

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, February 23, 2018

North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

1:30 – 1:35 1. Approval of January 26, 2018, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Todd Plesko, STTC Chair
Item Summary: Approval of the January 26, 2018, meeting minutes contained in [Reference Item 1](#) will be requested.
Background: N/A

1:35 – 1:35 2. Consent Agenda
 Action Possible Action Information Minutes: 0

2.1. Transportation Improvement Program Modifications
Presenter: Rylea Roderick, NCTCOG
Item Summary: A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2017-2020 Transportation Improvement Program (TIP) will be requested.
Background: May 2018 revisions to the 2017-2020 TIP are provided in [Electronic Item 2.1](#) for the Committee's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed:

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

2.2. Unified Planning Work Program Modifications
Presenter: Vickie Alexander, NCTCOG
Item Summary: A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.
Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017,

and September 30, 2019. Amendments to this document are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments were presented to the public through the February 5, 7 and 13, 2018, public meetings and are also included as [Electronic Item 2.2.1](#). Additional information is provided in [Electronic Item 2.2.2](#). Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting.

Performance Measure(s) Addressed:

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

2.3. Waze/Traffic Signal Grants: Approval to Advance Second Round

Presenter: Thomas J. Bamonte, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval for the second round of Waze/511DFW and Traffic Signal Data Sharing grants will be requested.

Background: In 2017, the RTC approved \$250,000 each for grant programs designed to encourage sharing: 1) roadway incident information and 2) traffic signal data with the developer community such as the Waze travel navigation service. Grants of up to \$25,000 were awarded after RTC approval and the programs wrap up on March 2, 2018. Some of the approved amounts were not awarded initially for lack of interest and some recipients will not take down the full amount of their grant. In light of renewed interest in both programs, staff proposes a second round of grants using substantially the same approach followed in the first round.

Performance Measure(s) Addressed:

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

1:35 – 1:45

3. 2017-2018 CMAQ/STBG Funding Program: Sustainable Development Phase 4

Action Possible Action Information Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of the proposed projects to be funded under the Sustainable Development Phase 4 Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.

Background: In March 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. Staff has received requests from local agencies that have projects containing Texas Department of Transportation Turnback, transit-oriented development, and/or other context-sensitive elements. The proposed list of projects that staff is proposing to fund can be found in [Electronic Item 3.1](#). Additional details on the overall funding program can be found in [Electronic Item 3.2](#).

Performance Measure(s) Addressed:

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

1:45 – 1:55

4. **Auto Occupancy Detection and Verification Technology**

- Action
- Possible Action
- Information
- Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will present an update on the Auto Occupancy Detection and Verification Technology pilot that was completed on the DFW Connector project, as well as the remaining schedule and tasks. A recommendation for Regional Transportation Council (RTC) approval of the additional funding for full implementation, once all testing is completed, will be requested.

Background: The North Central Texas Council of Governments (NCTCOG) contracted with a vendor, Carma Technology Corporation, to perform a pilot test on the DFW Connector corridor for a proposed occupancy verification technology solution. Currently, high occupancy vehicle (HOV) drivers wishing to receive the discount must register their trip as an HOV trip in advance of taking that trip. Enforcement is done through a manual process where 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 RTC policy includes a provision to explore a technology solution for the verification of auto occupancy rather than relying on manual enforcement. The pilot test was completed in December 2017 and the results of the pilot will be presented to the Committee. Based on the results of the pilot, the region is ready to continue to move forward with additional tasks and integration activities associated with this technology. The vision is to implement a technology solution on all tolled managed lanes within the region, with provisions that it could also be employed statewide through the Texas Department of Transportation. Additional information can be found in [Electronic Item 4](#).

Performance Measure(s) Addressed:

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

1:55 – 2:05

5. **Access North Texas**

Action Possible Action Information Minutes: 10

Presenter: Kelli Schlicher, NCTCOG

Item Summary: Staff will give an overview of plan recommendations and request a recommendation for Regional Transportation Council approval of Access North Texas. The summary presentation is included as [Electronic Item 5.1](#), and the plan document is available in [Electronic Item 5.2](#).

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

Performance Measure(s) Addressed:

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

2:05 – 2:15

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

Action Possible Action Information Minutes: 10

Presenter: Marian Thompson, NCTCOG

Item Summary: Staff will provide information regarding the Regional Traffic Signal Retiming Program and Minor Improvement Program applications received and the evaluation process. A recommendation of projects to select for funding will also be provided and action requested.

Background: The North Central Texas Council of Governments (NCTCOG) opened a Call for Projects on September 15, 2017. Applications were due on October 13, 2017. Approximately \$2 million and \$2.9 million, respectively, is anticipated to be available to fund Regional Traffic Signal Retiming Program and Minor Improvement Program projects within the 10-county air quality nonattainment area. The Regional Transportation Council approved the eligible and ineligible project types and a methodology for project evaluation and scoring criteria. Projects will now be provided for action. [Electronic Item 6.1](#)

and [Electronic Item 6.2](#) reflect NCTCOG staff project recommendations. Additional information is provided as [Electronic Item 6.3](#).

Performance Measure(s) Addressed:

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

2:15 – 2:25

7. **Mobility 2045 Update**

Action Possible Action Information Minutes: 10

Presenter: Kevin Feldt, NCTCOG

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

- Major policy revisions from Mobility 2040 (including new technology policies and a tolled/managed lane policy) and draft Mobility 2045 policies
- Draft financial plan
- Draft roadway project recommendations
- Draft transit project recommendations
- Project recommendations identification tables
- Public meeting comments
- Schedule for completion

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

Performance Measure(s) Addressed:

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

2:25 – 2:35

8. **Regional Transportation Council Follow Up on IH 635 East Phase 3**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of the January 25, 2018, Texas Transportation Commission meeting and Regional Transportation Council action at the February 8, 2018, meeting.

Background: Funding for IH 635 East and "Big Projects" in the State of Texas have been discussed regularly over the past several months. Regional Transportation Council members and staff attended the January 25, 2018, Texas Transportation

Commission meeting to present the importance of the IH 635 East project proceeding to procurement. At the February 8, 2018, RTC meeting, members approved correspondence to the Texas Transportation Commission Chair supporting a continued partnership on IH 635 East Phase 3. A copy of the correspondence is provided in [Electronic Item 8](#).

Performance Measure(s) Addressed:

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

2:35 – 2:45

9. **2017-2018 CMAQ/STBG Funding Program: Safety, Innovative Construction, and Emergency Projects**

Action Possible Action Information Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will brief the Committee on the proposed projects to be funded under the Safety, Innovative Construction, and Emergency Projects Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.

Background: In March 2017, staff introduced the process to select projects using CMAQ and STBG funding via several funding programs. Staff has received requests from local agencies that have projects addressing safety issues, utilize innovative construction methods, or emergency projects that will improve system resilience. Details on the projects that staff is proposing to fund can be found in [Electronic Item 9.1](#). Additional details on the overall funding program can be found in [Electronic Item 9.2](#).

Performance Measure(s) Addressed:

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

2:45 – 2:55

10. **2019-2022 Draft Transportation Improvement Program Listings**

Action Possible Action Information Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will brief the Committee on the 2019-2022 Transportation Improvement Program (TIP) development process and present a draft listing of current Regional Transportation Council commitments.

Background: A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. [Electronic Item 10](#) contains an overview of the TIP development

process, focus areas, and schedule. By the meeting date, the financially constrained draft project listings for the 2019-2022 TIP will be available at www.nctcog.org/trans/tip/19-22/DraftProjectListings.asp. Local agency comments on the draft listings must be provided by March 16, 2018, in order to be included in the final listings.

Performance Measure(s) Addressed:

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

2:55 – 3:10

11. **Fast Facts**

Action Possible Action Information Minutes: 15
Item Summary: Brief presentations will be made on the following topics:

1. *Michael Morris* – Senior Staffing Changes
2. *April Leger* – New Agenda Format
3. *April Leger* – Eno Transportation Weekly Article, Document Pages 16-18
([Electronic Item 11.1](#))
4. *Kevin Feldt* – Comments Submitted at High-Speed Rail Public Hearing
([Electronic Item 11.2](#))
5. *Kate Zielke* – Mitigation Banker Webinar and Database ([Electronic Item 11.3](#))
6. *Allix Philbrick* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 11.4](#))
7. *Allix Philbrick* – Dallas-Fort Worth Clean Cities Events ([Electronic Item 11.5](#))
8. *Allix Philbrick* – Volkswagen Settlement Update ([Electronic Item 11.6](#))
9. *DJ Hale* – Metropolitan Transportation Plan Policy Bundle Update
([Electronic Item 11.7](#))
10. *Carli Baylor* – January Public Meeting Minutes ([Electronic Item 11.8](#))
11. *Carli Baylor* – March Online Comment Opportunity Notice (Handout)
12. *Victor Henderson* – Public Comments Report ([Electronic Item 11.9](#))
13. *Jessica Scott* – Bike Share Update
14. Written Progress Reports:
 - Local Motion ([Electronic Item 11.10](#))
 - Transportation Partners Progress Reports ([Electronic Item 11.11](#))

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

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

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
January 26, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 26, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, Katherine Beck, David Boski, Mohammed Bur, Dave Carter, Curt Cassidy, Hunt Harris (representing Robert Cohen), Kent Collins, John Cordary Jr., Hal Cranor, Jacqueline Culton, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Phil Dupler, Massoud Ebrahim, Chad Edwards, Claud Elsom, Gretchen Vasquez (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Brian McNulty (representing Ron Hartline), Laura Mitchell (representing Kristina Holcomb), Matthew Hoteling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Sholeh Karimi, Chiamin Korngiebel, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Joseph Jackson (representing Alberto Mares), Laura Melton, Brian Moen, Cesar J. Molina Jr., Mark Nelson, Corey Nesbit, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, William Riley, Moosa Saghian, David Salmon, Lori Shelton, Walter Shumac III, Tom Simmerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, Jared White, Bill Wimberley, and Robert Woodbury.

Others present at the meeting were: Tom Bamonte, Berrien Barks, Carli Baylor, Adam Beckom, Natalie Bettger, Bob Brown, Ron Brown, Ken Bunkley, Sarah Chadderdon, Brian Crooks, Elizabeth Crowe, Rhett Dollins, David Dryden, Daniel Edwards Sr., Craig Elliott, Brian Flood, Keineth Fuller, Christie Gotti, Wade Haffey, Phillip Hanley, Victor Henderson, Rebekah Hernandez, Chris Hoff, Joseph Jackson, Tim James, Yagnesh Jarmarwala, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Garry Kraus, Dan Lamers, April Leger, Eron Linn, Brad Lunberger, Gregory Masota, Wes McClure, Michael Morris, Jenny Narvaez, Jeff Neal, Cody Nelson, Alex Nervo, Brian O'Neill, Donald Parker, Vercie Pruitt-Jenkins, Chris Reed, Russell Schaffner, Kelli Schlicher, Shannon Stevenson, Dean Stuller, Don Szczesny, Marian Thompson, Gretchen Vazquez, Amanda Wilson, Brian Wilson, Jing Xu, Melanie Young, and Kate Zielke.

1. **Approval of December 8, 2017, Minutes:** The minutes of the December 8, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **FY2018 and FY2019 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program, provided in Electronic Item 2.1.1, was requested. The Committee's action also included a recommendation that the RTC direct staff to amend other administrative/planning documents, as appropriate, to reflect the approved modifications. Additional information was provided in Electronic Item 2.1.2.
 - 2.2. **Video Web Hosting Services and Equipment Upgrade in the Transportation Council Room:** Approval of \$50,000 in Regional Transportation Council (RTC) Local funding to support the upgrade of video displays in the Transportation Council Room was requested. The Committee's action also included a recommendation that the RTC

direct staff to include this funding in the FY2018 and FY2019 Unified Planning Work Program, 2017-2020 Transportation Improvement Program, and other administrative/planning documents as necessary.

