloop, as the region hopes to become a frontrunner at incorporating the groundbreaking transportation technology.

Virgin Hyperloop One assures it can transport commuters and cargos at speeds up to 670 miles per hour.

The North Central Texas Council of Governments (NCTCOG) wants Virgin Hyperloop One to bring that technology to and build its first-ever Certification Center in the Dallas-Fort Worth metroplex.

For that, NCTCOG is submitting a proposal to the Los Angeles-based company, which is backed by billionaire investor Richard Branson.

Virgin Hyperloop One is looking for a host site to develop a center to test and validate its futuristic hyperloop technology and operations in the U.S.

About two dozen governmental entities are believed to be fighting and submitting proposals to build the center by the Dec. 13 deadline.

NCTCOG is submitting the only proposal from Texas and has high chances for selection, NCTCOG Director of Transportation Michael Morris said.

"We'll be shortlisted. We've worked with them for two or three years," Morris told the Business Press. "I couldn't imagine us not making it unless we totally misunderstand their proposal."

Virgin Hyperloop said it expects the center would be funded through public and private sources.

In its proposal, NCTCOG provides four different funding options to choose from, ranging from private businesses to tax-payer backed initiatives. However, Virgin Hyperloop One is yet to disclose any cost estimation on the facility.

It also presents eight corridors where an actual hyperloop track can be installed – which includes parts in Tarrant and Dallas counties, as well as near DFW Airport.

Morris said the metroplex has got everything a company trying to showcase a new technology is looking for.

"Good working environment, good and reasonable housing costs, great universities, centrally located, great access," Morris said. "Why DFW? Because it's a good place."

The Dallas-Fort Worth Regional Transportation Council last year announced it is considering hyperloop technology at two potential corridors – Dallas to Fort Worth, through Arlington; and Fort Worth to Laredo, through Austin.

Virgin Hyperloop One estimates it can shorten travel time from Fort Worth to Laredo to 47 minutes. As an example, if one million passengers traveled the route in hyperloop instead of driving, it could save them about 2.4 million hours, or 279 years.

"Who should be focused on innovative logistics and technologies? It should be us," Morris said. "I think we owe it to the rest of the country to be a leader in technology."

Hyperloop propels transport pods via electric propulsion through a low-pressure tube. The carrying vehicle glides above the track using magnetic levitation. The system is autonomous and emits no carbon.

Depending on regulatory and statutory processes, Virgin Hyperloop One plans to have operational systems in place in the next 5 to 7 years.

Virgin Hyperloop One has divided the site selection process for its Certification Center into four different phases. After the selection, the company has said it will begin construction of the facility by 2021.

In November, Virgin Hyperloop One released a request for regions, local or state entities to submit proposals asking to build a center.

Within days of Virgin's announcement, West Virginia Sen. Joe Manchin sent a letter to Branson, promoting his state as a suitable site to build the proposed certification and test center.

"[I'm] convinced that this is a giant leap forward into the future of transportation, an engine that will change the way we travel and transform the national landscape," Manchin wrote. "I am just as convinced that my state of West Virginia is the partner you are seeking to make this a reality."

Competitions might be tough as proposals will be coming in from across the U.S. And, NCTCOG is prepared to battle it out.

NCTCOG is coordinating with the Texas Department of Transportation in the hyperloop project. It is also seeking partnerships with local universities to study and assist in the process.

"I don't take anything for granted," Morris said. "We're working hard all the way to the end when we submit to them [Virgin]. My goal is to get to the next phase."

Many North Texans already caught a glimpse of the future when Virgin Hyperloop One brought its XP-1 pod to AT&T Stadium earlier this year, as a part of a traveling exhibit.

Virgin Hyperloop One (VHO) has constructed a half-a-mile, full-scale test track in North Las Vegas, where the world's first hyperloop manufacturing plant was also built-in 2016.

A hyperloop track is expected to open from Dubai to Abu Dhabi in 2020. India also announced earlier this year its plans to work toward and complete its hyperloop route connecting Mumbai to Pune.

This isn't science fiction — hyperloop is an option for mass transit through Texas

By Mary Huber, Statesman

How feasible is a 700-mph hyperloop that would send riders in a near-vacuum tube from Laredo to Fort Worth in 48 minutes?

Engineers think it's pretty feasible.

Hyperloop, which uses electric propulsion to shoot passengers in a pod through low-pressure tubes, ranks the highest among possible high-speed transportation options to connect Texas cities along the Interstate 35 corridor, according to a study presented this week to Capital Area Metropolitan Planning Organization, or CAMPO.

And while a Hyperloop system doesn't exist yet anywhere in the world, outside of a test site in the Nevada desert, Steven Duong, urban planner for the engineering firm AECOM, said the technology has advanced quickly enough that it is a reasonable contender for high-speed transit across the state.

"While it is obviously dramatic and fanciful, there is also a lot of reason for optimism," he said. "Our opinion is that it has developed fast enough and far along enough in the last four years that knowing that the time horizon for potential technology deployment in the state of Texas is a ways off, it does seem like it is an important technology worth considering."

The idea for high-speed travel through vacuum tubes did, in fact, begin as science fiction, more than a century ago. However, the concept transformed into an attainable goal after billionaire Elon Musk unveiled his idea for a high-speed hyperloop transit system in 2013, spurring interest from investors.

Now, at least two hyperloop companies exist in the world, [Virgin Hyperloop One](#), which started in a California basement and is now a multimillion-dollar company; and Hyperloop Transportation Technologies, which is expected to unveil its first hyperloop system in Dubai as early as next year.

The technology — which is electric, autonomous and twice as fast as a plane — has excited transportation officials and is one of many options being considered in the Fort Worth to Laredo High-Speed Transportation study, which was funded by the North Central Texas Council of Governments and conducted by AECOM.

Others on the table include maglev trains, a technology already employed in China and Japan that uses magnetic propulsion and magnetic levitation instead of wheels on a track; guaranteed transit, a technology that would involve an autonomous, electric bus that moves down a managed lane with dynamic pricing; high-speed rail; higher-speed rail and conventional rail.

Highest score in study

Duong said hyperloop scored the highest, from a technology-standpoint, and maglev second, with stops along each of the major cities on the corridor, including Laredo, San Antonio, Austin, Killeen-Temple, Waco and Dallas-Fort Worth.

Estimations are that hyperloop would reduce a nearly 6½-hour car trip on that route to less than an hour, transporting 16,000 passengers in that time.

Duong did not include cost estimates for the various technologies or where specific routes would run, though he did mention the likelihood that tracks through Central Texas would be placed east of Austin, after Travis County Judge Sarah Eckhardt asked about land preservation in anticipation of the new technology coming online.

Kristen Hammer, business development manager for Virgin Hyperloop One, which is consulting for the high-speed transportation study in Texas, said the track doesn't require a lot of room.

"We can squeeze into pretty tight spaces because we are elevated on columns, so highway medians, abandoned rail lines," Hammer said. "We take up less room than high-speed rail."

Duong said best cost estimates come from the technology companies, and those vary depending on the route. Hammer said a feasibility study for hyperloop in Missouri had estimated construction costs at roughly \$40 million per mile. At that rate, a 430-mile system in Texas would cost about \$17 billion. Hammer said the variations in price depend on the terrain and how consistent the column heights need to be.

According to AECOM, hyperloop also scores well as a high-speed transit option in Texas because it is both a freight and passenger system, which means the technology could be extended to places like Monterrey and used to transport goods across the U.S-Mexico border.

Duong said more detailed information about project costs and routes will be included in the completed high-speed transportation study, due out early next year.

Reality or pie in the sky?

But some CAMPO officials questioned whether hyperloop is more "pie in the sky" than reality. "I would like to see a little more analysis on how much of that benefit can we get from an existing technology like higher speed rail because that's better than what we have today," CAMPO Executive Director Ashby Johnson said. "I am concerned about the amount of time it would take for development of the technology, in addition to the time it would take to test, and then the safety issues that may or may not be involved. Rather than put something off waiting for the perfect, the good might be fine."

Hyperloop is in its infancy, but Duong said the technology doesn't have any "fatal flaws." And, according to Hammer, Virgin Hyperloop One could be ready to start construction in six months upon signing a contract, minus the regulatory hurdles it has to overcome.

So far, a regulatory framework for something like hyperloop doesn't exist.

In March, U.S. Transportation Secretary Elaine Chao [announced at South by Southwest Interactive in Austin the creation of a new Non-Traditional and Emergency Technology Council](#) to tackle that problem, providing oversight for new technologies like hyperloop, drones and autonomous vehicles.

Hammer said, in the meantime, Virgin Hyperloop One engineers are fine-tuning the technology, anticipating possible safety concerns and finding ways to tackle those so they can meet regulatory requirements once they are created, likely in three to five years. Add about the same

amount of time for construction, Hammer said, and it's likely we won't see any vacuum tubes on the ground in the U.S. for another decade.

"When we are talking about building a couple hundred miles of track, it's not a fast process," Hammer said.

Virgin Hyperloop One plans to open a certification center in 2021, in a place yet to be determined, where it can bring in regulators to see the technology. Hammer said conversations are being about Texas as a potential home for the site.

Urban farm sprouts on unused DART property beside South Dallas station

The garden will serve a food desert in need of healthy options and could take root elsewhere if the pilot program is successful.

By Sriya Reddy, Dallas Morning News

A vacant plot of land next to a DART station could become an oasis for the Frazier neighborhood in South Dallas' food desert.

Seven organizations and nonprofits have teamed up to create urban farms in vacant lots owned by Dallas Area Rapid Transit, starting with a pilot program next to Hatcher Station.

"We call ourselves community builders," said Dorothy Hopkins, CEO of Frazier Revitalization Inc. "We're really trying to make Frazier a better place to live and trying to help the residents who live here be stronger and understand that their combined forces has the ability to create change."