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

3. **Blue-Green-Grey Awards:** Emily Beckham presented staff recommendations for the Blue-Green-Grey Application for New Ideas funding opportunity. This initiative was launched in October 2017 and focused on three elements: water (Blue), environment (Green), and transportation infrastructure (Grey). The initiative was designed to advance projects or programs that have innovative outcomes in these three elements, primarily to provide seed money to entities to develop ideas for full implementation. In addition, the effort focused on building partnerships among the three sectors to implement projects in the region. Eligible applicants included universities, cities, counties, transit authorities, private firms, non-profits, and individuals with projects located within the 12-county Metropolitan Planning Area. Awarded projects or programs must be submitted to implementing agencies or fully implemented within 12 months of award. Evaluation and scoring criteria was highlighted. Applications were scored based on team qualifications (correct mix of experience and expertise), project impact (long-term effect and ability to change future design), innovation (new approaches, design, or methodologies that address the three elements), and applicability/transferability (able to use in other communities and consistent with eligible funding programs and Regional Transportation Council objectives). A total of 53 applications were received and evaluated. Additional information on application scoring was provided in Electronic Item 3.1, and details of the scoring criteria and recommendations were provided in Electronic Item 3.2. Of the applications received, staff proposed three projects for award: 1) City of Southlake Burney Lane Biofiltration System for \$50,000, 2) City of Farmers Branch Green Bus Stop Design Guidelines for \$30,000, and 3) Dallas Area Rapid Transit Community Gardens Hatcher Station Pilot for \$29,170 for a total award of approximately \$110,000. The schedule for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval of project totals recommended for award in Electronic Item 3.2. Mark Nelson (M); Chad Edwards (S). The motion passed unanimously.
4. **"Big Projects": IH 635 Update, IH 35W 3C Update, Communication Program with the Texas Legislature, and Follow up to the Texas Transportation Commission Meeting:** Michael Morris provided an update on IH 35W 3C, IH 635 East, and the January 25, 2018, Texas Transportation Commission (TTC) Meeting. He stated no action would be requested. Regarding IH 35W 3C, over 400 letters were received by the Governor on the importance of the project. The Texas Department of Transportation (TxDOT) is in negotiations with the private-sector developer through an existing contract. There is a \$10 million cost for associated paperwork/project development costs. TxDOT has offered to pay \$5 million of these costs, and the Regional Transportation Council (RTC) approved the additional \$5 million as a contingency. Related to IH 635 East, members of the Regional Transportation Council (RTC) and staff attended the January 25, 2018, TTC meeting to present the importance of the project proceeding to procurement. The Texas Transportation Commission Chairman announced at the meeting that no action would be taken on the IH 635 East project, but presentations were allowed on the topic. Mr. Morris noted that TxDOT Dallas will continue to move out on current efforts related to the project and the RTC will continue its efforts to implement "Big Projects" in the State of Texas and the region. John Polster noted to members, that even if the IH 635 East project does not directly impact them, the related policy issues do have a lasting impact to every entity in the State and

region regarding how projects are implemented. Chad Edwards asked what staff anticipated would be the next steps related to moving the project to procurement. Mr. Morris noted that he expects the IH 635 East project will eventually be placed on the TTC agenda. Staff will work with TxDOT Dallas to develop a funding package for the project. Possible cost savings and funding options were discussed, as well as options for the Skillman/Audelia project. Staff proposed that the region continue to work with TxDOT as an innovative team to get the project the IH 635 East project to procurement.

5. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects:** Marian Thompson presented the recommended projects to be funded under the Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects. The Regional Traffic Signal Retiming Program is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming. In order for projects to be eligible, 80 percent of traffic signals could not have been retimed since 2013, 80 percent of traffic signals should be located along a route of significant, eight or more consecutive traffic signals must be included, and have no construction planned within two years. Approximately \$2 million was available in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding for this program. The Minor Improvement Program improves the capacity of the existing roadway system by implementing low-cost operational improvements that enhance mobility and improve air quality. Eligible projects should be along a Route of Significance, have no construction planned within two years, and funding is not to exceed \$50,000. Approximately \$2.9 million in CMAQ funding was available for this program. Staff time was ineligible for both programs. In addition, a 20 percent (minimum) local match was required and funding was available at 66 percent in the eastern subregion and 34 percent in the western subregion. The evaluation and scoring criteria for both programs were reviewed. Ms. Thompson noted this criteria was unchanged from when the opening of the Call for Projects was requested. A total of 60 applications were received for the Regional Traffic Signal Retiming Program and 147 for the Minor Improvement Program. Projects recommended for funding in each of the programs were highlighted. Ms. Thompson noted that following review of projects, staff received comments and noted that spreadsheet calculations needed adjustment. Calculations resulting from a rounding issue were updated. Revisions to Electronic Item 5.1 and Electronic Item 5.2, provided in the meeting mail out material, were provided to members by email in revised Electronic Item 5.1 and Electronic Item 5.2. The provided items delineate a full score sheet and criteria for each project. The schedule for this effort was reviewed. Approval of the selected projects will be requested at the February 23 Committee meeting and March 8 Regional Transportation Council meeting. Clarence Daugherty asked if there was an emphasis on projects that connect jurisdictions. Ms. Thompson noted that projects that were multi-jurisdictional were awarded additional points. Members asked for clarification on the scoring changes between the updated items sent to members and those presented at the meeting. Staff noted that the updated electronic items contained accurate information and added that an updated presentation would be posted on the web site following the meeting. Alonzo Liñán noted that he had additional questions regarding the scoring of City of Keller projects that were multi-jurisdictional. Staff requested that Mr. Liñán coordinate with staff to resolve his questions.
6. **Mobility 2045 Update:** Kevin Feldt provided an update on Mobility 2045, the region's next long-range transportation plan. Mobility 2045 goals are consistent with the goals of Mobility 2040 and center around mobility, quality of life, system sustainability, and implementation. Draft transit corridor recommendations were highlighted and include current recommendations as well as additional projects to be implemented between now and 2045.

Major roadway recommendations were also highlighted. Changes since last presented are primarily in the Collin County area. Projects in this area are in a sisyphian situation, and final project recommendations may vary. Major arterial recommendations were also highlighted, with no changes since presented in December. Mr. Feldt noted that draft recommendations are intended to be a preview of the recommendations presented at the February 8 Regional Transportation Council (RTC) Mobility 2045 Plan Workshop. Asset optimization recommendations and the illustrative roadway map recommendations were also reviewed. Proposed policy recommendations that will differ from Mobility 2040 include the addition of technology policies that support open data best practices, automated vehicle deployment, multi-occupancy ride sharing, and transportation communications network development. Related to freight, proposed efforts include encouraging regional railroads to participate in regional planning. In addition, Mobility 2045 will include active transportation with focus on mode share (a measurable share of all transportation modes) discussed at the January 11 RTC meeting. Efforts will also focus on asset optimization, resiliency, and roadway maintenance. Another proposed policy addition is to support the ability to modify the Mobility Plan for emergency operation improvements such as technology lanes, access ramps, and auxiliary lanes. In addition, support for the implementation of managed toll lanes within a tolled managed lane policy area is proposed. The proposed tolled managed lane policy area represents approximately 13 percent of the land area while it encompasses approximately 67 percent of the region's congestion. The idea is to focus tolled managed lanes in an area that could provide the most value. Mr. Feldt highlighted the financial elements of Mobility 2045. He noted Mobility 2040 identified approximately \$119 billion in revenue. Draft estimates for Mobility 2045 identify \$125-\$140 billion in revenue. Work continues on many projects, and preliminary cost estimates must be finalized as staff balances revenues with expenditures. The schedule for this effort was reviewed, with final Committee approval requested in May 2018 and Regional Transportation Council approval requested in June 2018. Clarence Daugherty noted that recommended projects and illustrative maps may need to remain fluid between this meeting and the upcoming RTC meeting. Mr. Daugherty also asked if staff had received any comments on the tolled managed lane policy area. Mr. Feldt noted no other comments had been received. In addition, Mr. Daugherty asked if the planning model used for development of the transportation plan would be updated to include the impact of technology on the transportation system. Mr. Feldt noted that policies included in Mobility 2045 will form the foundation for future technology impacts. Dan Kessler noted that this type of consideration would be one of the reasons updates to the Mobility Plan are likely needed on a two-year cycle. Chad Davis asked if changes resulting from the Wise County thoroughfare plan could be completed in time for inclusion in Mobility 2045. Mr. Feldt stated there was still time to include the changes.

7. **2017-2018 CMAQ/STBG Funding Program: Sustainable Development Phase 4:** Adam Beckom presented projects to be funded under the Sustainable Development Phase 4 Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The status of other CMAQ/STBG funding programs was highlighted. The goal of this program is to support sustainable development initiatives by providing funds for Turnback partnership, context sensitive design, and Transit Oriented Development (TOD). He noted that project requests have changed substantially since presented in April 2017. When selecting projects for this effort, staff used the following criteria: 1) can the North Central Texas Council of Governments partner with the Texas Department of Transportation (TxDOT) as part of the TxDOT Turnback program, 2) are there opportunities for redevelopment, 3) is there a payback mechanism for these projects through a Tax Increment Finance (TIF) District or a

Public Improvement District (PID), and 4) do the projects include context sensitive design elements, pedestrian friendly elements, as well as TOD elements. Details on the projects proposed for funding were provided in Electronic Item 7. Projects included: SH 356/Irving Blvd. in Irving for approximately \$12 million, US 180 (Northern Loop) in Weatherford for approximately \$11.5 million, Business 287/Ennis Avenue at Union Pacific Railroad in Ennis for approximately \$9 million, Denton County Transportation Authority Intermodal Transit Center for approximately \$7.8 million, Main Street in Crowley for approximately \$4.5 million, and College Street in Lewisville for approximately \$3 million. Proposed funding totals approximately \$47.9 million. The schedule for this effort was reviewed, with Surface Transportation Technical Committee approval to be requested in February and Regional Transportation Council approval in March.

8. **Access North Texas:** Kelli Schlicher provided information on the recent update to Access North Texas. Access North Texas is the regional public transportation coordination plan that aims to improve public transportation for older adults, individuals with disabilities, individuals with lower incomes, and others with transportation challenges. It lists regional and county specific strategies to address existing transportation challenges. Lastly, its goal is to encourage coordination of existing transit services and providers while meeting necessary federal and state requirements. Access North Texas was first adopted in 2013. Since then, regional partners have implemented many of the strategies from the plan. Examples of progress since 2013 were highlighted such as new transit service in the City of Hutchins, a transportation link from Hunt County to Dallas Area Rapid Transit's downtown Rowlett station, and a cooperative vehicle procurement. Ms. Schlicher highlighted efforts to update Access North Texas that began in August 2016. Efforts included 14 outreach meetings. Individuals representing older adults, individuals with disabilities, individual with lower incomes, veterans as well as transit riders, elected officials, health and human service organizations, and local government staff were contacted. Over 600 people attended the outreach meetings and conference calls. Staff conducted follow up emails and one-on-one conversations. Additionally, a transportation poll was created in English and Spanish for individuals and agencies to provide feedback on public transportation. In total, over 1,000 responses were received. Staff supplemented outreach activities with data collection and analysis. The Transit Accessibility Improvement Tool was updated, which maps populations of potentially transportation disadvantaged populations compared to region-wide populations and provides information about areas with greater potential need for public transit. Demographic information was collected and analyzed, including Limited English Proficiency and commuting statistics. Lastly, existing transportation providers in each county were identified. All information collected was reviewed and the plan describes strategies to address needs across the entire North Central Texas region, as well as specific strategies for each county. Regional strategies that apply throughout the region include exploring partnerships to increase the affordability of fares for those most in need. In January 2017, the Regional Transportation Council (RTC) approved \$1 million to support the early implementation of this strategy. Other strategies include assessing needs and implementing public transportation in areas that are currently lacking transit, continuing to explore non-traditional ways to deliver public transit, and simplifying regional trips to reduce the number of transfers between providers. Ms. Schlicher reviewed next steps. RTC's action last month will help staff begin coordination with transit providers to build resiliency to a program that addressed the affordability of transit fares. In February, staff will present Access North Texas at public meetings and incorporate feedback from STTC, RTC, and the public. Upon approval, regional partners will begin to implement strategies identified in the plan. She noted that projects that seek funding through the RTC's Transit Call for Projects must be identified in the plan, specifically those that seek funding under the Enhanced Mobility of

Seniors and Individuals with Disabilities Program. The schedule for this effort was reviewed, and Ms. Schlicher noted the draft plan and appendices are posted at www.accessnorthtexas.org. Todd Plesko asked if a methodology has been developed to determine what is considered an affordable transit fare. Ms. Schlicher noted that a methodology has not been developed. The proposed strategy leaves it open for providers to propose a solution.

9. **General Motors Update:** Michael Morris presented an initiative to engage public and private-sector parties to advance test track possibilities for next generation people mover systems. An aerial image of the General Motors (GM) facility in Arlington was shown and provided in Electronic Item 9. This GM assembly plant is the only facility that does not have the ability for its vehicles to be loaded directly onto rail. A test track for people mover technology at the GM facility is desirable because it could later be used by GM to move its vehicles directly to the rail head. In addition, a new warehouse facility being constructed at the location of the previous Six Flags Mall will house parts that will be delivered to the GM assembly plant. People mover technology may be an option to also deliver the parts to the GM facility. Negotiations are underway with GM, the State of Texas, local governments, and the Regional Transportation Council (RTC) regarding options, alignment, and funding. Staff will continue to provide updates to members.
10. **High-Speed Rail Update:** Michael Morris provided an update on the latest efforts related to high-speed rail in the Dallas-Fort Worth region. A graphic highlighting potential high-speed rail corridors for the State was presented. Public hearings in the region will be held regarding high-speed rail from Houston to Dallas on Monday January 29 and Tuesday January 30. North Central Texas Council of Governments (NCTCOG) will be submitting public comments on the Environmental Impact Statement. An environmental study was begun for the Fort Worth to Dallas corridor. The Texas Department of Transportation (TxDOT) was leading this effort with American Recovery and Reinvestment Act (ARRA) funds. That project is closing out because the ARRA funds expired in 2017, so final deliverables are coming in from the contractor. That effort will not result in a draft Environmental Impact Statement. The Regional Transportation Council (RTC) approved \$5 million to complete the environmental study and efforts are underway to determine whether the \$5 million will be provided to TxDOT to complete the study, or if RTC staff will hire contractors to finish the environmental review. This decision will require future Committee/RTC action. The last section discussed was high-speed rail from Fort Worth to Laredo. Metropolitan Planning Organization directors from Laredo, San Antonio, Austin, Temple-Killeen, and Waco met with NCTCOG staff earlier in the week on a strategy to explore hyper loop and high-speed rail technologies between Laredo and Fort Worth. MPO directors expressed interest and an urban feasibility/interest study is proposed to gauge how communities feel about next generation magnetic levitation and/or high-speed rail between the communities. A contractor will be hired to work in all five areas with NCTCOG paying approximately \$300,000 of the \$500,000 needed. Efforts will include significant public outreach. Details of the items discussed will be brought back to the Committee for approval. Clarence Daugherty asked if the Fort Worth to Laredo effort would be a feasibility study. Mr. Morris noted that it would likely be a feasibility-type study to determine interest by the communities impacted by the potential corridor. The study would include the evaluation of potential routes and stations.
11. **Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Report:** Bailey Muller presented information on the Dallas-Fort Worth Clean Cities (DFWCC) recognition program. The DFWCC recognizes fleets who demonstrate excellence in their fleet reporting. Fleets

who earned gold, silver, or bronze designation based on their 2016 reports were recognized in December 2017. A total of 19 fleets received recognition and were noted in Electronic Item 11. Annual reporting and adoption of the Clean Fleet Policy are requirements for clean vehicle funding, as well as the DFW Clean Cities Recognition Program. In addition, annual reporting and adoption of the policy are components of the Metropolitan Transportation Plan Policy Bundle. The Clean Fleet Policy was approved by the RTC in 2014 and to date, 64 entities have adopted the policy. Annual reporting is also an important element to assist the Department of Energy's goal to save 2.5 billion gallons of petroleum per year by 2020 nationwide. Supporting that goal, the DFWCC has a goal to demonstrate a 15 percent increase in petroleum reductions each year. In order for reductions to be tracked, all of the coalitions need to submit an annual report that is a result of regional fleets submitting their reports to the coalitions. Fleet reports for 2017 activities are due February 15. Reports are available for download at www.dfwcleancities.org/annualreport. Data is gathered on emission reduction measures, fuel reduction actions, employee training and education, as well as involvement in all of the Clean Cities Coalition's yearly activities. Staff reviews reports and uses a weighted scale to determine fleets eligible for the recognition awards. A visualization of the petroleum reduction goals for each year was provided. Members were encouraged to have their entities participate, as next year's goal will be a reduction of 30 million gallons of petroleum in the region. Ms. Muller noted that DFWCC efforts address each of the seven air quality emphasis areas.

12. **Fast Facts:** Kate Zielke noted the Federal Highway Administration (FHWA) has awarded the North Central Texas Council of Governments (NCTCOG) the Implementation Assistance Program Award for work to update the regional ecosystem framework and to identify potential conservation areas and mitigation opportunities in the Loop 9 corridor. This work was completed by both the Transportation and Environment and Development Departments.

Berrien Barks provided the managed lane high-occupancy vehicle (HOV) subsidy report. The HOV 2+ subsidy, part of the Regional Transportation Council's (RTC) managed lane policy, is to help offset the cost of the discount that is given to HOV users that travel the tolled managed lanes during the peak periods. The RTC is responsible for this subsidy on the North Tarrant Express and the LBJ Express facilities. As of November 2017, the subsidy is approximately \$1.9 million. Electronic Item 12.1 contains the region's near term managed lane map, as well as the subsidy amount broken out by corridor.

Bailey Muller highlighted current air quality funding opportunities for vehicles. The Texas Commission on Environmental Quality (TCEQ) announced through its Texas Emission Reduction Program that the Clean School Bus Grant has reopened. Replacements will now be available through this funding. Details were provided in Electronic Item 12.2.

Bailey Muller also highlighted Dallas-Fort Worth Clean Cities upcoming events. NCTCOG is hosting a free webinar on January 30 at 1:30 pm, on idle reduction strategies for emergency vehicles. On February 13, NCTCOG is hosting an onsite meeting at 12:30 pm, alongside the Regional Freight Advisory Committee, on clean freight solutions. In addition, another webinar is scheduled for February 27 at 1:30 pm on refuse haulers and clean freight solutions. Details were provided in Electronic Item 12.3.

In addition, Bailey Muller provided an update on alternative fuel corridors. In November 2017, staff submitted a variety of regional corridors including US 67, US 287 and US 75 to the Texas Department of Transportation (TxDOT) to be included in the State's official submittal packet to the FHWA for alternative fuel corridor nominations. Staff initially

submitted data to have IH 820 and IH 635 included in the nominations. However, TxDOT decided to hold all regional loops across the state until the 2018 submittal. Details were provided in Electronic Item 12.4.

Kristina Ronneberg presented information on Clean Construction Contract language recently incorporated into the NCTCOG Public Works Constructions Standards. To help reduce emissions from the construction sector, NCTCOG staff developed template clean construction contract language that could be developed or incorporated into public works contracts as a strategy to improve air quality. The language was approved and included in the final version of the Public Works Construction Standards Fifth Edition that was approved by the Executive Board in October 2017. The full contract language is available at Electronic Item 12.5.

Jenny Narvaez highlighted correspondence from the Environmental Protection Agency (EPA) Deputy Regional Administrator to Governor Abbot providing the State's 2015 ozone standard designations, provided in Electronic Item 12.6. For each of the areas, the same counties that were designated nonattainment under the 2008 standard are those designated under the 2015 standard. The EPA plans to finalize the ozone designations in the spring of 2018. It is anticipated that by that time, NCTCOG will receive its classifications as marginal, moderate, serious, etc. Once received, staff will provided an update to members.

Adam Beckom provided an update on the eastern/western funding distribution percentages for the region. At the December 2017 Texas Transportation Committee (TTC) meeting, Hunt County was awarded \$102 million for several interchanges along the IH 30 corridor. The funding allocation is reflected in Electronic Item 12.7. This brings cumulative funding totals to 30.78 percent in the western subregion and 69.22 percent in the eastern subregion.

Brian Dell noted staff is working to finish the data entry and review for the development of the 2019-2022 Transportation Improvement Program (TIP). Over the past several months, staff has provided emails with questions/surveys about projects that have funding in FY2019. This will assist staff financially constrain the TIP. Entities with additional comments or information were requested to contact staff by January 31. He added, that a new TIP is often over programmed in its first year. If staff does not receive responses, projects may be pushed out due to the uncertainty of whether the money is needed and the project ready to proceed.

Brian Dell also noted that on December 1, 2017, staff submitted the 2017 Transportation Development Credit (TDC) annual report to TxDOT. This report is mandated by the State each year and details the projects that were awarded TDCs. In 2017, the RTC awarded 6,948,165 TDCs from its five categories. A copy of the report was provided in Electronic Item 12.8.

Carli Baylor noted that a summary of December public meetings was provided in Electronic Item 12.9. Items were posted online December 11 through January 10 for members of the public to provide input on proposed modifications to the list of funded projects.

Carli Baylor also noted the Public Comments Report was provided in Electronic Item 12.10 and contained general public comments submitted by the public from November 20 to December 19.

Carli Baylor highlighted the February public meeting notice in Electronic Item 12.11. Public meetings will be held February 5, 7, and 13, 2018. Staff will present information on Mobility 2045, transportation funding, and Access North Texas.

Jeff Neal provided information on the NCTCOG Environment and Development Department's low water crossings interactive web map. Information about low water crossings in the 16-county region is being collected so that as funding arises, this information can be used as data to provide to funding agencies. This information also helps NCTCOG plan for flood plain, storm water, public works emergency management, and transportation needs. Details and contact information were provided in Electronic Item 12.12. Mr. Neal noted that this information will also be valuable as staff Transportation Department staff works on an application to the FHWA's Resiliency and Durability to Extreme Weather Pilot Program.

Vercie Pruitt-Jenkins highlighted the recent Federal Certification Review. In June 2017, the FHWA and Federal Transit Administration (FTA) conducted an onsite visit at the North Central Texas Council of Governments regarding the Federal Certification Review. Certification is required at least once every four years for transportation management areas or urbanized areas with a population of 200,000 to determine if the process meets the federal planning requirements. As part of the review, meetings were held with staff, RTC members, and the public and surveys were transmitted to over 10,000 persons to receive comments on the transportation planning process. As a result of the review, FHWA and FTA certified in December 2017 that the Dallas-Fort Worth metropolitan transportation planning process meets federal requirements.

April Leger noted that beginning with this month's mail out material, staff is reducing the number of items that are printed in member's meeting packets. Electronic items will continue to be provided through the emailed agenda, as well as the agenda posted online. In addition, staff will continue to post meeting presentations online following the meeting.

The current Local Motion was provided in Electronic Item 12.13, and transportation partner progress reports were provided in Electronic Item 12.14.

13. **Other Business (Old and New):** Mark Nelson discussed interest in a coordinating with local governments on a draft policy template for bicycle share rules and regulations and potential future discussion at the Bicycle Pedestrian Advisory Committee to address the negative side effects of an effort that was intended to have a positive impact in communities. Dan Kessler noted that a solution that is transferable to other municipalities would be a positive effort and added that his request will be provided to North Central Texas Council of Governments bicycle/pedestrian staff.

Dan Kessler introduced a new North Central Texas Council of Governments staff member, Cody Nelson.

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

The meeting adjourned at 3:20 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 ends limits of a project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (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/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: http://www.nctcog.org/trans/tip/17-20/index.asp
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 MAY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20231 **Facility:** VA **Location/Limits From:** OLD TOWN TRANSIT ORIENTED DEVELOPMENT; BOUNDED BY 100 N. CHARLES ST; 200 N. CHARLES ST **Modification #:** 2017-0716
Impementing Agency: LEWISVILLE **Location/Limits To:** 100 WEST TO 500 E. BLOCKS OF MAIN STREET AND THE 100 N. TO 500 S. BLOCKS OF MILL STREET
County: DENTON **CSJ:** 0918-46-261
City: LEWISVILLE **Desc:** PEDESTRIAN AMENITIES; LANDSCAPING; INTERSECTION IMPROVEMENTS; BIKE CONNECTION; TRAFFIC SIGNALIZATION; AND STREET IMPROVEMENTS ON MAIN ST AND MILL ST TO REDUCE FROM 2 LANES TO 1 LANE IN EACH DIRECTION TO ACCOMM. PEDESTRIAN IMPR.
Request: REVISE PROJECT LIMITS AS OLD TOWN TOD; BOUNDED BY MILL STREET TO WEST AND WALTERS STREET TO THE NORTH, RAILROAD STREET TO THE EAST AND PURNELL STREET TO THE SOUTH; REVISE SCOPE TO PEDESTRIAN AMENITIES; LANDSCAPING; INTERSECTION IMPROVEMENTS; BICYCLE LANES; AND ON STREET PARKING ON MAIN AND MILL ST TO REDUCE FROM 2 LANES TO 1 LANE IN EACH DIRECTION ON MILL ST AND 3 LANES TO 2 LANES IN THE SAME DIRECTION ON MAIN ST.