At first glance, the 16,000-square-foot plot looks almost empty. Look one way, and there are 18 wooden boxes with seedlings planted inside next to a wire fence that separates the land from train tracks. The other end of the property is bare except for a giant tarp that's being used to kill off grass, depriving it of sunlight rather than using chemicals.

Hopkins said that Frazier is one of the most marginalized communities in Dallas, with low employment and high poverty. It is Frazier Revitalization's mission to change that, with help from the urban farm and other projects.

Across the street from the station is another of Frazier Revitalization's initiatives, the Parkland Hatcher Station Health Center. In 2017, DART executive Michael Miles saw a pop-up market hosted by the health center and had an idea for the vacant plot.

"It occurred to him that we can create a community garden or community farm spot and use the land in a better way to help the community," Doric Earle with Frazier Revitalization said. "Long story short, DART applied to the North [Central] Texas Council of Governments and got a grant for \$29,000 to support several organizations working together to create this Hatcher Station training farm and community garden."

Families in the neighborhood will eventually be able to adopt boxes in the garden and learn about growing and selling their own fresh produce. Such urban farms can help subsidize income, Restorative Farms manager Tyrone Day said

"Not everyone can buy a pack of greens for \$2 or \$3," he said. "But seeds are just 60 cents."

By adopting a wooden box to grow produce in, Day said, community members can grow food that works for their household, while also improving options in a food desert where nutritious fare is scarce.

"African Americans eat different from Europeans and other ethnicities," Day said. "There is a dynamic and unique culture in gardening."

The Hatcher Station farm will include a washing center, an office and a 40-foot-long hydroponic container, a farming method that uses a fraction of the water by submerging a plant's roots in nutrients.

Big Tex Urban Farms, a State Fair of Texas initiative that is contributing to the efforts at Hatcher Station, started using hydroponics in 2017 and began to focus on that method more this year, said Jason Hays, vice president of brand experience for the State Fair. He believes Hatcher farm can lead to even bigger things in South Dallas.

"We have not found another project like this in the United States and in the world," Hays said. "It's a really ambitious, interesting, innovative, unique project that is happening right here."

DART owns about 200 more unused lots around the area. If the Hatcher Station pilot is successful, the initiative could bloom throughout Dallas.

High-rise project at DART's Mockingbird station still on track

Trammell Crow would build towers on parking lots.

By Steve Brown, Dallas Morning News

Dallas developer Trammell Crow Co. and Dallas Area Rapid Transit are inching closer to a deal to build a huge mixed-use project at the transit line's SMU/Mockingbird Station.

The development deal with Crow Co. has been in the works for more than a year and still has a long way to go.

But this week, DART's board voted to execute a master development agreement for the project. "Trammell Crow's plan is to construct an underground parking garage and residential and commercial towers on surface parking lots at the station," DART said in an announcement.

Building a high-rise project on the parking lots at Mockingbird Station has been a dream of the transit authority and developers for more than a decade.

Last January, DART selected Crow as the developer of the property after considering proposals from multiple real estate firms.

And a year ago, DART detailed Crow's preliminary plans for the project that would include two 20-story residential buildings with 682 units, 19,000 square feet of retail space plus offices and a hotel on the site just east of North Central Expressway.

A Crow Co. representative said the developer would have no comment on the DART board's latest action.

DART's Mockingbird station opened in 1997 as part of the commuter rail line's first phase north of downtown. It's still one of the busiest whistle-stops on the system.

Crow still has to negotiate a 99-year lease for the station property and must build a huge underground parking garage to replace the surface lots now used by commuters, according to DART.

While Crow and DART have continued their planning, next door another developer has already broken ground for its own high-rise mixed-use project.

Chicago-based Convexity Properties is building a 28-story apartment tower as part of its 12-acre project adjoining the DART line.

UTA developing better bridge inspections

UTA using non-contact testing to help TxDOT detect, plan for needed bridge repairs

UNIVERSITY OF TEXAS AT ARLINGTON

The University of Texas at Arlington has received funding from the Texas Department of Transportation (TxDOT) to use a testing system invented by a UTA researcher to inspect bridges for repairs without disrupting Texas commuters.

Suyun Ham, assistant professor of civil engineering, and Simon Chao, professor of civil engineering, have received a \$534,000 TxDOT grant to use Ham's non-contact testing system to make faster, easier and more accurate determinations about when and where bridge repairs are needed. Chao, who is co-principal investigator on the project, will support the effort to evaluate the structural integrity of bridges.

"I'd like to congratulate Professors Ham and Chao on receiving this funding. It is clear recognition of their leadership in the critical field of condition evaluation," UTA President Vistasp Karbhari said. "Advances being made by researchers such as Drs. Ham and Chao in automating assessment and enabling rapid evaluation of the condition of our bridges are crucial to the maintenance of critical infrastructure in Texas and the nation. UTA continues to make a significant impact in our community as a leader in non-destructive testing methods through research that will have immense applicability to TxDOT."

Ham's system uses sensors mounted to a moving platform that can be pulled behind a vehicle. It detects mechanical waves created by an automatic impacting instrument striking the surface of the bridge. The waves can penetrate the bridge surface up to three feet deep and be mapped to a 3D image, similar to an MRI, to show hidden damage. Current methods require workers to drag or tap on the surface and listen for hollow sounds that could indicate potential problems.

Because the system is mounted on a trailer and operates on a particular frequency, it is not necessary to close lanes for testing, and it can give engineers better insight into the entire structure, which can be difficult to access.

"Our goal is to help TxDOT create better, more accurate maintenance plans to prevent economic losses due to unnecessary repairs or because necessary repairs weren't made in a timely manner," Ham said. "We can help them extend the service life of bridges by using the reliable data we collect to adjust their planned maintenance. This technology will make it easier for industry, engineers and city planners to make well-informed decisions about the way forward for bridge maintenance and repairs."

UTA students Sanggoo Kang, Dafnik David, Yin-chao Wu, Muil Yang and Mohammed Alani round out the research team.

"Dr. Ham has created an innovative robotic system that will greatly impact TxDOT's ability to maintain, replace and plan for potential repairs of its infrastructure," said Ali Abolmaali, chair of the Civil Engineering Department. "In addition to significant cost savings, the ability to evaluate infrastructure without major closures will eliminate some of the commerce-related impact of current testing practices and allow people to travel throughout Texas without delay."

UTA has been an important TxDOT partner in evaluating and improving the state's highway infrastructure, with a wide range of projects that include workforce development for concrete

paving experts and studies that examine the safety, durability and environmental impact of the state's roads and bridges.

Californication of Texas accelerates as companies, people hightail it to Dallas-Fort Worth

By Bill Hethcock, Dallas Business Journal

“How many of you in the room have moved to Texas from California,” Gov. [Greg Abbott](#) asked a ballroom full of business leaders at a recent luncheon in a downtown Dallas hotel. About a dozen people scattered throughout the event slowly raised their hand.

“Next question: How many of you have moved to Texas from California, but you were apprehensive about raising your hand,” Abbott asked to a room full of laughter.

The Dallas-Fort Worth region continued to attract more than its fair share of relocating and expanding companies in 2019, and the Californication of the Lone Star State accelerated.

More than 650 companies moved 765 facilities out of California in the past two years, and Dallas-Fort Worth has been the beneficiary of many of the relocations, according to a report released late this year.

The departures from the Golden State between January 2018 and last month involve corporate headquarters, manufacturing facilities, data centers, research hubs, software and engineering centers and a few warehouses, according to business relocation expert [Joe Vranich](#), president of Spectrum Location Services, which produced that report.

“Obviously a lot of them are going to Texas,” Vranich said in an earlier interview with the *Dallas Business Journal*. “It just makes sense.”

Pharmaceuticals giant McKesson Corp. (NYSE: MCK), one of the largest companies in the country, in early 2019 moved its global headquarters from San Francisco to Irving’s Las Colinas area. The headquarters move became official on April 1.

Other companies aren't moving their HQs, but they're still placing big bets on DFW.

[Uber](#) Technologies Inc. (NYSE: UBER), headquartered in San Francisco, in August announced plans to set up a major hub with at least 3,000 employees near Dallas' Deep Ellum area. The \$125 million project will make Dallas the company’s largest hub outside of the Bay Area.

The decision by ride-sharing giant Uber will expand Dallas’ growing reputation as a hub of innovation, Abbott told business leaders in a recent State of the State address at a luncheon of the Dallas Regional Chamber.

“That’s is the kind of thing that other people will pay attention to and say, ‘Gosh, if Uber is going to Dallas, then that’s a great place for us to go start a business,’” Abbott said. “This is the kind of thing that snowballs. Uber is really a door opener for so many other businesses that will follow.”

Core-Mark Holdings Co. (Nasdaq: CORE), a distributor for convenience stores and a Fortune 500 company, moved its headquarters to Westlake, from San Francisco, in 2019. The HQ move was announced in late 2018 and became official in May.

Chip 1 Exchange, a distributor of electronic components, in July announced it was moving its U.S. headquarters and logistics operations from Orange County, California, to Fort Worth.

"Chip 1 looked at multiple locations when choosing the best fit for expansion," [Damon Pouya](#), Chip 1 Exchange chief operating officer, said in a statement at the time. "Based on the economic growth potential and demand in workforce, Fort Worth will be a great fit for our expansion into Texas. Fort Worth offers ideal resources and plenty of eager, willing employees looking to learn and grow."

In November, Charles Schwab Corp. announced it is acquiring rival TD Ameritrade Holding Corp. (Nasdaq: AMTD) and will shift its corporate headquarters from San Francisco to Westlake once the companies have combined.