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	0918-46-261	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$3,000,000	\$750,000	\$0	\$3,750,000
Grand Total:				\$0	\$0	\$3,000,000	\$750,000	\$0	\$3,750,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	0918-46-261	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$3,000,000	\$750,000	\$0	\$3,750,000
Grand Total:				\$0	\$0	\$3,000,000	\$750,000	\$0	\$3,750,000

TIP Code: 14024 **Facility:** CS **Location/Limits From:** ON MERRITT RD/WOODBRIDGE PKWY FROM SOUTH OF CREEK CROSSING LN **Modification #:** 2017-0717
Impementing Agency: SACHSE **Location/Limits To:** PLEASANT VALLEY ROAD
County: DALLAS **CSJ:** 0918-47-900
City: SACHSE **Desc:** RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND BIKE TRAIL IMPROVEMENTS ALONG MERRITT ROAD
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION PAID BY CITY OF SACHSE

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENV	0918-47-900	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,000	\$250,000
2018	ROW	0918-47-900	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
2019	ENG	0918-47-900	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
2019	UTIL	0918-47-900	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Grand Total:				\$2,000,000	\$0	\$0	\$500,000	\$1,250,000	\$3,750,000

PROPOSED MAY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20241 **Facility:** VA **Location/Limits From:** LAKE HIGHLANDS TOD MULTIMODAL CONNECTIVITY PROJECT BOUNDED BY WHITE ROCK TRAIL TO EAST, SKILLMAN TO WEST **Modification #:** 2017-0718
Impementing Agency: DALLAS **Location/Limits To:** CHURCH RD TO NORTH, AND WHITE ROCK TRAIL TO SOUTH
County: DALLAS **CSJ:** 0918-47-028
City: DALLAS **Desc:** BIKE CONNECTION AND INTERSECTION IMPROVEMENTS ADDING A SECOND LEFT HAND TURN LANE ON WB WALNUT HILL LN TURNING LEFT ONTO SKILLMAN STREET HEADING SOUTH BOUND
Request: REVISE LIMITS TO LAKE HIGHLANDS BIKE TRAIL PROJECT BOUNDED BY WHITE ROCK CREEK TRAIL AND MERRIMAN PARKWAY NORTH OF SKILLMAN ST, EXISTING LAKE HIGHLANDS TRAIL SOUTH TO THE NORTH AND THE DART RAIL LINE TO THE EAST; REVISE SCOPE TO CONNECTIVITY PROJECT EXTENDING THE EXISTING LAKE HIGHLANDS BIKE TRAIL TO WHITE ROCK CREEK TRAIL AND MERRIMAN PARKWAY NORTH OF SKILLMAN ST ADDING PEDESTRIAN BRIDGES; DELAY ENGINEERING PHASE TO FY2018 AND CONSTRUCTION PHASE TO FY2019

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-47-028	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$277,422	\$69,356	\$0	\$346,778
2017	CON	0918-47-028	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$2,496,800	\$624,200	\$0	\$3,121,000
Grand Total:				\$0	\$0	\$2,774,222	\$693,556	\$0	\$3,467,778

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-028	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$277,422	\$69,356	\$0	\$346,778
2019	CON	0918-47-028	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$2,496,800	\$624,200	\$0	\$3,121,000
Grand Total:				\$0	\$0	\$2,774,222	\$693,556	\$0	\$3,467,778

PROPOSED MAY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11116 **Facility:** CS **Location/Limits From:** ON DUCK CREEK TRAIL, FROM PLANO RD **Modification #:** 2017-0723
Impementing Agency: RICHARDSON **Location/Limits To:** CAMPBELL/US 75 IN RICHARDSON
County: DALLAS **CSJ:** 0918-47-077
City: RICHARDSON **Desc:** BIKE AND PEDESTRIAN TRAIL
Request: INCREASE CONSTRUCTION FUNDING WITH LOCAL FUNDS AND DELAY CONSTRUCTION PHASE TO FY2019
Comment: LOCAL CONTRIBUTION SPLIT 50/50% BETWEEN THE CITY OF RICHARDSON AND DALLAS COUNTY; PROJECT ON 10 YEAR MILESTONE POLICY LIST, SO CONSTRUCTION MUST LET BY FY2019

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$400,000	\$400,000
2017	ENG	0918-47-077	Cat 5:	\$3,016	\$0	\$0	\$754	\$0	\$3,770
Phase Subtotal:				\$3,016	\$0	\$0	\$754	\$400,000	\$403,770
2018	CON	0918-47-077	Cat 5:	\$2,089,627	\$0	\$0	\$522,407	\$0	\$2,612,034
Grand Total:				\$2,092,643	\$0	\$0	\$523,161	\$400,000	\$3,015,804

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$400,000	\$400,000
2017	ENG	0918-47-077	Cat 5:	\$3,016	\$0	\$0	\$754	\$0	\$3,770
Phase Subtotal:				\$3,016	\$0	\$0	\$754	\$400,000	\$403,770
2019	CON	0918-47-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$790,966	\$790,966
2019	CON	0918-47-077	Cat 5:	\$2,089,627	\$0	\$0	\$522,407	\$0	\$2,612,034
Phase Subtotal:				\$2,089,627	\$0	\$0	\$522,407	\$790,966	\$3,403,000
Grand Total:				\$2,092,643	\$0	\$0	\$523,161	\$1,190,966	\$3,806,770

TIP Code: 40050 **Facility:** VARIOUS **Location/Limits From:** ON S CHURCH ST FROM E MAIN ST **Modification #:** 2017-0725
Impementing Agency: TXDOT-PARIS **Location/Limits To:** D.C. CANNON ELEMENTARY SCHOOL ON SS 264 & MEYERS
County: HUNT **CSJ:** 0901-22-121
City: QUINLAN **Desc:** S. CHURCH STREET SIDEWALK IMPROVEMENTS, INCLUDING 5-FOOT SIDEWALK AND ADA RAMP CONSTRUCTION
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 2017 STATE SELECTED TA SET-ASIDE PROJECT

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0901-22-121	Cat 9 TA Set Aside:	\$33,082	\$0	\$0	\$8,270	\$0	\$41,352
2020	CON	0901-22-121	Cat 9 TA Set Aside:	\$266,125	\$0	\$0	\$66,531	\$0	\$332,656
2020	CONENG	0901-22-121	Cat 9 TA Set Aside:	\$2,760	\$0	\$0	\$691	\$0	\$3,451
Grand Total:				\$301,967	\$0	\$0	\$75,492	\$0	\$377,459

PROPOSED MAY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11682 **Facility:** VA **Location/Limits From:** CITY OF FRISCO - AUTOMATED VEHICLE DEPLOYMENT **Modification #:** 2017-0726
Impementing Agency: FRISCO **Location/Limits To:** BOUNDED BY LEBANON RD TO THE NORTH, PRESTON RD TO THE EAST, SH 121 TO THE SOUTH, AND LEGACY DR TO THE WEST

County: COLLIN **CSJ:** 0918-24-906
City: FRISCO **Desc:** IMPLEMENT A LOW/MEDIUM SPEED AV SHUTTLE DEPLOYMENT FOR EMPLOYEES/RESIDENTS/VISITORS OF \$5 BILLION DOLLAR MILE, HALL PARK, FRISCO BRIDGES AND STONEBRIAR CENTRE MALL; CITY WILL CONTRACT FOR SERVICES/OPERATION OF SHUTTLE
Request: DESIGNATE \$250,000 FEDERAL PREVIOUSLY APPROVED BY THE RTC FOR A YET-TO-BE-DETERMINED LOCATION (ON APRIL 13, 2017) FOR THE FRISCO AUTOMATED VEHICLE SHUTTLE AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	0918-24-906	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$187,500	\$187,500
2019	IMP	0918-24-906	STBG:	\$250,000	\$0	\$0	\$62,500	\$0	\$312,500
Phase Subtotal:				\$250,000	\$0	\$0	\$62,500	\$187,500	\$500,000
Grand Total:				\$250,000	\$0	\$0	\$62,500	\$187,500	\$500,000

PROPOSED MAY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11419 **Facility:** FM 1938 **Location/Limits From:** FM 1938 (DAVIS BLVD) AT MID-CITIES BLVD **Modification #:** 2017-0728
Impementing Agency: NORTH RICHLAND HILLS
County: TARRANT **CSJ:** 0902-48-576
City: NORTH RICHLAND HILLS **Desc:** ADD RIGHT AND LEFT TURN LANES ON ALL APPROACHES AND SIGNALIZATION IMPROVEMENTS
Request: INCREASE ENGINEERING AND CONSTRUCTION FUNDING DUE TO HIGHER LOW BID AMOUNT; REVISE ENGINEERING PHASE DATES; DELAY CONSTRUCTION PHASE TO FY2018
Comment: LOCAL CONTRIBUTION PAID BY NORTH RICHLAND HILLS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2008	ENG	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$65,393	\$65,393
2008	ENG	0902-48-576	Cat 5:	\$377,262	\$0	\$0	\$94,316	\$0	\$471,578
Phase Subtotal:				\$377,262	\$0	\$0	\$94,316	\$65,393	\$536,971
2009	ENG	0902-48-576	Cat 5:	\$171,408	\$0	\$0	\$42,852	\$0	\$214,260
2013	ROW	0902-48-576	Cat 5:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
2017	CON	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,715	\$1,400,715
2017	CON	0902-48-576	Cat 5:	\$2,161,396	\$0	\$0	\$540,349	\$0	\$2,701,745
Phase Subtotal:				\$2,161,396	\$0	\$0	\$540,349	\$1,400,715	\$4,102,460
Grand Total:				\$3,030,066	\$0	\$0	\$757,517	\$1,466,108	\$5,253,691

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$65,393	\$65,393
2006	ENG	0902-48-576	Cat 5:	\$75,000	\$0	\$0	\$18,750	\$0	\$93,750
Phase Subtotal:				\$75,000	\$0	\$0	\$18,750	\$65,393	\$159,143
2009	ENG	0902-48-576	Cat 5:	\$75,000	\$0	\$0	\$18,750	\$0	\$93,750
2010	ENG	0902-48-576	Cat 5:	\$21,000	\$0	\$0	\$5,250	\$0	\$26,250
2013	ENG	0902-48-576	Cat 5:	\$74,000	\$0	\$0	\$18,500	\$0	\$92,500
2013	ROW	0902-48-576	Cat 5:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
2016	ENG	0902-48-576	Cat 5:	\$183,000	\$0	\$0	\$45,750	\$0	\$228,750
2017	ENG	0902-48-576	Cat 5:	\$193,065	\$0	\$0	\$48,266	\$0	\$241,331
2018	CON	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,715	\$1,400,715
2018	CON	0902-48-576	Cat 5:	\$2,614,191	\$0	\$0	\$653,548	\$0	\$3,267,739
Phase Subtotal:				\$2,614,191	\$0	\$0	\$653,548	\$1,400,715	\$4,668,454
Grand Total:				\$3,555,256	\$0	\$0	\$888,814	\$1,466,108	\$5,910,178

PROPOSED MAY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 83284	Facility: CS	Location/Limits From: ON FM 148 BYPASS FROM FM 148	Modification #: 2017-0736
Impementing Agency: KAUFMAN CO		Location/Limits To: US 175	
County: KAUFMAN	CSJ: 0000-18-052, 0751-02-027		
City: CRANDALL	Desc: CONSTRUCT 0 TO 2 LANE UNDIVIDED		
	Request: INCREASE ENGINEERING FUNDING IN FY2017; ADD ROW PHASE IN FY2019; UPDATE CSJ FROM 0000-18-052 TO 0751-02-027; CHANGE IMPLEMENTING AGENCY FROM KAUFMAN COUNTY TO TXDOT-DALLAS		
	Comment: LOCAL CONTRIBUTION PAID BY KAUFMAN COUNTY (2013 KAUFMAN COUNTY BOND PROGRAM)		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0000-18-052	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Grand Total:				\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0751-02-027	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$600,000	\$600,000
2017	ENG	0751-02-027	SBPE:	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
Phase Subtotal:				\$0	\$1,100,000	\$0	\$0	\$600,000	\$1,700,000
2019	ROW	0751-02-027	S102:	\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Grand Total:				\$2,480,000	\$1,410,000	\$0	\$310,000	\$600,000	\$4,800,000

TIP Code: 55222	Facility: IH 30	Location/Limits From: DALROCK RD (ROCKWALL C/L)	Modification #: 2017-0737
Impementing Agency: TXDOT-DALLAS		Location/Limits To: EAST OF DALROCK RD	
County: ROCKWALL	CSJ: 0009-12-221		
City: ROWLETT	Desc: RECONSTRUCT DALROCK INTERCHANGE		
	Request: ADD PROJECT TO APPENDIX D OF 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0009-12-221	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2040	ROW	0009-12-221	S102:	\$1,350,000	\$150,000	\$0	\$0	\$0	\$1,500,000
Grand Total:				\$1,350,000	\$650,000	\$0	\$0	\$0	\$2,000,000