"Both companies have a sizable presence in the Dallas-Fort Worth area," Charles Schwab said in a statement announcing the move. "This will allow the combined firm to take advantage of the central location of the new Schwab campus to serve as the hub of a network of Schwab branches and operations centers that span the entire U.S. and beyond."

Many, but not all, of the 2019 relocations and expansions in DFW involve companies from California.

In April, Allstate Insurance (NYSE: ALL) announced a major expansion in Irving that will support about 1,300 new jobs and come with an \$11 million investment by the Illinois-based company.

PGA of America, meanwhile, is in the midst of moving its headquarters from Palm Beach Gardens, Fla., to Frisco. The organization of golf professionals built a temporary office in Frisco this year and will shift its corporate home in 2022 with the completion of its new headquarters that will be within a 600-acre mixed-use development with championship golf courses, a resort hotel and upscale office space.

Qualtrics – which has co-headquarters in Provo, Utah, and Seattle, Wash. – plans to add about 200 employees in 2020 in the Dallas area, the company announced Dec. 12. The jobs, adding to the more than 100 it already has in the area, will include sales, customer service and recruiting.

With the expansion, business software provider Qualtrics also unveiled a new 40,000-square-foot Plano facility set to be completed in the spring.

Fort Worth Taxpayers Bailing Out Granger's Panther Island?

With J.D. Granger's boondoggle running out of money, Tarrant Regional Water District's Jim Oliver is saddling local taxpayers with more debt to keep the project alive.

By Robert Montoya, Texas Scorecard

This week, the board of a North Texas water district voted to saddle local taxpayers with more debt to keep afloat a nearly bankrupt redevelopment boondoggle run by the son of a congresswoman.

Panther Island is a massive taxpayer-funded government project conceived in 2003 to reroute the Trinity River via a 1.5-mile bypass—and redevelop prime Fort Worth real estate—under the guise of flood control.

The project is a joint venture involving the U.S. Army Corps of Engineers (USACE), Texas Department of Transportation (TxDOT), Tarrant County, the Tarrant Regional Water District (TRWD), the City of Fort Worth, and the Trinity River Vision Authority (TRVA). The TRVA is tasked with coordinating the project.

J.D. Granger—son of U.S. Rep. Kay Granger—was hired in 2006 to head the TRVA, with the support of TRWD General Manager Jim Oliver. Granger was hired even though he lacked any related education or work experience.

In 2019, after 13 years of cost overruns and delays, a third-party firm was hired to perform a programmatic review of the troubled project. According to a review conducted by Riveron, Granger's Panther Island was estimated to cost \$435 million. By 2018, Granger's TRVA had spent over \$383 million—with no construction completed, and only the design phase finished. TRWD's lawyers later told Texas' attorney general that the design phase was, in fact, not finished.

The TRVA has yet to undergo either a financial or forensic audit of where these taxpayer funds were spent.

As the project was coming together, the estimate of \$435 million was divided among the government entities involved; but even combined, the entities still found themselves \$86 million short of the cost estimate.

To make up for this shortfall, the City of Fort Worth created a Tax Increment Reinvesting Zone (TIRZ). Texas Public Policy Foundation describes a TIRZ—also called a Tax Increment Financing District (TIF)—as a boundary drawn around an area by local governments for a specific time period. Property taxes collected within a TIRZ's first year set its baseline. Taxpayer dollars expected to be collected each year above that baseline become collateral for a loan to the TIRZ for redevelopment, and a government agency is set up to manage spending while TIRZ revenues are paid back to the lender.

Fort Worth created Panther Island's TIRZ in 2003 to last for 40 years. Riveron reported TRWD loaned the TIRZ \$200 million, well above the estimated \$86 million shortfall.

Earlier this month, Sandy Newby, TRWD's chief financial officer, reported to TRVA's board that Panther Island's TIRZ only has \$73,900 remaining from TRWD's \$200 million loan.

Unless more funding arrives, Newby recommended no Panther Island invoices be paid after the end of the year. “\$73,000 will probably get us through December, but no further,” she said.

At that meeting, Oliver agreed to have the TRWD board look into taking on January’s payments. On Tuesday, TRWD’s board voted unanimously in favor of issuing commercial paper—short-term debt—to pay January’s invoices.

The debt will be issued “in increments in order to just pay for the actual invoices themselves,” Newby said. “The TIF is generating enough revenues to cover the debt related to this commercial paper and our ongoing debt service.”

The board also voted unanimously to reassign a portion of TRVA’s contracts to TRWD, with Fort Worth receiving the other portion.

“All contracts from this point forward ... will be coming to this board for approval,” Newby said.

Sources in Tarrant County believe this may not be the last time Oliver uses commercial paper, as he could saddle TIRZ taxpayers with more debt to cover February’s invoices.

These moves further confirm **Oliver’s statement to Texas Scorecard in October**: “The TRVA, as it exists today, will be absorbed into TRWD.”

Granger himself told *Texas Scorecard*, “I’m still going to be under Jim [Oliver], no matter what.”

These statements and recent actions give the appearance of Granger and Oliver maintaining firm control of Panther Island, keeping taxpayers vulnerable to the consequences of their irresponsible decisions.

Congresswoman Granger, who used her position to help secure federal tax dollars for Panther Island, faces a challenger in the Republican primary. **Former Colleyville City Councilman Chris Putnam has made her involvement with the boondoggle a centerpiece of his campaign.**

Concerned Texans may contact the **Fort Worth City Council** and the **Tarrant County Commissioners Court**, both of which contribute local taxpayer funds to the project.

Fort Worth To Host NCTCOG To Open Online Input Opportunity Through Jan. 7

Anyone with questions or comments is encouraged to provide input online through Jan. 7.

By Press Release Desk, Patch

The North Central Texas Council of Governments (NCTCOG) will conduct an online input opportunity to allow residents to comment on transportation projects and programs affecting the region.

Anyone with questions or comments is encouraged to [provide input online](#) through Jan. 7. These are the topics:

Proposed modifications to the list of funded projects. A comprehensive list of funded transportation projects through 2022 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 regularly and posted for review and comment.

DFW Airport electric bus partnership. The Dallas-Fort Worth International Airport has identified a need for additional airside buses to shuttle passengers from the ramp to the terminal. The buses needed are available in a zero-emission electric platform, but costs to purchase electric buses are substantially higher than the cost of purchasing diesel airside buses. Since this initiative supports efforts to attain federal ozone standards, NCTCOG staff has proposed a strategic funding partnership to assist the airport in purchasing electric rather than diesel buses.

Auto occupancy verification technology. The Regional Transportation Council's current Tolled Managed Lane Policy includes a provision for peak-period carpool discounts but requests an exploration of automated occupancy verification technology. NCTCOG, with cooperation from regional partners, has contracted with Carma Technology Corp. to develop an occupancy verification technology solution. The technology will launch in January. Staff will provide information related to the launch.

Hyperloop certification center initiative and reaffirmation of high-speed rail from Dallas to Houston. Staff will provide a status report on Hyperloop technology in the region.

Input received is provided to the Regional Transportation Council. Comments or questions may be submitted on the specific items listed or other transportation and air quality topics. [Email your comments](#) or mail them to P.O. Box 5888, Arlington, Texas 76005.

Does fracking cause quakes?

By SIMONE CARTER

Staff Writer

North Texas has long been known for its destructive tornadoes and fierce thunderstorms, but earthquakes? Not so much.

In recent years, though, many have noted an uptick in the number of quakes in the Lone Star State. One such person consulted Curious Texas, an ongoing project from The Dallas Morning News. The idea is simple: You have questions and our journalists are trained to track down answers.

A reader named CeeCee asked:

“I visit my family sometimes for 1-9 weeks at a time. I have noticed what seems an increased number of earthquakes. Is fracking a cause?”

The short answer is yes, said Heather DeShon, a seismology professor at Southern Methodist University. But how exactly it causes the quakes — be it from the wastewater disposal procedure associated with fracking or the process itself — varies by region.

Hydraulic fracturing, or fracking, is a controversial drilling process that extracts oil and gas from the earth by injecting water, sand and chemicals into rock. Advocates say it’s a clean way to produce oil and gas from previously unproductive regions, according to the United States Geological Survey.

But critics say that fracking can pollute air, destroy water supplies and release greenhouse gases that contribute to climate change. And, yes, some fracking-related processes have been shown to trigger earthquakes.

The Dallas-Fort Worth area was more prone to quakes than any other part of Texas when the area’s seismic activity peaked between 2015 and 2016, DeShon said. No earthquakes had been documented in North Texas until 2008. Before then, the faults beneath the region hadn’t moved in around 300 million years.

“I think that for people who live in North Texas, the earthquakes were alarming,” DeShon said.

Over the last decade, though, minor earthquakes have been reported across North Texas, including in Irving, Fort Worth and beneath Lake Lewisville. The largest human-caused earthquake in North Texas hit the town of Venus in May 2015, registering 4.0 magnitude, DeShon said.

Alexandros Savvaidis, manager of the TexNet Seismic Monitoring Program, said it’s unlikely that fracking itself caused the area’s earthquakes. Rather, he said, the wastewater disposal process is probably to blame.

Just as North Texas’ seismicity has slowed since 2016, West and South Texas have become more earthquake-active, DeShon said.

For years, scientists knew that fracking-related operations caused quakes in West Texas. Until recently, though, they weren’t sure exactly how.

But in a recent study, Savvaidis and his team at the University of Texas at Austin found that many West Texas quakes are caused by fracking itself.

“We identified that it’s likely the hydraulic fracturing can be a cause of seismicity in the Delaware Basin,” Savvaidis said.

Quakes have spiked in number in other parts of Texas, too. Between 2014 and 2018, upward of 85% of South Texas earthquakes in the Eagle Ford Shale Play were linked to fracking activity, according to the Houston Chronicle .

Quake safety tips

The Dallas Fort Worth area is the state’s highest-risk region for earthquakes because of its large population, DeShon said. Even though it’s rare to feel a quake in this area, it’s important to remember the following safety steps:

Drop to the ground

Cover your head

Hold on until the shaking stops

DeShon also said it’s important to stay put if you’re inside a building in order to avoid being hit by falling ceiling tiles or bricks while moving.

Once the quake has passed, experts suggest reporting the quake via the USGS’ “Did You Feel It” survey. Doing so helps to create response maps that indicate the extent of the damage.

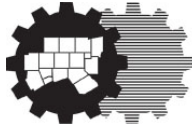
Most Texas quakes are low in magnitude. Even so, researchers agree on one thing, DeShon said.

“We certainly want to see a decrease in human-induced earthquakes,” she said. “We want human-induced earthquakes to go away.”

Tell us!

What do you wonder about the culture, people and institutions of North Texas — and the rest of our great state? Send us your Curious Texas questions by texting “DMN” to 214-817-3868. Follow the prompts and introduce yourself to us, share your story or questions, and we’ll text you with information as we report the story. You can also share your questions, vote on other reader- submitted queries and read other Curious Texas stories at dallasnews.com/curious-texas.

Twitter: @simcarttweets



North Central Texas
Council of Governments



**Dallas-Fort Worth
CLEAN CITIES**

PRESS RELEASE

Contact: Brian Wilson
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bwilson@nctcog.org

Bailey Muller
(817) 695-9299
bmuller@nctcog.org

DFW Fleets Recognized for Actions to Improve Air Quality

Recipients contributed to regional savings of over 23 million gallons in 2018

Dec. 17, 2019 (Arlington, Texas) — The Dallas-Fort Worth Clean Cities Coalition on Dec. 17 announced the winners of its Fleet Recognition Awards. For the first time in the awards' five-year history, there were entities that brought home the Gold. The cities of Euless and Southlake and Dallas Area Rapid Transit earned the top award for their efforts to reduce emissions and improve the fuel efficiency of their fleets.

Twenty-one public-sector fleets were selected for their actions to lessen their total transportation energy use. Three levels of awards – Gold, Silver and Bronze – were possible, based on entities' scores on the DFW Clean Cities' annual fleet survey. In addition to the three Gold winners, there were 11 Silver and seven Bronze recipients.

The Silver winners were Carrollton, Coppell, Dallas, Dallas Fort Worth International Airport, Denton, Denton County, Flower Mound, Irving, Lewisville, Mesquite, and North Richland Hills. The following were recognized with Bronze status: Addison, Denton Independent School District, Plano, Richardson, Tarrant County, Trinity Metro and Watauga.

Six of this year's winners – Coppell, Euless, Flower Mound, Richardson, Southlake and DART – were inaugural winners in 2014. Watauga and Mesquite were honored for the first time this year for fleet efficiency.

The public-sector fleets recognized were required to provide details on their move toward cleaner operations through the DFW Clean Cities annual report. Strategies can include using alternative fuel vehicles, reducing idling or using technology to improve efficiency of operations.

This year's winners contributed to reducing:

- 23,243,022 gallons of petroleum
- 753,602 pounds of ozone forming nitrogen oxides (NOx)
- 41,493 tons of greenhouse gas emissions

Each entity could earn up to 45 points for emissions reduction, 25 points for fuel consumption, 20 points for partnerships and 10 points for outreach and awareness efforts. Gold Level status required 85-100 points; Silver Level status required 55-84; and Bronze Level required 40-54.

For more information regarding the qualification process, the Clean Fleet Policy and other important details, visit www.dfwcleancities.org.

About the North Central Texas Council of Governments:

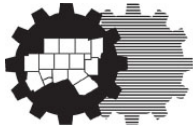
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Dallas-Fort Worth Clean Cities Coalition:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally-based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector.

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North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG Welcomes Online Comments Beginning Dec. 9

Opportunity to provide input on transportation projects extends 30 days

Dec 9, 2019 (Arlington, Texas) — The North Central Texas Council of Governments invites the public to review and provide comments online on a new way to receive peak-period managed lane discounts, the hyperloop certification center initiative and other transportation-related projects. Information will be posted at www.nctcog.org/input for public review and comment Dec. 9, 2019-Jan. 7, 2020.

The Regional Transportation Council's current Tolled Managed Lane Policy includes a provision for peak-period carpool discounts but requests an exploration of automated occupancy verification technology. NCTCOG, with cooperation from regional partners, has contracted with Carma Technology Corp. to develop an occupancy verification solution. The technology will launch in January 2020. Information related to the launch is provided.

Additionally, Virgin Hyperloop One is seeking a location for a facility to certify its technology, and North Texas has expressed interest. A status report on hyperloop technology in the Dallas-Fort Worth area will be posted online, as well as a reaffirmation of the Regional Transportation Council's support of high-speed rail from Dallas to Houston.

Dallas-Fort Worth International Airport has identified a need for additional buses to shuttle passengers from the ramp to the terminal. The buses are available in a zero-emission electric platform, but electric buses are more expensive than diesel buses. Since this initiative supports efforts to attain federal ozone standards, NCTCOG staff has proposed a strategic funding partnership to help the airport purchase electric buses. More information is posted online.

A comprehensive list of funded transportation projects through 2022 is maintained in the Transportation Improvement Program. 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 and posted online for review and comment.

Additional information is also available online on electric vehicle initiatives, Texas Emission Reduction Plan funding and the Clean Fleets North Texas 2019 Call for Projects.

To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

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NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 229 member governments including 16 counties, 167 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit NCTCOG.org/trans.

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North Central Texas
Council of Governments

PRESS RELEASE

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RTC to Honor Traffic Incident Instructors, Patrol Staff

North Texas program trains first responders, managers to keep traffic moving efficiently

Nov. 12, 2019 (Arlington, Texas) – With the holidays approaching, North Texans will be traveling extensively over the next few weeks. Residents who are driving to visit friends and family are encouraged to make sure their vehicles are well-maintained and that they are prepared for emergencies that might occur along the way.

For those who encounter trouble during their road trips, North Texas has mobility assistance patrol officers who can handle a multitude of situations – from wrecks to stalled vehicles – and help get people moving again.

Since 2003, the North Central Texas Council of Governments has trained over 3,000 first responders and managers to help them clear incidents on the freeways quickly and efficiently. The Regional Transportation Council will recognize traffic incident instructors and mobility assistance patrol personnel from across Dallas-Fort Worth on Thursday.

The RTC will hold a luncheon celebrating their contributions in conjunction with National Traffic Incident Response Awareness Week, which is celebrated Nov. 10-16. Additionally, mobility assistance patrol vehicles will be on display beginning at approximately 11:45 a.m.

Last year, mobility assistance patrol crews responded to approximately 135,000 incidents along the region's roadway system. There were 121,612 crashes and 697 fatalities reported last year in the 12-county Dallas-Fort Worth area. Both figures declined in 2018, but there is more work to be done.

The Traffic Incident Management training courses in North Texas seek to initiate a common, coordinated response to traffic incidents that enhances safety, improves reliability by reducing upstream traffic incidents and builds partnerships among area emergency-response agencies.

An average of nine emergency responders work a typical injury crash in the region. According to data, approximately 45 responders may be working near moving traffic every hour. So, keeping police officers, firefighters and other emergency workers safe while they respond to incidents is crucial.

NCTCOG is joining the Federal Highway Administration, key partners, and responders around the nation to celebrate this year's theme that Safety is a Team Effort. This serves as a reminder that every person has a role in traffic incident response. Drivers and passengers, passing motorists, public safety communications professionals, emergency responders, traveler information providers, and the towing/recovery community all play a role when an incident snarls traffic and threatens lives.

About the North Central Texas Council of Governments:

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REGIONAL TRANSPORTATION COUNCIL

Rules for Public Comment

The Regional Transportation Council (RTC) hereby establishes reasonable rules regarding the public's right to address the Council at open meetings consistent with the Texas Open Meetings Act. The intent of these rules is to hear the views of the public prior to the RTC considering items. These rules also promote an orderly and fair process through which public comments may be received by the RTC.

Public Comment

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator.

Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

Speaker Registration

Persons who wish to speak must complete and return to staff a registration card prior to the start of the RTC meeting. Registration cards are printed on yellow paper, available in the RTC meeting room and must, at a minimum, include the following information:

1. Speaker's name;
2. City of residence;
3. Zip code;
4. Agenda item(s) on which the speaker plans to speak;
5. Indication of whether speaking on/for/against agenda item(s); and
6. Any other information requested by RTC staff.

Speaker Warning and Removal

The RTC Chair will provide a notice to a speaker whose time has expired. The RTC reserves the right to have speakers removed from the meeting room in the event they become disruptive or make threatening, profane or otherwise inappropriate remarks.