PROPOSED MAY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13049 **Facility:** SH 121 **Location/Limits From:** GLADE RD **Modification #:** 2017-0739
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 183
County: TARRANT **CSJ:** 0364-01-148
City: VARIOUS **Desc:** INTERIM OPERATIONAL BOTTLENECK IMPROVEMENT, ITS, AND ILLUMINATION
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH CATEGORY 2M FUNDS APPROVED BY THE RTC ON DECEMBER 8, 2016 AND ADD STBG FUNDS THAT ARE OFFSET BY A DECREASE ON TIP 11646/CSJ 0902-00-180 AND CSJ 0902-00-181
Comment: 10 YEAR PLAN PROJECT

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0364-01-148	SBPE:	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
2017	ENV	0364-01-148	SBPE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2018	CON	0364-01-148	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
2018	CON	0364-01-148	STBG:	\$1,280,000	\$320,000	\$0	\$0	\$0	\$1,600,000
Phase Subtotal:				\$21,280,000	\$5,320,000	\$0	\$0	\$0	\$26,600,000
Grand Total:				\$21,280,000	\$6,820,000	\$0	\$0	\$0	\$28,100,000

PROPOSED MAY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11726.4 **Facility:** CS **Location/Limits From:** RIVERFRONT BLVD FROM CADIZ STREET **Modification #:** 2017-0744
Impementing Agency: DALLAS CO **Location/Limits To:** UNION PACIFIC RAILROAD
County: DALLAS **CSJ:** 0918-45-908, 0918-47-168
City: DALLAS **Desc:** RECONSTRUCT 6 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS
Request: ADD \$270,000 RTR 121-DA1 INTEREST EARNED (\$216,000 REGIONAL AND \$54,000 LOCAL) TO ENGINEERING PHASE IN FY2017; INCREASE CONSTRUCTION FUNDING BY \$178,376 RTR 121-DA1 INTEREST EARNED (142,701 REGIONAL AND \$35,675 LOCAL), \$6,250,000 RTR 161-DA1 (\$5,000,000 REGIONAL AND \$1,250,000 LOCAL), AND \$7,401,624 LOCAL CONTRIBUTION, AND DELAY CONSTRUCTION PHASE TO FY2019; UPDATE CSJ FROM 0918-45-908 TO 0918-47-168
Comment: LOCAL CONTRIBUTION PAID BY DALLAS COUNTY AND CITY OF DALLAS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-45-908	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$2,640,000	\$660,000	\$0	\$3,300,000
2017	ROW	0918-45-908	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$40,000	\$10,000	\$0	\$50,000
2017	UTIL	0918-45-908	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$440,000	\$110,000	\$0	\$550,000
2017	CON	0918-45-908	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,244,901	\$4,244,901
2017	CON	0918-45-908	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$19,564,079	\$4,891,020	\$0	\$24,455,099
Phase Subtotal:				\$0	\$0	\$19,564,079	\$4,891,020	\$4,244,901	\$28,700,000
Grand Total:				\$0	\$0	\$22,684,079	\$5,671,020	\$4,244,901	\$32,600,000

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
Grand Total:				\$0	\$0	\$28,042,780	\$7,010,695	\$11,646,525	\$46,700,000

PROPOSED MAY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11853.2 **Facility:** SH 180 **Location/Limits From:** DIVISION BICYCLE AND PEDESTRIAN PROJECT ON SH 180/DIVISION FROM COOPER ST **Modification #:** 2017-0753
Impementing Agency: ARLINGTON **Location/Limits To:** FM 157/COLLINS STREET; IN ARLINGTON
County: TARRANT **CSJ:** 0008-07-034
City: ARLINGTON **Desc:** CONSTRUCT NEW BIKE TRAIL, 8-FOOT SIDEWALKS, PEDESTRIAN LIGHTING, BENCHES, LANDSCAPING, INFORMATIONAL KIOSKS, TRASH RECEPTACLES, AND BIKE RACKS WITHIN THE DISTRICT
Request: MOVE CONSTRUCTION FUNDING TO ROW PHASE THEREBY REMOVING CONSTRUCTION PHASE; INCREASE ROW FUNDING AND DELAY TO FY2018; INCREASE IN FUNDS OFFSET BY A DECREASE ON TIP 11853.1/CSJ 0902-90-035
Comment: PROJECT WAS ADDED AFTER PUBLIC INVOLVEMENT DUE TO EMERGENCY NEED FOR THE CITY TO OBLIGATE THE FUNDS BY THE END OF FY2018; CITY WILL APPLY FOR CONSTRUCTION FUNDS AFTER EXISTING FUNDS ARE FULLY OBLIGATED

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-07-034	Cat 5:	\$80,000	\$0	\$0	\$20,000	\$0	\$100,000
2017	ROW	0008-07-034	Cat 5:	\$516,000	\$0	\$0	\$129,000	\$0	\$645,000
2018	CON	0008-07-034	Cat 5:	\$244,620	\$0	\$0	\$61,155	\$0	\$305,775
Grand Total:				\$840,620	\$0	\$0	\$210,155	\$0	\$1,050,775

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-07-034	Cat 5:	\$216,000	\$0	\$0	\$54,000	\$0	\$270,000
2018	ROW	0008-07-034	Cat 5:	\$1,499,279	\$0	\$0	\$374,821	\$0	\$1,874,100
Grand Total:				\$1,715,279	\$0	\$0	\$428,821	\$0	\$2,144,100

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: http://www.nctcog.org/trans/tip/15-18/index.asp .
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 MAY 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: HANDITRAN

Apportionment Year: FY2013 PROGRAM OF PROJECTS

Modification #: 2017-0748

Request: REFINE FY2013 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CHANGE AGENCY NAME TO CITY OF ARLINGTON

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 355,644 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			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>		
12036.13	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$129,780	\$0	\$0	\$0	25,956	\$129,780		
12079.13	CAPITAL COST OF CONTRACTING	2015	CAPITAL	\$706,980	\$0	\$0	\$0	424,188	\$706,980		
TOTAL:				\$836,760	\$0	\$0	\$0	450,144	\$836,760		

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>	
12036.13	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$129,780	\$0	\$0	\$0	25,956	\$129,780	NO CHANGE	
12079.13	CAPITAL COST OF CONTRACTING	2015	CAPITAL	\$496,980	\$0	\$0	\$0	298,188	\$496,980	DECREASE FUNDING	
12153.13	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$210,000	\$0	\$0	\$0	31,500	\$210,000	ADD PROJECT (MPO TDCs)	
TOTAL:				\$836,760	\$0	\$0	\$0	355,644	\$836,760		

Implementing Agency: HANDITRAN

Apportionment Year: FY2014 PROGRAM OF PROJECTS

Modification #: 2017-0749

Request: REFINE FY2014 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CHANGE AGENCY NAME TO CITY OF ARLINGTON

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 566,381 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			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>		
12036.14	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$129,779	\$0	\$0	\$0	25,956	\$129,779		
12079.14	CAPITAL COST OF CONTRACTING	2015	CAPITAL	\$875,708	\$0	\$0	\$0	525,425	\$875,708		
12700.14	PLANNING	2015	PLANNING	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
TOTAL:				\$1,105,487	\$0	\$0	\$0	571,381	\$1,105,487		

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>	
12036.14	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$129,779	\$0	\$0	\$0	25,956	\$129,779	NO CHANGE	
12079.14	CAPITAL COST OF CONTRACTING	2015	CAPITAL	\$875,708	\$0	\$0	\$0	525,425	\$875,708	NO CHANGE	
12153.14	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$100,000	\$0	\$0	\$0	15,000	\$100,000	ADD PROJECT (MPO TDCs)	
12700.14	PLANNING	2015	PLANNING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$1,105,487	\$0	\$0	\$0	566,381	\$1,105,487		

PROPOSED MAY 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: TEXOMA AREA PARATRANSIT SYSTEM

Apportionment Year: FY2013 PROGRAM OF PROJECTS

Modification #: 2017-0750

Request: REFINE FY2013 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: MCKINNEY

Comment: NOTE: 883,303 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL		
12085.13	PURCHASE REPLACEMENT VEHICLES	2013	CAPITAL	\$1,000,000	\$0	\$0	\$0	150,000	\$1,000,000		
12249.13	PURCHASE EXPANSION VEHICLES	2013	CAPITAL	\$125,000	\$0	\$0	\$0	18,750	\$125,000		
12307.13	ACQUISITION OF HARDWARE	2013	CAPITAL	\$183,500	\$0	\$0	\$0	36,700	\$183,500		
12551.13	GENERAL DEVELOPMENT/COMPREHENSIVE PLANNING	2013	PLANNING	\$50,000	\$0	\$0	\$12,500	1,056,311	\$62,500		
12670.13	ACQUISITION OF SHOP EQUIPMENT	2013	CAPITAL	\$265,000	\$0	\$0	\$0	53,000	\$265,000		
12672.13	ACQUISITION OF SOFTWARE	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
12673.13	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
12674.13	CONSTRUCTION OF ADMIN/MAINT FACILITY	2013	CAPITAL	\$563,853	\$0	\$0	\$0	112,771	\$563,853		
12675.13	BUS PREVENTIVE MAINTENANCE	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
12676.13	BUS TRANSIT ENHANCEMENTS	2013	CAPITAL	\$5,000	\$0	\$0	\$0	1,000	\$5,000		
TOTAL:				\$2,492,353	\$0	\$0	\$12,500	1,488,532	\$2,504,853		

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT	
12085.13	PURCHASE REPLACEMENT VEHICLES	2013	CAPITAL	\$1,000,000	\$0	\$0	\$0	150,000	\$1,000,000	NO CHANGE	
12109.13	OPERATING ASSISTANCE	2018	OPERATING	\$563,853	\$0	\$0	\$0	563,853	\$563,853	ADD PROJECT (MPO TDCs)	
12249.13	PURCHASE EXPANSION VEHICLES	2013	CAPITAL	\$125,000	\$0	\$0	\$0	18,750	\$125,000	NO CHANGE	
12307.13	ACQUISITION OF HARDWARE	2013	CAPITAL	\$183,500	\$0	\$0	\$0	36,700	\$183,500	NO CHANGE	
12551.13	GENERAL DEVELOPMENT/COMPREHENSIVE PLANNING	2013	PLANNING	\$50,000	\$0	\$0	\$12,500	0	\$62,500	REMOVE MPO TDCs	
12670.13	ACQUISITION OF SHOP EQUIPMENT	2013	CAPITAL	\$265,000	\$0	\$0	\$0	53,000	\$265,000	NO CHANGE	
12672.13	ACQUISITION OF SOFTWARE	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE	
12673.13	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE	
12674.13	CONSTRUCTION OF ADMIN/MAINT FACILITY	2013	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12675.13	BUS PREVENTIVE MAINTENANCE	2013	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE	
12676.13	BUS TRANSIT ENHANCEMENTS	2013	CAPITAL	\$5,000	\$0	\$0	\$0	1,000	\$5,000	NO CHANGE	
TOTAL:				\$2,492,353	\$0	\$0	\$12,500	883,303	\$2,504,853		

PROPOSED MAY 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: TEXOMA AREA PARATRANSIT SYSTEM

Apportionment Year: FY2014 PROGRAM OF PROJECTS

Modification #: 2017-0751

Request: REFINE FY2014 PROGRAM OF PROJECTS

UZA: MCKINNEY

Comment: NOTE: 2,106,078 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

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>
12109.14	OPERATING ASSISTANCE	2015	OPERATING	\$2,477,374	\$316,245	\$0	\$2,161,129	0	\$4,954,748
12551.14	PLANNING	2015	PLANNING	\$125,000	\$0	\$0	\$31,250	1,577,620	\$156,250
12675.14	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$180,000	\$0	\$0	\$0	36,000	\$180,000
TOTAL:				\$2,782,374	\$316,245	\$0	\$2,192,379	1,613,620	\$5,290,998

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>
12109.14	OPERATING ASSISTANCE	2015	OPERATING	\$2,477,374	\$316,245	\$0	\$2,161,129	2,070,078	\$4,954,748	ADD MPO TDCs
12551.14	PLANNING	2015	PLANNING	\$125,000	\$0	\$0	\$31,250	0	\$156,250	REMOVE MPO TDCs
12675.14	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$180,000	\$0	\$0	\$0	36,000	\$180,000	NO CHANGE
TOTAL:				\$2,782,374	\$316,245	\$0	\$2,192,379	2,106,078	\$5,290,998	



North Central Texas Council Of Governments

TO: Surface Transportation Technical Committee

DATE: February 16, 2018

FROM: Vickie Alexander
Program ManagerSUBJECT: Modifications to the FY2018 and FY2019 Unified Planning Work Program for Regional Transportation Planning

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

Listed below, and in the following attachment, is the third set of proposed modifications to the FY2018 and FY2019 UPWP. Included in these amendments are new initiatives, project updates and funding adjustments. The proposed modifications were presented at the February 5, 7, and 13, 2018, public meetings. Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting.