Draft Rules for Public Comments at Regional Transportation Council Meetings (HB 2840)

REGIONAL TRANSPORTATION COUNCIL

JANUARY 9, 2020

AMANDA WILSON, AICP

Overview of HB 2840

Members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item

A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time for each public comment

If no simultaneous translation equipment is used, a member of the public using a translator must be given double the amount of time to comment

A governmental body may not prohibit public criticism of the body

Bill took effect on September 1, 2019

Draft Rules

Single public comment period, following the pledges, before any action items

Public comments will be taken on any agenda item

Establishes a 3-minute time limit; 6-minute time limit if using a translator

Large delegations may be encouraged to have one spokesperson speak for the group; in this case a 5-minute time limit is provided (10 minutes if using a translator)

Translation will be provided by RTC if requested 72 hours in advance

Provisions for warning speakers if time exhausted or removal, if necessary

Draft Rules, continued

Speaker Request Card must be completed prior to the start of the RTC meeting

Speakers must provide the following information:

- Name
- City of Residence
- Zip Code
- Agenda item(s) on which the speaker plans to speak
- Indication if speaking on/for/against the agenda item(s)
- Any other information requested by RTC staff

Opportunity to provide written comments rather than speak at the meeting

Additional Items

Benchmarked local governments on a number of topics

RTC Rules will be added to Public Participation Plan as an appendix when adopted; will be added to RTC Bylaws when next updated (2022)

Considered room layout, personnel and technology needs to effectively implement the public comments

Information will be provided on the RTC website regarding the public comment opportunity, as well as ability to request translation

Comments received will be documented in RTC minutes, Public Comments Report

Schedule

Milestone	Date
Draft Rules Presented to RTC for Information (Action to Take to Public Input Opportunity)	January 9, 2020
Public Input Opportunity (45 Day Comment Period)	January 13-February 26, 2020
STTC Information Item	January 24, 2020
STTC Action Item	February 28, 2020
RTC Action Item	March 12, 2020

Action Requested

Approve staff to take Draft Rules for Public Comments at Regional Transportation Council Meetings (Electronic Item 5.1) to public input opportunity for a 45-day public comment period.

Questions/Comments

Amanda Wilson

Program Manager

(817) 695-9284

awilson@nctcog.org

Ken Kirkpatrick

Legal Counsel

(817) 695-9278

kkirkpatrick@nctcog.org

MTP Policy Bundle Fact Sheet – Round 4

Must my entity complete a new Application?

Yes, all entities must complete a new application every round and submit all required documentation.

How many TDCs will be available?

Annually, the Transportation Improvement Program (TIP) team will review federal funding availability for the upcoming round and determine the number of Transportation Development Credit's (TDCs) to be allocated to all new qualifying entities.

When can I request an Application?

Applications can be requested at any time, but applications will not be available to be sent to the requestors until the round opens in the fall.

How do I request an Application?

Applications can be requested by going to: www.nctcog.org/policybundle and clicking on the *Request an Application* link.

How long do we have to use any TDCs awarded?

TDCs will be available to programs through the TIP team throughout the fiscal year as opportunities arise. Entities participating this round will have two years from the date of the award to add new projects to the TIP. Entities must work with NCTCOG staff to allocate TDCs to an eligible project. Once projects are selected for inclusion in the TIP, entities have two years to meet the following requirements or the TDCs expire:

- Sign a TDC agreement with the Metropolitan Planning Organization
- Begin project implementation

What type of projects are eligible?

- Must be used for new projects, not previously selected projects
- Must be eligible for federal roadway or air quality funds
- Projects that improve air quality and relieve congestion, including transit improvements, bicycle and pedestrian facilities and programs, and traffic flow improvements
- Projects will be vetted against typical Regional Transportation Council selection criteria

Timeline for MTP Policy Bundle – Round 4:

March 20, 2019	April 27, 2019	June 2019
Applications due for those requesting NCTCOG assistance	Policy Bundle – Round 4 Application Deadline	Regional Transportation Council Approval of Policy Bundle Awards

TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM UPDATE

**Regional Transportation Council
January 9, 2020**

**Lori Clark
Program Manager & DFW Clean Cities Coordinator**



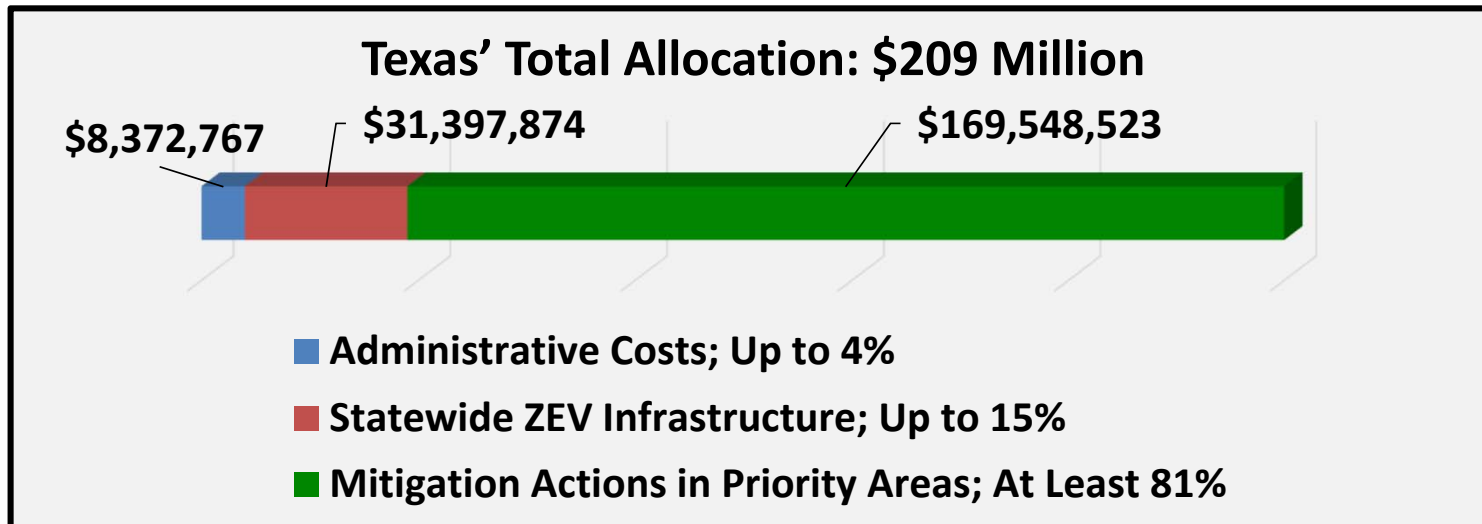
North Central Texas
Council of Governments

BENEFICIARY MITIGATION PLAN FOR TEXAS

www.TexasVWFund.org

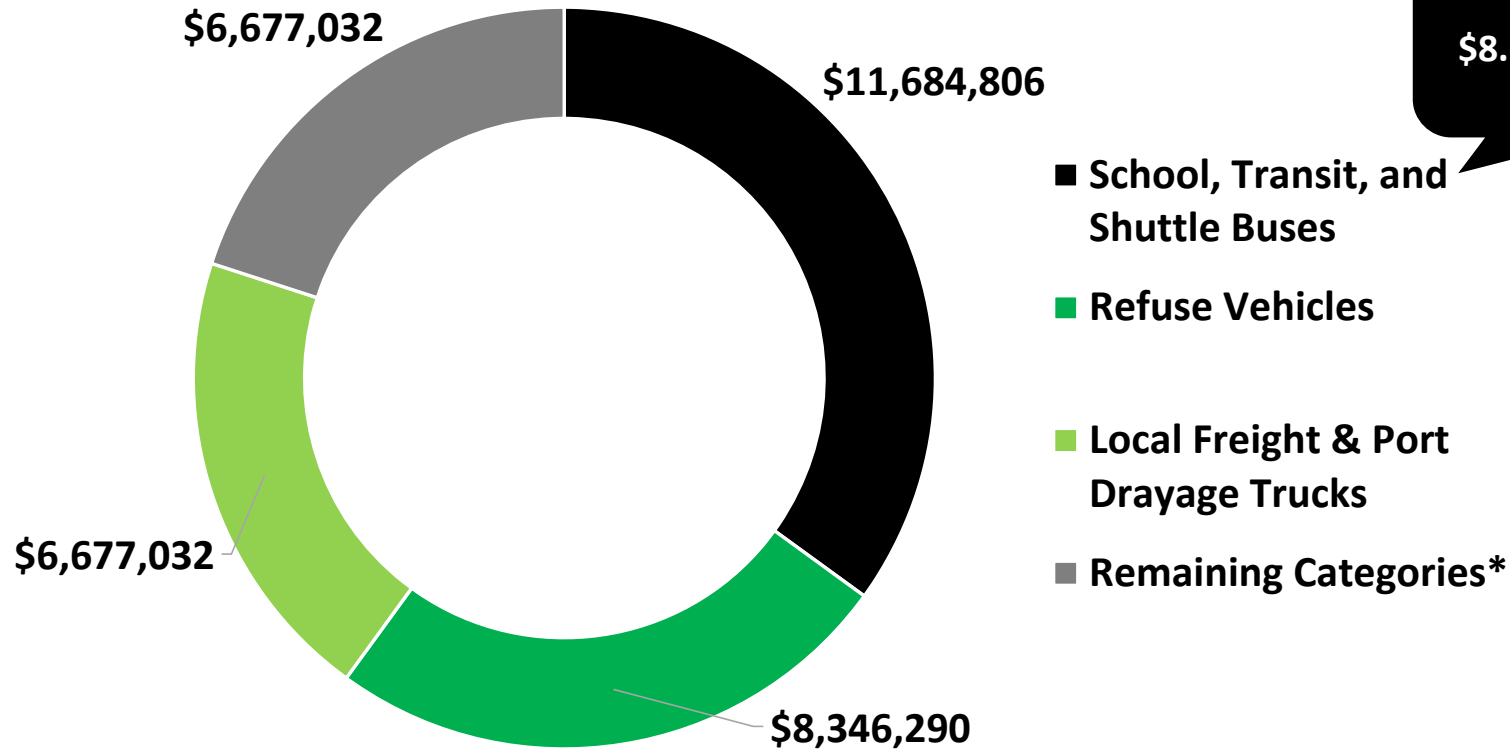
Texas Commission on Environmental Quality (TCEQ) Goals

1. Reduce Nitrogen Oxides (NO_x) Emissions
2. Reduce the Potential for Exposure of the Public to Pollutants
3. Prepare for Increased and Sustained Use of Zero Emission Vehicles (ZEV)
4. Complement Other Incentive Funding Programs



FUNDING DISTRIBUTION FOR MITIGATION ACTIONS

Dallas-Fort Worth Area Allocation: \$33,385,160



\$17.6 Million Requested
\$8.6 Million Awarded to Date

*Remaining Categories Include: Electric Airport Ground Support Equipment; Electric Forklifts and Port Cargo Handling Equipment; Ocean-Going Vessel Shorepower

REFUSE VEHICLE FUNDING AVAILABLE

Replace or Repower Refuse Vehicles Configured To Collect And Transport Municipal Solid Waste
 Garbage Trucks, Roll-off Trucks, Dump Trucks, Sweeper Trucks, Chipper Trucks, Grapple Trucks

Criteria: Diesel Engine Model Year 1992 – 2009; Gross Vehicle Weight Over 26,000 Pounds

Grants To Be Awarded on First-Come, First-Served Basis

Funding Levels:

Government-Owned
 Vehicles: 80%

Privately-Owned
 Vehicles:
 50% for Electric Projects
 40% for Other Repowers
 25% for Other
 Replacements

Priority Area	Funds Available	Funds Requested as of 12/3/19
Dallas-Fort Worth	\$8,346,290	\$2,285,896 (27%)
Houston-Galveston-Brazoria	\$7,558,741	\$801,182 (11%)
San Antonio	\$15,396,379	\$686,994 (4%)
Austin	\$4,074,401	\$473,284 (12%)
El Paso	\$4,203,508	\$0 (0%)
Beaumont-Port Arthur	\$1,794,756	\$199,693 (11%)
Bell County	\$520,766	\$0 (0%)
Total	\$41,894,841	\$4,616,551 (11%)

LOCAL FREIGHT & PORT DRAYAGE TRUCK FUNDING

Replace or Repower On-Road or Drayage Trucks Used to Deliver Cargo and Freight

Criteria: Diesel Engine Model Year 1992 – 2009; Gross Vehicle Weight Over 14,000 Pounds; Operate at Least 51% In Priority Areas

Grants Awarded on First-Come, First-Served Basis

Webinar Wednesday, January 22 at 2 pm; RSVP to VWsettle@tceq.texas.gov to get meeting link

Priority Area	Funds Available
Dallas-Fort Worth	\$6,677,032
Houston-Galveston-Brazoria	\$6,446,993
San Antonio	\$12,317,103
Austin	\$3,259,521
El Paso	\$3,362,806
Beaumont-Port Arthur	\$1,435,805
Bell County	\$416,613
Total	\$33,515,873

Funding Levels:

Government-Owned Vehicles: 80%

Privately-Owned Vehicles:

50% for Replacement/Repower with Electric

50% for all Drayage Replacements

40% for Other Repowers

25% for Other Replacements

MAJOR TAKEAWAYS AND NEXT STEPS

Local Governments Strongly Encouraged to Apply for Refuse Vehicle Funding

No Federal Requirements

First-Come, First-Served = Opportunity for Quick Implementation

80% Funding Level

Applicants to Date

City of Cleburne

City of Dallas

City of Midlothian

City of River Oaks

Tarrant County

Town of Hickory Creek

RWS Texas Leasing Company, LLC

Staff Continues to Monitor Rate of Requests to Inform Future Allocation Comments

FOR MORE INFORMATION

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Program Manager

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Chris Klaus

Senior Program Manager

817-695-9286

cklaus@nctcog.org

Go To www.nctcog.org/airquality; Select “Funding and Resources”

Regional Transportation Council Attendance Roster
December 2018 - December 2019

RTC MEMBER	Entity	12/13/18	1/10/19	2/14/19	3/14/19	4/11/19	5/9/19	6/13/19	7/11/19	9/12/19	10/10/19	11/14/19	12/12/19
Tennell Atkins (09/17)	Dallas	A	P	P	A	P	P	P	A	P	A	P	E
Richard E. Aubin (06/18)	Garland	P	P	P	A(R)	P	P	P	P	P	P	P	P
Adam Bazaldua (11/19)	Dallas	--	--	--	--	--	--	--	--	--	--	A	P
David Blewett (11/19)	Dallas	--	--	--	--	--	--	--	--	--	--	A	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	E(R)	P	E(R)	E(R)	P	P	E(R)	E(R)	P	E(R)	P
Loyl Bussell (05/17)	TxDOT, FW	P	E(R)	P	P	E(R)	P	A(R)	E(R)	P	P	P	P
Dianne Costa (10/19)	DCTA	--	--	--	--	--	--	--	--	--	P	P	P
Theresa Daniel (11/18)	Dallas Cnty	P	A	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	--	--	--	--	--	--	--	--	--	--	P	P
Pat Deen (08/19)	Parker County	--	--	--	--	--	--	--	--	A	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	E	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	E(R)	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	P	E	P	P	P	P	A	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	E(R)	P	P	P	E	P	P
George Fuller (07/17)	McKinney	P	A(R)	A	A	A	P	A	E	E(R)	P	P	E
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	E(R)	E(R)	P	P
Lane Grayson (01/19)	Ellis Cnty	--	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	P	P	A	A	P	E	A	A	P	A	P	A
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	P	P	E	P	P	E	P	P
Ivan Hughes (09/19)	Addison	--	--	--	--	--	--	--	--	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	A	P	P	A	E(R)	P	A(R)	E(R)	P	P	A	E(R)
Ron Jensen (06/13)	Grand Prairie	P	P	E(R)	P	P	P	E	P	P	A	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
John Keating (12/19)	Frisco	--	--	--	--	--	--	--	--	--	--	--	P
Lee M. Kleinman (09/13)	Dallas	P	P	P	A(R)	P	P	P	P	P	E	P	P
Mike Leyman (09/19)	Mansfield	--	--	--	--	--	--	--	--	P	P	P	P
David Magness (06/13)	Rockwall Cnty	P	P	P	E	P	P	P	P	P	E	P	P
Curtistene McCowan (06/19)	DeSoto	--	--	--	--	--	--	P	E(R)	P	E	P	P
William Meadows (02/17)	DFW Airport	E	P	E	E	P	E	A	P	E	A	P	E
Robert Miklos (12/19)	Mesquite	--	--	--	--	--	--	--	--	--	--	--	P
Cary Moon (06/15)	Fort Worth	P	A	P	P	P	E	A	E	P	P	P	E(R)
Barbara Odom-Wesley (07/19)	Arlington	--	--	--	--	--	--	--	P	P	A	P	P
John Ryan (05/18)	Denton	P	P	P	E	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	P	P	E(R)	P	P
Jeremy Tompkins (10/19)	Euless	--	--	--	--	--	--	--	--	--	P	P	E(R)
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	E(R)	P	P	P	P	P	P	P	P	A	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
December 2018 - December 2019**

RTC MEMBER	Entity	12/13/18	1/10/19	2/14/19	3/14/19	4/11/19	5/9/19	6/13/19	7/11/19	9/12/19	10/10/19	11/14/19	12/12/19
William Tsao (3/17)	Dallas	P	P	P	E(R)	P	P	P	P	P	P	P	P
Paul Wageman (10/19)	DART	--	--	--	--	--	--	--	--	--	P	P	P
Dennis Webb (8/18)	Irving	P	P	A	E(R)	P	P	P	P	P	A	E	P
Duncan Webb (6/11)	Collin Cnty	P	P	E(R)	P	P	P	E(R)	P	P	P	P	P
Chad West (11/19)	Dallas	--	--	--	--	--	--	--	--	--	--	P	E
B. Glen Whitley (2/97)	Tarrant Cnty	E	E	E	P	E	E(R)	P	E	E	E(R)	E(R)	E(R)
W. Jeff Williams (10/15)	Arlington	P	P	P	E(R)	P	E(R)	E	P	P	P	E(R)	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	P	A	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
August 2018-October 2019