Transportation Planning Fund (TPF) Modification

- 2.01 Travel Forecasting Support – Regional Travel Model (Update text to add University Partnership Program project on Behavioral Estimation of Origin-Destination Trip Tables, to create a method of estimating travel demand based on trip generation/distribution and traffic counts)

Other Funding Source Modifications

- 1.04 Computer System Administration and Application Coordination – Regional Aerial Photography (Add \$550,040 Surface Transportation Block Grant Program [STBG] funds and \$138,760 Texas Department of Transportation [TxDOT] funds to reflect unspent FY2017 monies)
- 2.02 Transportation Data Management – Data-Supported Transportation Operations and Planning (D-STOP) in the Dallas-Fort Worth Area (Add \$75,000 RTC Local funds for third year of University Partnership Program project on Travel Modeling in an Era of Connected and Automated Transportation Systems: An Investigation in the Dallas-Fort Worth Area, which will focus on the development of scenarios using the developed model to produce various forecasts and convert the results to inform the planning process)
- 5.05 Congestion Management Planning and Operations – Video and Analytics Evaluating Lost Capacity Due to Technology-Related Behaviors (Add University Partnership

- Program project and \$50,000 STBG funds matched with Transportation Development Credits [TDCs] as funding match to analyze delay on the transportation system associated with distracted drivers)
- 5.05 Congestion Management Planning and Operations – Managed Lane Technology Assessment (Add \$3,960,000 STBG funds and \$990,000 TxDOT funds, and update text to reflect the implementation of technology to detect/verify auto occupancy on the entire managed lane system)
 - 5.06 Regional Freight Planning (Add University Partnership Program project and \$20,000 STBG funds matched with TDCs to analyze Automated Vehicles and Freight Transportation; total project cost is \$60,000 and increased funding will supplement currently available revenue)
 - 5.11 Automated Vehicle Technology – Automated Vehicles: Development and Deployment (Add \$25,000 RTC Local funds to support Phase 2 of University Partnership Program project related to Direct Employment Impacts of Automated Vehicles which will focus on job growth areas, training, and educational needs)

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

- 1.02 Program and Policy Administration – Program Administration (Add \$50,000 RTC Local funds to support upgrade of video displays in the NCTCOG Transportation Council Room)
- 1.04 Computer System Administration and Application Coordination – Computer Resource Management and Equipment Purchases (Update text in Exhibit II-2 to include upgrades to equipment in the NCTCOG Transportation Council Room and reflect additional \$50,000 in estimated price as noted above)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Blue-Green-Grey Silo-Busting Initiatives (Add project and \$109,170 RTC Local funds to support three initiatives: 1) City of Southlake – Burney Lane Bio-filtration, 2) City of Farmers Branch – Green Bus Stop Design Guidelines, and 3) Dallas Area Rapid Transit – Community Gardens Hatcher Station)

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

AMENDMENT #3 TO THE FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM

1.04 Computer System Administration and Application Coordination

Computer Resource Management and Equipment Purchases

Other Funding Sources

Additional digital equipment, software and services funded by other sources are provided in Exhibit II-2. The funding is programmed in the appropriate subtask for the work.

EXHIBIT II-2

PLANNED COMPUTER SOFTWARE AND EQUIPMENT PURCHASES USING OTHER FUNDING SOURCES

QUANTITY	DESCRIPTION	ESTIMATED PRICE
---	Automated bicycle and pedestrian count equipment (Subtask 5.03)	\$16,000
---	Web hosting and maintenance for Air North Texas and Clean Cities Coalition (Subtask 3.04)	\$3,000
---	Tablets and audio, video, camera equipment for outreach and education (Subtask 3.04)	\$28,500
---	Audio/video equipment, updates , and maintenance for the Transportation Council Room (Subtask 1.02)	\$34,000 \$84,000

2.01 Travel Forecasting Support

Regional Travel Model

Transportation Planning Funds

This component covers activities related to the regional travel model (RTM), which is the main tool in the analytical tool set of the subtask. The RTM is a collection of computer program software applications, training materials, and documents used by transportation analysts for planning the projects and policies in the region. The regional travel model includes Hill County in addition to the 12 counties that comprise the Metropolitan Planning Area (MPA) due to the fact that the southern split of IH 35 is located within the boundary of this county and because of the impact that this facility has on transportation planning within the MPA. The tasks in this component are divided into three sections: the existing RTM, the next generation of the RTM, and the information system for transportation supply system. **A-Two** University Partnership Program **projects** and communication subcomponents are also included in this component to support the three tasks.

A **Two** University Partnership Program (UPP) **projects** will include managed lanes in travel modeling **and Behavioral Estimation of Origin-Destination (OD) Trip Tables**. The North Texas region has several managed lanes that serve travelers with reliable travel times. ~~This project, utilizing assistance through the UPP,~~ **The Managed Lanes UPP project** will enhance NCTCOG's travel model forecasting capabilities with regard to managed lanes. The study will involve the inclusion of travel time reliability on managed lanes, as well as determine the value of time to the users of these facilities. Travel time reliability measures the probability of on-time arrival of the trips experienced by travelers due to uncertainties present in the roadway network. Project results will be used to help guide long-term transportation planning decisions.

The purpose of the Behavioral Estimation of OD Trip Tables UPP project is to create a method of estimating travel demand based on trip generation/distribution and traffic counts. The challenge of the traditional method is that the estimation of travel demand is based on traffic counts, and the connection between trip generation/distribution is lost. This initiative will develop and implement a method that can change trip generation/distribution parameters to result in a traffic assignment that matches traffic counts.

4.02 Coordination of Transportation and Environmental Planning Processes

Blue-Green-Grey Silo-Busting Initiatives

Other Funding Sources

In many cases, traditional transportation planning has resulted in “silos” that cause projects to be disjointed due to lack of communication or coordination amongst planners or project champions in various disciplines. To combat this challenge, NCTCOG solicited project ideas through a “Blue-Green-Grey” initiative to identify “silo-busting” projects that focus on three elements – blue (water), green (environment), and grey (transportation infrastructure). Selected projects are expected to help develop new ideas that engage multiple disciplines and implement projects that could be further developed and replicated regionwide. Through the 2017 solicitation, three projects were selected for funding: the City of Southlake Burney Lane Bio-filtration System, the City of Farmers Branch Green Bus Stop Design Guidelines, and the Dallas Area Rapid Transit Community Gardens Hatcher Station Pilot. This initiative is supported through RTC Local funds. Work will be completed during FY2018 and into FY2019. Anticipated products include:

- Installation of a bio-filtration system as a part of the City of Southlake Burney Lane repaving project;
- Completion of a Green Bus Stop Guidelines document for the City of Farmers Branch, along with a study of, and design for, ten existing bus stops;
- Completion of a community garden in a vacant parcel near the DART Hatcher Station; and
- Final reports/case studies summarizing impacts, lessons learned, and any future plans.

5.05 Congestion Management Planning and Operations

Video and Analytics Evaluating Lost Capacity Due to Technology-Related Behaviors

Other Funding Sources

University Partnership Program (UPP) assistance will be initiated to analyze delay on the transportation system associated with distracted drivers. This study will investigate the assumed driver delay versus actual driver time delayed due to distractions. A survey may be conducted to observe reaction time and analyze if idling, queuing and other reductions of capacity has increased since the onset of technology. The study will determine if different assumptions used for modeling and operations need to be adjusted in order to more accurately reflect actual delay associated with new technology distractions. Surface Transportation Block Grant Program funds and Transportation Development Credits will be used to support this project. Anticipated products include:

- Meeting summaries;
- Comment review; and
- Technical memorandums.

Managed Lane Technology Assessment

Other Funding Sources

This element is ongoing throughout FY2018 and FY2019. To facilitate efficient operation and toll collection on the managed lanes, the region desires that a technology-based system be implemented to verify auto occupancy. The region plans to utilize advanced technology for vehicle occupancy detection and verification, as well as other equipment to improve the safety and operations of managed lanes. As part of this task, staff will provide ~~assistance with~~ public outreach and education regarding High Occupancy Vehicle (HOV)/managed lane pricing. Staff will also work with regional partners to develop approaches to address the implementation of occupancy-based tolling and dynamic pricing, and document lessons learned. This element also supports NCTCOG's membership in, and support for research under, FHWA's High Occupancy Vehicle/Managed Use Lane Pooled Fund Study. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, **Surface Transportation Block Grant Program funds**, Texas Department of Transportation funds, and RTC Local funds will be used to support these activities. Anticipated products include:

- Coordination and meetings with partner agencies, as needed;
- ~~Assistance with p~~Public outreach and education on HOV/managed lanes;
- Implementation and testing of pilot for technology to detect auto occupancy; ~~and~~
- **Implementation and integration of technology to detect/verify auto occupancy on HOV/managed lane system; and**
- Support for and participation in FHWA High Occupancy Vehicle/Managed Use Lane Pooled Fund Study.

5.06 Regional Freight Planning

Other Funding Sources

This subtask is ongoing throughout FY2018 and FY2019, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the DFW Region. This task includes the collection and analysis of data pertaining to freight mobility and safety. These tasks will include continued coordination with private-sector partners in the trucking, rail, and freight-forwarding businesses. **Also, University Partnership Program (UPP) assistance will be utilized for supporting planning studies and analysis.** Surface Transportation Block Grant Program (STBG) funds, Texas Department of Transportation, Regional Transportation Council (RTC) Local funds and Transportation Development Credits will be utilized to support this project. Consultant assistance will be used. Anticipated products include:

- Quarterly Regional Freight Advisory Committee (RFAC) meetings;
- Regional Transportation Council Intermodal/Multimodal/High Speed Rail/Freight Subcommittee meetings, as needed;
- Support to the USDOT Federal Highway Administration and Texas Department of Transportation for various projects as needed;
- Monitoring of truck-lane restriction corridor conditions;
- Various reports and studies regarding freight conditions in the DFW region, including a Regional Hazardous Materials Route Study, Economic Impact Analyses and a Freight and Passenger Rail Integration Study;
- Recommended follow-up studies identified in Freight North Texas: The North Central Texas Regional Freight System Inventory, including a Land-Use Compatibility Analysis and a Data Collection Program which could include traffic counts, classification counts and surveys for the Regional Freight Model;
- Freight Mobility Plan; ~~and~~
- Public outreach and educational programs; ~~and~~
- **UPP report on Automated Vehicles and Freight Transportation Analysis.**

5.11 Automated Vehicle Technology

Automated Vehicles: Development and Deployment

Other Funding Sources

This program is ongoing throughout FY2018 and FY2019 providing for the development and deployment of automated vehicles. Strategies include building an open data infrastructure to support safe deployment of automated vehicles, encouraging shared mobility transportation models to deliver more mobility to more people in the region more cost-effectively, building information tools for policy makers and the public, and examining direct employment-related impacts of automated vehicles. Consultant assistance may be utilized to support work activities. University Partnership Program (UPP) assistance will continue to be utilized to support work activities in the information tools and employment impact study. This program uses Surface Transportation Block Grant Program funds, Congestion Mitigation and Air Quality Improvement

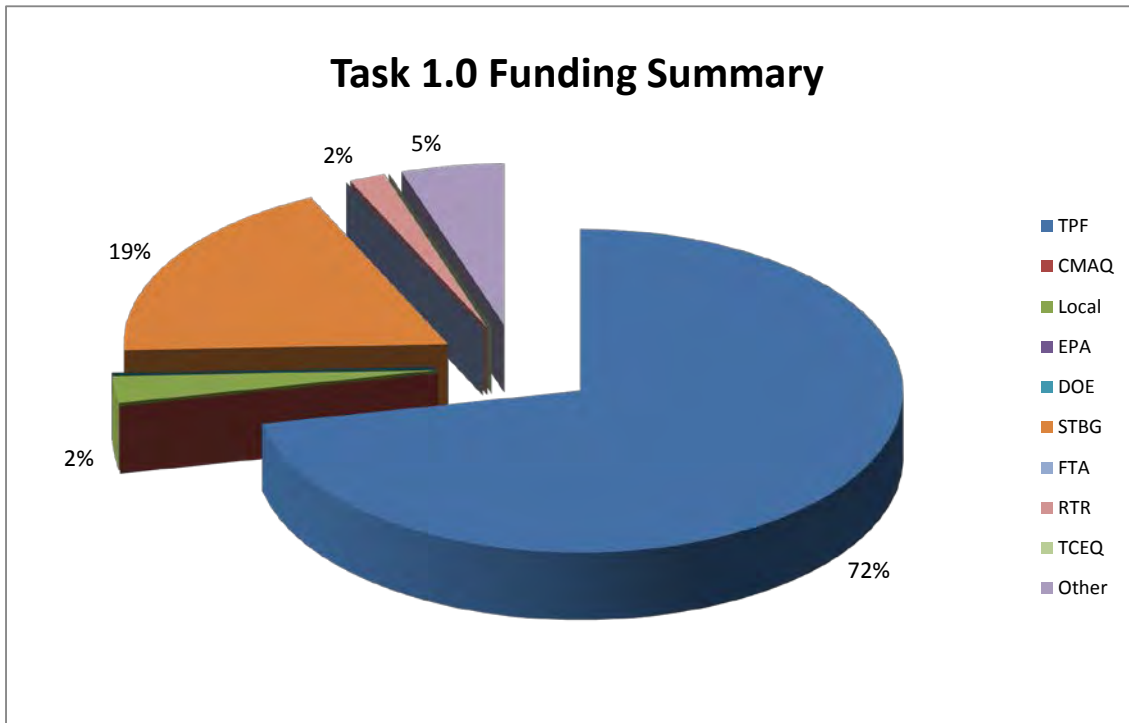
Program funds, Texas Department of Transportation funds, Regional Transportation Council Local funds and Transportation Development Credits to support activities in this area. Anticipated products include:

- An open data infrastructure for use by automated vehicles;
- Support for shared mobility service delivery models, especially those that increase average vehicle occupancy;
- Development and deployment of automated vehicle technologies in the region;
- Advancing emerging cellular-V2X technologies;
- Liaison to the Smart City/Smart State program;
- Information tools about automated vehicles; and
- Reports on direct employment-related impacts of automated vehicles.

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
1.01	\$2,889,500	\$4,000	NCTCOG Local	
Subtotal				\$2,893,500
1.02	\$522,100	\$116,900	Local	
		\$125,800	NCTCOG Local	
		\$230,900	STBG	
Subtotal				\$995,700
1.03		\$50,000	Local	
		\$20,000	NCTCOG Local	
		\$114,100	RTR	
		\$255,800	STBG	
Subtotal				\$439,900
1.04	\$1,110,000	\$690,040	STBG	
		\$173,760	TXDOT	
Subtotal				\$1,973,800
Total	\$4,521,600	\$1,781,300		\$6,302,900

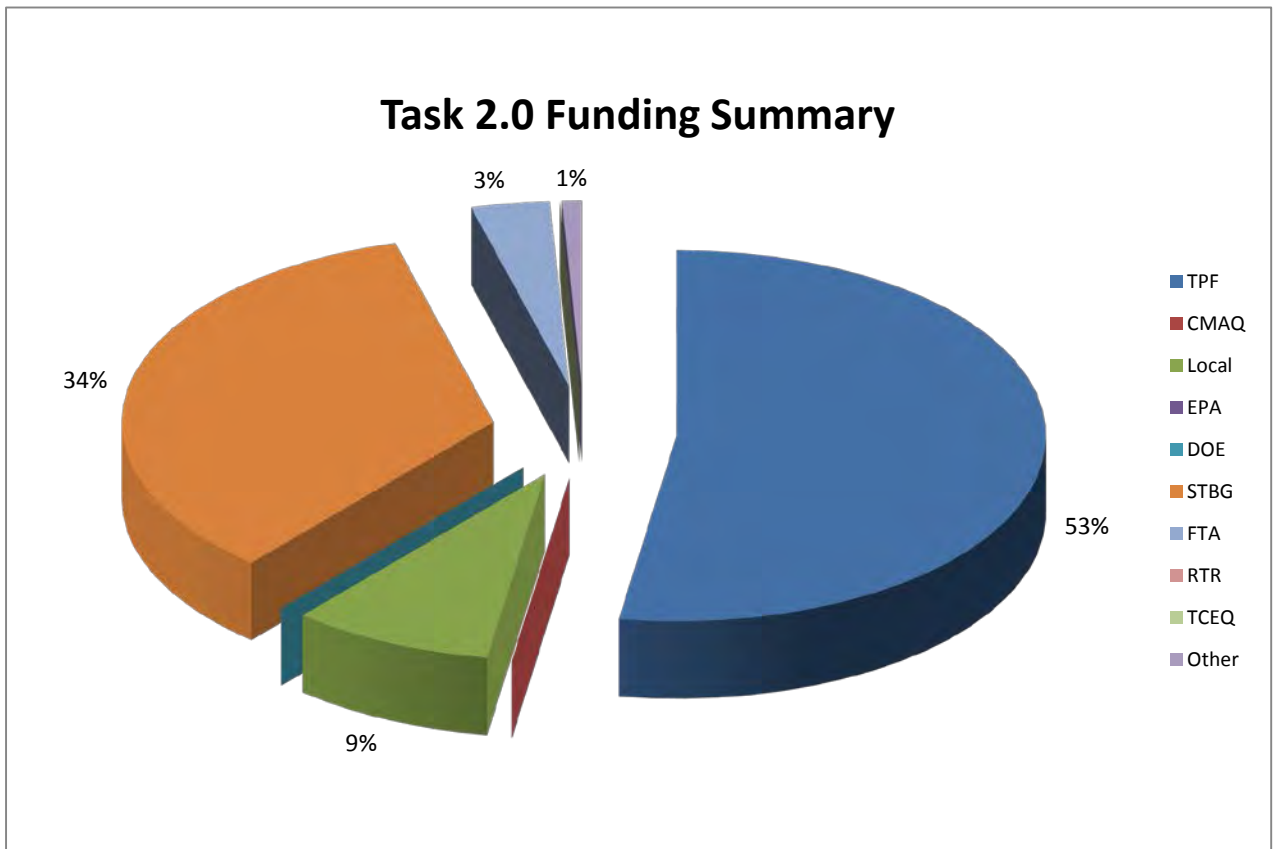
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding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



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$2,136,200	\$57,100	FHWA	
		\$399,200	Local	
		\$2,343,400	STBG	
Subtotal				\$4,935,900
2.02	\$398,800	\$232,200	FTA	
		\$198,141	Local	
Subtotal				\$829,141
2.03	\$1,033,600			
Subtotal				\$1,033,600
Total	\$3,568,600	\$3,230,041		\$6,798,641

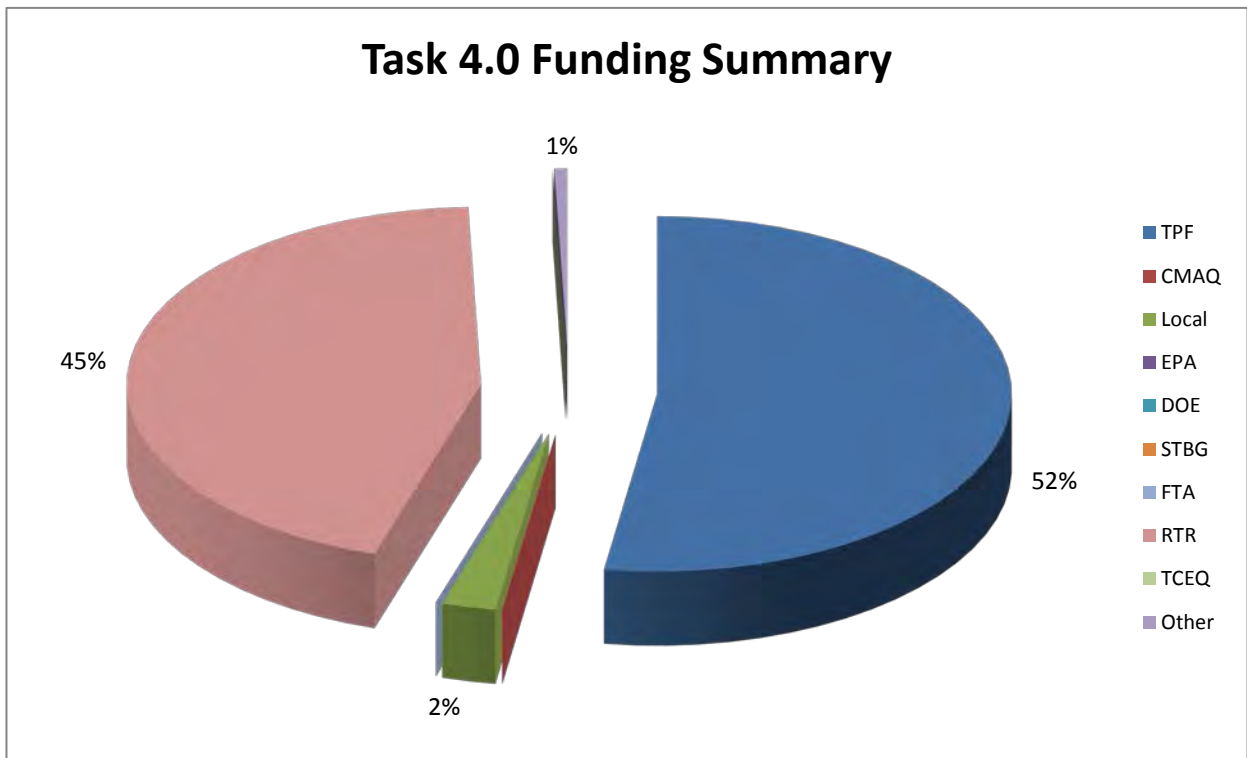
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding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



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
4.01	\$2,623,700			
Subtotal				\$2,623,700
4.02	\$223,200	\$34,000	FHWA	
		\$143,170	Local	
		\$2,605,800	RTR	
Subtotal				\$3,006,170
4.03	\$132,700			
Subtotal				\$132,700
4.04	\$84,200			
Subtotal				\$84,200
Total	\$3,063,800	\$2,782,970		\$5,846,770

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



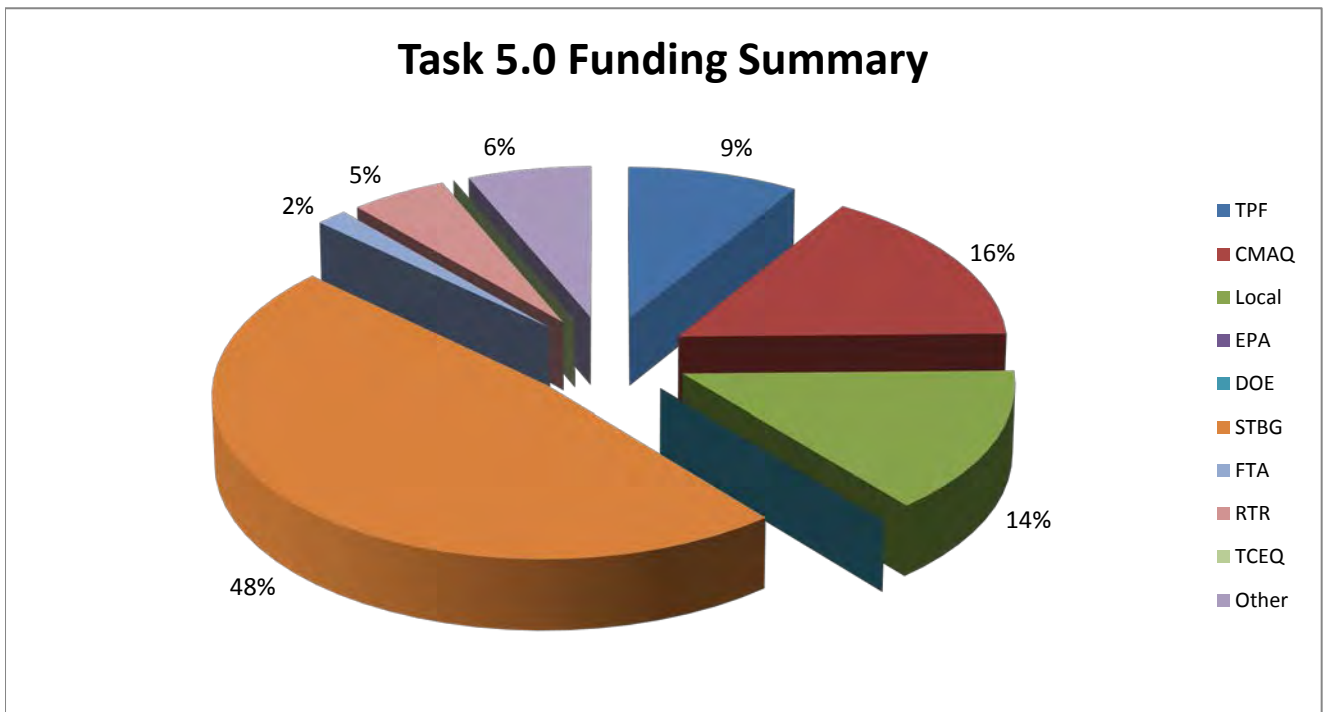
E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,041,700			
		\$34,700	Local	
		\$48,200	NTTA	
		\$2,616,800	RTR	
		\$9,250,700	STBG	
		\$261,800	TxDOT	
Subtotal				\$13,253,900
5.02	\$1,097,900			
		\$183,500	RTR	
Subtotal				\$1,281,400
5.03	\$641,500			
		\$524,000	CMAQ	
		\$71,100	FHWA	
		\$984,400	FTA	
		\$3,023,870	Local	
		\$2,387,400	STBG	
Subtotal				\$7,632,270
5.04	\$372,300			
		\$22,500	Local	
		\$327,800	STBG	
		\$10,000	TXDOT	
Subtotal				\$732,600
5.05	\$824,700			
		\$8,786,000	CMAQ	
		\$4,837,000	Local	
		\$235,000	RTR	
		\$13,491,600	STBG	
		\$3,218,500	TXDOT	
Subtotal				\$31,392,800
5.06	\$10,000			
		\$89,500	Local	
		\$1,978,900	STBG	
		\$147,800	TxDOT	
Subtotal				\$2,226,200
5.07	\$53,200			
Subtotal				\$53,200