STTC MEMBERS	Entity	8/24/18	9/28/18	10/26/18	12/7/18	1/25/19	2/22/19	3/22/19	4/26/19	5/24/19	6/28/19	8/23/19	10/4/19	10/25/19
Joe Atwood	Hood County	A	P	A	P	P	P	P	P	A	P	P	P	P
Melissa Baker	Irving	--	--	--	--	--	--	--	E	E	P	P	P	P
Micah Baker	Dallas County	A	P	P	P	A	P	A	P	A	P	P	P	P
Bryan Beck	Grapevine	P	P	P	P	P	P	P	P	A	P	P	P	P
Katherine Beck	Fort Worth	P	P	P	A	P	P	P	P	A	P	P	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	A	A	A	A	A	P	A	A	A	A	A	P	A
Shon Brooks	Waxahachie	--	--	--	--	--	--	--	P	P	P	P	A	P
Tanya Brooks	Fort Worth	--	--	--	--	--	P	A	P	P	A	P	P	P
Ceason Clemens	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	A	A	P	P
Robert Cohen	Southlake	A	A	A	A	A	A	A	A	A	A	A	A	A
Kent Collins	Coppell	A	P	P	A	P	A	A	A	A	A	A	P	A
John Cordary, Jr.	TxDOT, FW	P	P	P	E	P	P	P	P	P	A	P	A	P
Rick Cortez	Mesquite	--	--	--	--	--	--	--	--	--	--	--	--	P
Hal Cranor	Euless	P	P	P	P	A	P	P	P	P	A	A	P	P
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	P	P	P	P	P	A(R)
Chad Davis	Wise County	P	P	A	A	P	A	P	P	A	A	P	A	A
Arturo Del Castillo	Dallas	--	--	--	--	--	--	--	--	--	A(R)	A(R)	P	P
Pritam Deshmukh	Denton	--	--	--	P	P	R	P	P	P	A	A(R)	P	P
Greg Dickens	Hurst	A(R)	A(R)	A	A(R)	A(R)	A	A(R)	A(R)	A	A(R)	P	A(R)	A(R)
David Disheroon	Johnson County	A	P	A	P	P	A	P	A	A	P	A	P	P
Phil Dupler	FWTA	P	P	P	P	P	P	P	P	P	P	P	P	A(R)
Chad Edwards	Fort Worth	--	--	--	--	--	P	P	P	P	P	A	P	E
Claud Elsom	Rockwall County	P	P	P	P	P	P	P	A	P	P	P	P	P
Eric Fladager	Fort Worth	P	P	P	P	P	A	P	A(R)	P	A(R)	A(R)	A(R)	A
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	A	P	P	P	P	P	P	P	P	A	P
Mike Galizio	Tarrant County	--	--	--	--	--	--	--	--	--	--	--	P	P
Ricardo Gonzalez	TxDOT, FW	P	A	P	P	P	P	P	P	A	P	P	P	P
Gary Graham	McKinney	P	A	P	A	A	A	A	P	A	P	A(R)	A(R)	E(R)
Tom Hammons	Carrollton	P	A	A	A	A	A	P	P	P	A(R)	P	P	A
Ron Hartline	The Colony	A(R)	A(R)	A(R)	A	A	P	P	A(R)	A(R)	A	A(R)	A(R)	A(R)
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	P	P	P	P
Terry Hughes	Weatherford	P	P	A	P	P	P	P	P	P	P	P	A	P
Tony Irvin	DeSoto	--	--	P	P	A	P	A	A	P	A	P	A	P
Paul Iwuchukwu	Arlington	P	A	P	A(R)	P	P	A(R)	P	P	P	A(R)	P	P
Kelly Johnson	NTTA	A	A(R)	A	A	A	A	P	A	A	A	A	A	A
Sholeh Karimi	Grand Prairie	A	A	P	A	P	P	P	P	P	P	A	A	P
Gus Khankarli	Dallas	--	--	--	--	--	--	--	--	--	P	P	P	E(R)
Paul Knippel	Frisco	A(R)	A	A	A	A	A	A	A	A	A	A	A	A
Chiamin Korngiebel	Dallas	P	P	A	A	A	P	A	A	P	P	P	A	P
Alonzo Liñán	Keller	P	P	A	P	P	P	P	P	A	A	P	P	P

P = Present A = Absent R = Represented
-- = Not yet eligible to attend

E = Excused Absence (personal illness, family emergency, jury duty, or business necessity)

Surface Transportation Technical Committee Attendance Roster
August 2018-October 2019

STTC MEMBERS	Entity	8/24/18	9/28/18	10/26/18	12/7/18	1/25/19	2/22/19	3/22/19	4/26/19	5/24/19	6/28/19	8/23/19	10/4/19	10/25/19
Eron Linn	DART	--	--	--	--	--	--	--	--	--	--	--	P	P
Clay Lipscomb	Plano	--	--	--	--	--	P	A	P	P	A	P	A(R)	A
Paul Luedtke	Garland	P	A(R)	P	A	P	P	A	P	A(R)	P	P	P	A(R)
Stanford Lynch	Hunt County	P	P	P	A(R)	P	P	P	A	A	P	P	A	P
Alberto Mares	Ellis County	A(R)	P	P	P	A	P	P	P	P	P	P	P	P
Wes McClure	Mesquite	--	P	A(R)	P	P	P	P	A(R)	P	P	P	P	P
Brian Moen	Frisco	A	P	P	P	E(R)	P	P	P	P	A	P	A	P
Cesar Molina, Jr.	Carrollton	A	P	A	P	P	P	A	A	A	A	A	A	A
Mark Nelson	Richardson	--	--	--	P	P	P	E(R)	P	E(R)	P	P	P	P
Jim O'Connor	Irving	P	P	P	A	P	P	P	P	P	P	P	P	P
Kenneth Overstreet	Bedford	A	P	A	A	A	A	A	A	A	A	A	A	A
Kevin Overton	Dallas	P	P	A	P	P	P	P	E	P	P	E(R)	P	P
Tim Palermo	DCTA	--	--	--	--	--	--	--	--	--	--	P	P	P
Dipak Patel	Lancaster	P	P	A(R)	A	P	P	A	P	A(R)	P	P	P	P
Todd Plesko	DART	A	P	A	P	P	P	P	P	P	P	P	P	P
Shawn Poe	Richardson	--	--	--	P	P	R	P	E(R)	E	P	E(R)	P	P
John Polster	Denton County	P	P	P	P	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	A	P	P	P	A(R)	P
Bryan G. Ramey II	Duncanville	P	P	P	P	P	P	A	A(R)	A(R)	P	P	P	P
Lacey Rodgers	TxDOT, Dallas	--	P	P	P	A	P	A	A	A	A	P	P	A
Greg Royster	DFW Int. Airport	E	P	P	P	P	P	P	P	P	P	P	E	P
Moosa Saghian	Kaufman County	P	P	P	A	P	A	P	P	P	A	A	P	A
David Salmon	Lewisville	P	A(R)	P	P	P	P	A(R)	A(R)	P	P	A	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	A	P	P	P
Brian Shewski	Plano	P	P	A(R)	P	P	P	P	P	P	P	A(R)	A(R)	P
Walter Shumac, III	Grand Prairie	P	P	P	P	A	A	P	P	P	P	A	P	P
Ray Silva-Reyes	Colleyville	--	--	--	--	--	--	--	A	A	P	P	A	P
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	A	P	P	P	P
Angela Smith	FWTA	P	P	A	P	P	P	P	A	A	A	P	A	A(R)
Cheryl Taylor	Cleburne	--	P	P	P	P	P	P	P	P	A	P	P	P
Caleb Thornhill	Plano	A	A	A	P	A	A	A	A	P	A	A	A	P
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A	A
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	A(R)	A(R)	P	P	A	A(R)	P
Daniel Vedral	Irving	E	A	P	A(R)	P	P	A	P	P	P	P	P	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P	P
Robert Woodbury	Cedar Hill	P	P	P	P	P	P	A	P	P	P	P	P	P
John Wright	Greenville	P	A	A	A	P	A	E	A	P	P	A	A	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A	A

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E= Excused Absence (personal illness, family emergency,
jury duty, or business necessity)

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 25, 2019

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

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

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

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

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

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

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

6. **Buy America Act Proposed Safety Equipment Exception:** Rebekah Hernandez discussed Buy America requirements and their effects on the purchase of incident management safety equipment. The Buy America Act was originally passed by Congress in the 1930's and over the years several other laws have gone into effect that aim to protect American manufacturing jobs. Related to transportation, Buy America provisions have been in place since 1978 and Congress has been placing domestic content restrictions on federally funded transportation projects since that time. The laws and regulations governing Buy America for transportation differ according to the specific funding program and agency. Unless a nationwide or project-specific waiver is granted, Buy America requires the use of United States (US) iron, steel and the domestic production and assembly of manufactured goods. Ms. Hernandez discussed an increased focus on safety initiatives both in Congress and statewide, as well as many ongoing initiatives by the North Central Texas Council of Governments (NCTCOG) that include Traffic Incident Management Equipment call for projects and training for first responders. One of the trainings provided by NCTCOG is a photogrammetry course. An image-based 3D system that uses digital camera images allows first responders and investigators to clear roadway incidents quicker and conduct their investigations from their office, which leads to improved mobility and safety. Although the Buy America Act was originally established to ensure domestic products are used, there have been some unintended challenges specifically related to the cameras used in photogrammetry and some of the eligible purchases for incident management equipment. Since items such as cameras are made up of complex components from all over the world, it is challenging to determine and certify if the equipment and cameras can be certified Buy America compliant. One potential solution is to propose an exception to current law be created for safety equipment purchases. Staff proposed that the Regional Transportation Council send a letter to the North Texas Congressional Delegation proposing an exception be added in Title 23 USC Section 313 for traffic incident management safety equipment.

7. **High-Occupancy Vehicle Transportation Control Measures: Application of Managed Lanes and Substitution of Traffic Signal Progression:** Jenny Narvaez presented information on Transportation Control Measure (TCM) substitutions. In the 1990s, several interim high-occupancy vehicle (HOV) lanes were added in the region to alleviate congestion. The air quality benefits from some of the interim HOV lanes were committed in the region's State Implementation Plan (SIP). Since that time, interim HOV lanes have evolved to managed lanes in response to changing conditions. While there are air quality benefits to managed lanes, the benefits as interim HOV lanes in the SIP are no longer applicable and in order to remove the projects from the SIP, substitutions must be made. Three interim HOV lanes are included as Transportation Control Measures in two of the region's SIPs. Staff proposed that the three projects be removed as TCMs from the SIPs and substituted with other projects that achieve equivalent or greater emission benefits. Interim projects proposed to be substituted out of the SIPs are IH 35E between IH635 and SH 121, IH 635E between Coit Rd. and Greenville Ave., and IH 635W between Luna Rd and US 75. Seven potential traffic signalization projects proposed to be substituted in place of the three interim projects were highlighted. Ms. Narvaez noted that not all projects will be used, and staff will work to select projects in proximity to the interim HOV projects and for which substitution measures will achieve equivalent or greater emissions reductions than the TCMs to be replaced. The nitrogen oxides and volatile organic compound emissions contributed by the three interim projects were highlighted. Ms. Narvaez noted that staff has been working with interagency consultation partners regarding the substitution process and the information will be presented to the public in November. Committee action on the proposed TCM substitutions will be requested at the December 6, 2019, meeting. John Polster asked why the interim HOV conversions to managed lanes are no longer considered a TCM. Ms. Narvaez noted that the SIP document must reflect the appropriate term for a

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The meeting adjourned at 2:35 pm.



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

January 2020

CALENDAR

January 8, 8:30 am
TRTC

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

January 9, 1 pm
Regional Transportation Council
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

January 10, 11 am
DRMC

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

January 24 1:30 pm
Surface Transportation
Technical Committee
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Grand Prairie earns top air quality honor

The Air North Texas Partner Awards were announced at the December Regional Transportation Council meeting in recognition of partners' efforts during the 2019 ozone season.

For the fourth year in a row, Grand Prairie is the Air North Texas Partner of the Year. Grand Prairie used a comprehensive approach involving social media, city newsletters, the website, community fairs and a corporate challenge to spread the word about Air North Texas and Clean Air Action Day, the campaign's signature event.

These efforts culminated with Grand Prairie's Clean Air Action Day activities, including the annual corporate Clean Air Challenge, in which 10 companies competed, resulting in about 600 clean air pledges.

Plano received the award for outstanding outreach for using both traditional and digital strategies to engage residents and businesses. The City used its Live Green in Plano website to discuss air quality initiatives and connect users to Air North Texas. An Air North Texas partner for nine years, Plano encouraged residents to take its Swap and Save Pledge to bring attention to energy efficiency.

The City of Dallas took home the award for outstanding initiative. Dallas created a website to distribute information and collect input about the Comprehensive Environmental and Climate Action Plan. Additionally, Dallas partnered with Paul Quinn College and the We Over Me Farm to host a Clean Air Action Day event in southern Dallas. This enabled organizers to share the clean air message with residents of an underserved community. Hood County Clean Air Coalition continues to set the standard for clean air advertising in North Texas. For the fifth year in a row, HCCAC won the award for outstanding advertising for its multiplatform approach. Finally, the City of Denton received the Arlo Ambassador Award for advancing the Air North Texas message through Arlo, the campaign's mascot.

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.



DFW fleets recognized for actions to improve air quality

The Dallas-Fort Worth Clean Cities Coalition last month announced the winners of its Fleet Recognition Awards. For the first time in the awards' five-year history, there were entities that brought home the Gold. The cities of Euless and Southlake and Dallas Area Rapid Transit earned the top award for their efforts to reduce emissions and improve the fuel efficiency of their fleets.

Twenty-one public-sector fleets were selected for their actions to lessen their total transportation energy use. Three levels of awards – Gold, Silver and Bronze – were

possible, based on entities' scores on the DFW Clean Cities' annual fleet survey. In addition to the three Gold winners, there were 11 Silver and seven Bronze recipients. The Silver winners were Carrollton, Coppell, Dallas, Dallas Fort Worth International Airport, Denton, Denton County, Flower Mound, Irving, Lewisville, Mesquite, and North Richland Hills. The following were recognized with Bronze status: Addison, Denton Independent School District, Plano, Richardson, Tarrant County, Trinity Metro and Watauga.

Six entities – Coppell, Euless, Flower Mound, Richardson, Southlake and DART – were inaugural winners in 2014. Watauga and Mesquite were honored for fleet efficiency for the first time.

The public-sector fleets recognized were required to provide details on their move toward cleaner operations through the DFW Clean Cities annual report. Strategies can include using alternative fuel vehicles, reducing idling or using technology to improve efficiency of operations.

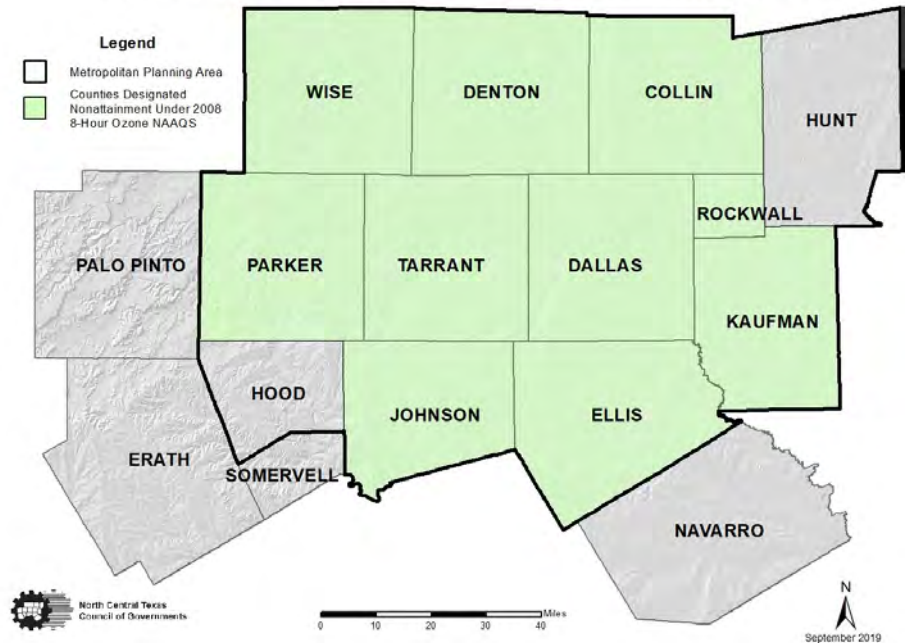
This year's winners contributed to reducing:

- 23,243,022 gallons of petroleum
- 753,602 pounds of ozone forming nitrogen oxides
- 41,493 tons of greenhouse gas emissions

Each entity could earn up to 45 points for emissions reduction, 25 points for fuel consumption, 20 points for partnerships and 10 points for outreach and awareness efforts. Gold Level status required 85-100 points; Silver Level status required 55-84; and Bronze Level required 40-54.

For more information regarding the qualification process, the Clean Fleet Policy and other details, visit www.dfwcleancities.org.

2008 8-Hour Ozone NAAQS Nonattainment Area



TRAIL OF THE MONTH

Video series features DCTA's A-train trail

NCTCOG is continuing its trail of the month focus in January, highlighting the A-train Trail, a 19-mile, concrete path that parallels the Denton County Transportation Authority's commuter rail line.

The bicycle-pedestrian trail is a result of DCTA's collaboration with community partners including Denton, Corinth, Lake Dallas, Lewisville and NCTCOG.

It connects users to five rail stations: Hebron, Old Town, Highland Village/Lewisville Lake, Medpark and the Downtown Denton. Bicycle parking is available at or near the train platforms at each station, and bikes can also be transported on the A-train.

NCTCOG is highlighting 12 bicycle-pedestrian trails as part of a monthly series that began over the summer.

The videos are being released on the first Friday of each month and are intended to help residents learn more about the many great trail systems in the Dallas-Fort Worth area.

Watch the A-train Trail and other featured videos at www.nctcog.org/bikeweb.

REGIONALNews

VW settlement funding remains for projects

Approximately \$6 million from the Volkswagen settlement is still available to help local governments make their fleets of refuse haulers more fuel efficient.

The Texas Volkswagen Environmental Mitigation Program recently opened the next round of funding for projects, making \$8.3 million available to replace or repower garbage trucks, recycling trucks, roll-off trucks, dump trucks, grapple trucks and chipper trucks. Local governments are eligible to receive up to 80% funding for replacements and repowers.

An eligible refuse vehicle must:

- Have a gross vehicle weight rating greater than 26,001 pounds
- Be powered by a diesel engine of model year 1992-2009
- Be configured to collect and transport municipal solid waste.

Applications will be accepted until 5 pm Oct. 8, 2020, or until all funds have been awarded. For more information, visit www.texasvwfund.org.

Not sure what you want to purchase? Watch the DFWCC webinar at www.dfwcleancities.org/dfw-clean-cities-meetings for an overview of the latest technologies available.

Grants available for alternative fuel facilities

The Texas Commission on Environmental Quality has up to \$12 million in grants available for the construction of new alternative fueling facilities or the expansion of existing facilities to provide new services or fueling capacity.

Eligible fuel types include compressed natural gas, liquefied natural gas, propane, biodiesel, methanol, hydrogen and electricity. Applications are due March 18, 2020.

Here are the funding details:

- Up to \$400,000 for a CNG or LNG project
- Up to \$600,000 for a combined CNG and LNG project
- Up to 50% or \$600,000 for all other fuels

To see full project eligibility requirements and application details visit: <https://www.tceq.texas.gov/airquality/terp/ctt.html>.

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

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

Four

The number of consecutive years the City of Grand Prairie has won the Air North Texas Partner of the Year award.

NCTCOG to open online input opportunity Jan. 13

NCTCOG will conduct an online public input opportunity beginning January 13, 2020, to allow residents to comment on transportation initiatives in the Dallas-Fort Worth area.

Patrons are encouraged to provide input at www.nctcog.org/input through February 11, 2020.

Modifications to the Fiscal Year 2020 and FY 2021 Unified Planning Work Program will be posted for review. The UPWP for regional transportation planning provides a summary of the transportation and related air quality tasks to be conducted by NCTCOG.

Additionally, due to the passing of House Bill 2840, members of the public can now provide their input during Regional Transportation Council meetings. Staff will provide an overview of this process and post the draft rules for review and comment from January 13, 2020, through February 26, 2020.

Finally, information on electric vehicle incentives, TERP funding, Clean Fleets North Texas 2019 Calls for Projects and Mobility Plan administrative revisions will be available.

High-speed technology study moving forward

Work to select a high-speed technology to transport passengers across the region continues. In December, NCTCOG received six proposals from consultant teams interested in studying the Dallas-Fort Worth-Arlington corridor. Hyperloop, high-speed rail and magnetic levitation are among the possible technologies the region could add to its multimodal transportation system.

A final decision on the consultant team that will partner with NCTCOG to study high-speed technologies and potential routes for the region will be made in the spring.

The consultant team chosen will also analyze the environmental impacts of potential modes through a federal process aimed at ensuring projects can be completed without disproportionately affecting specific groups.

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