E. Funding Summary

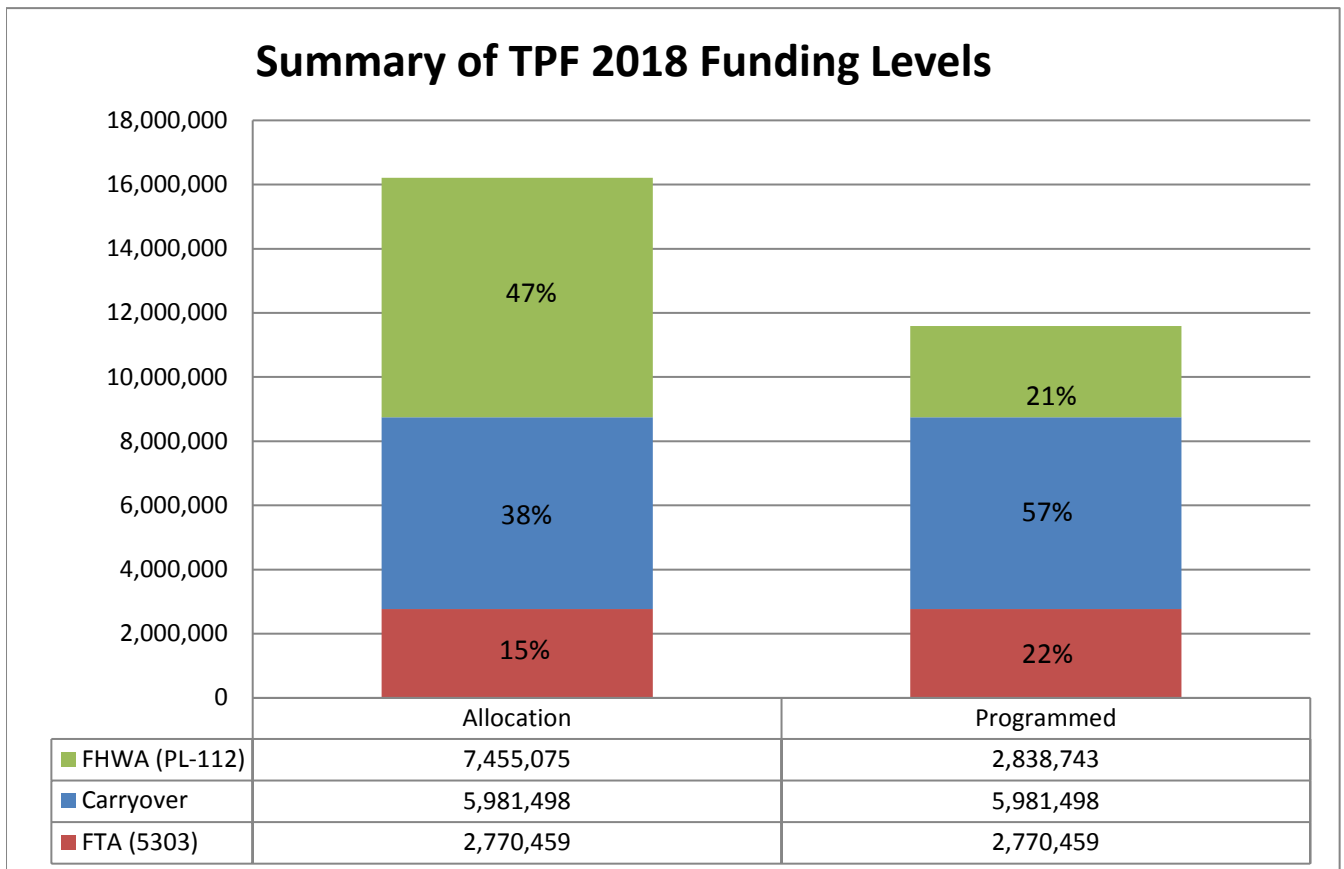
Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.08	\$610,700			
		\$35,900	Local	
		\$89,800	STBG	
Subtotal				\$736,400
5.09	\$234,000			
		\$384,400	Local	
Subtotal				\$618,400
5.10				
		\$22,140	DOD	
		\$83,260	Local	
Subtotal				\$105,400
5.11				
	\$483,500	\$250,000	CMAQ	
		\$119,500	Local	
		\$1,456,300	STBG	
		\$100,000	TXDOT	
Subtotal				\$2,409,300
Total	\$5,369,500	\$55,072,370		\$60,441,870

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

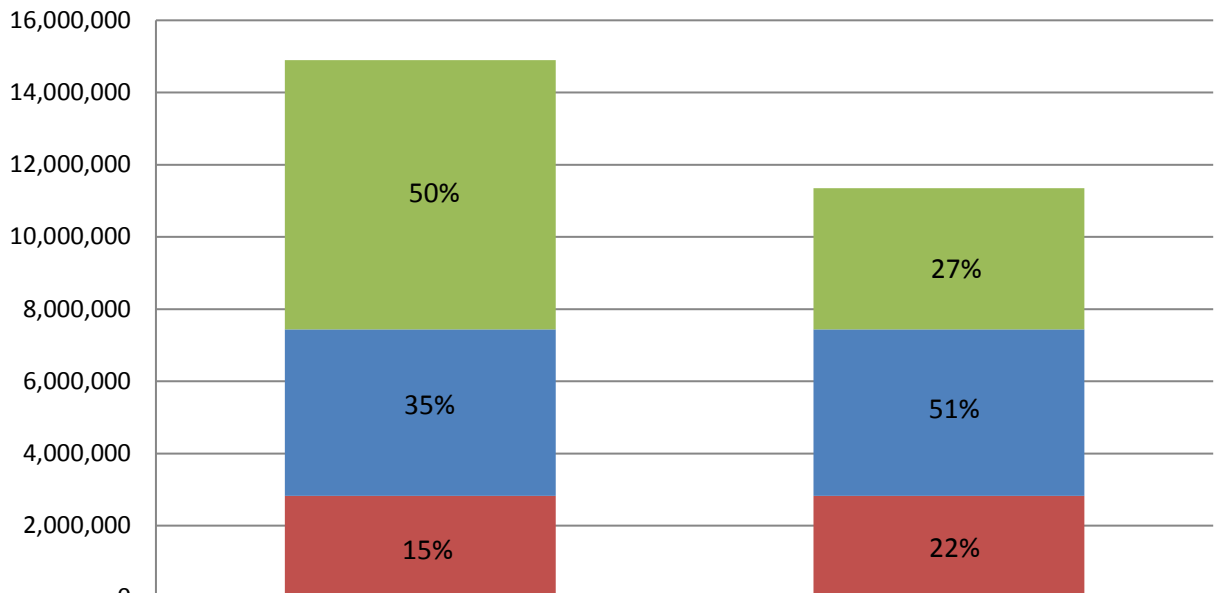


**EXHIBIT VIII-1
FY2018 AND FY2019 TPF PROGRAMMING SUMMARY**

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



Summary of TPF 2019 Funding Levels

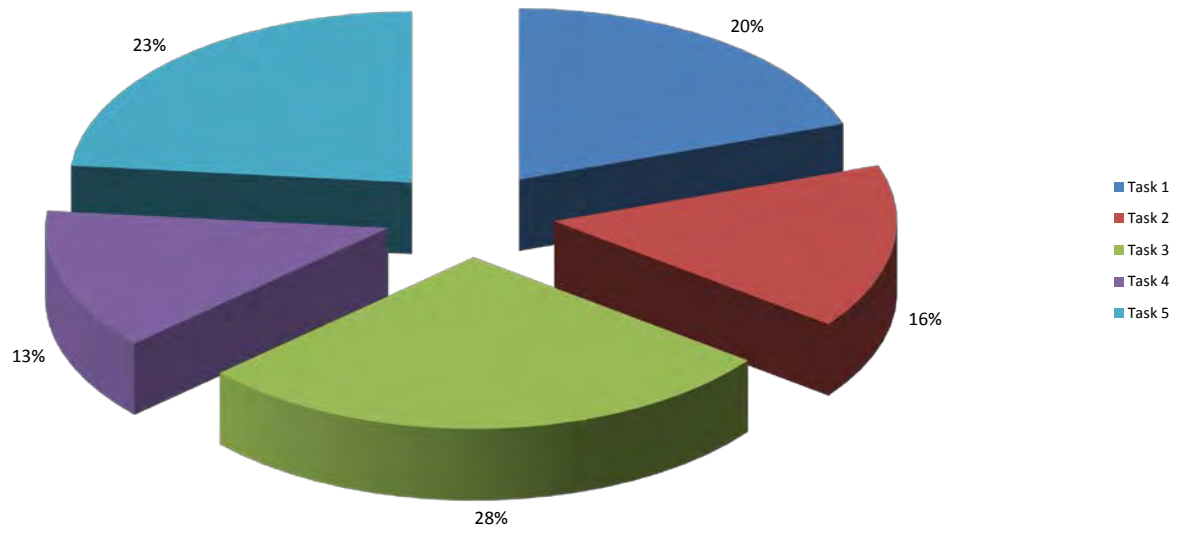


	Allocation	Programmed
■ FHWA (PL-112)	7,455,075	3,908,700
■ Carryover	4,616,332	4,616,332
■ FTA (5303)	2,825,868	2,825,868

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

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

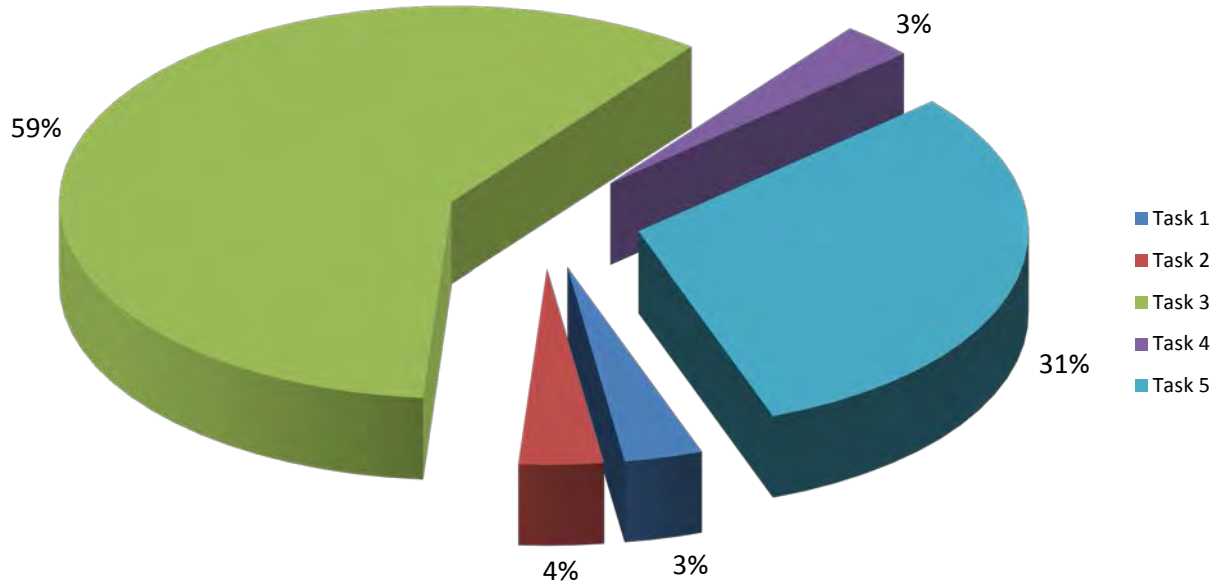
Transportation Planning Funds (TPF) Summary by Task



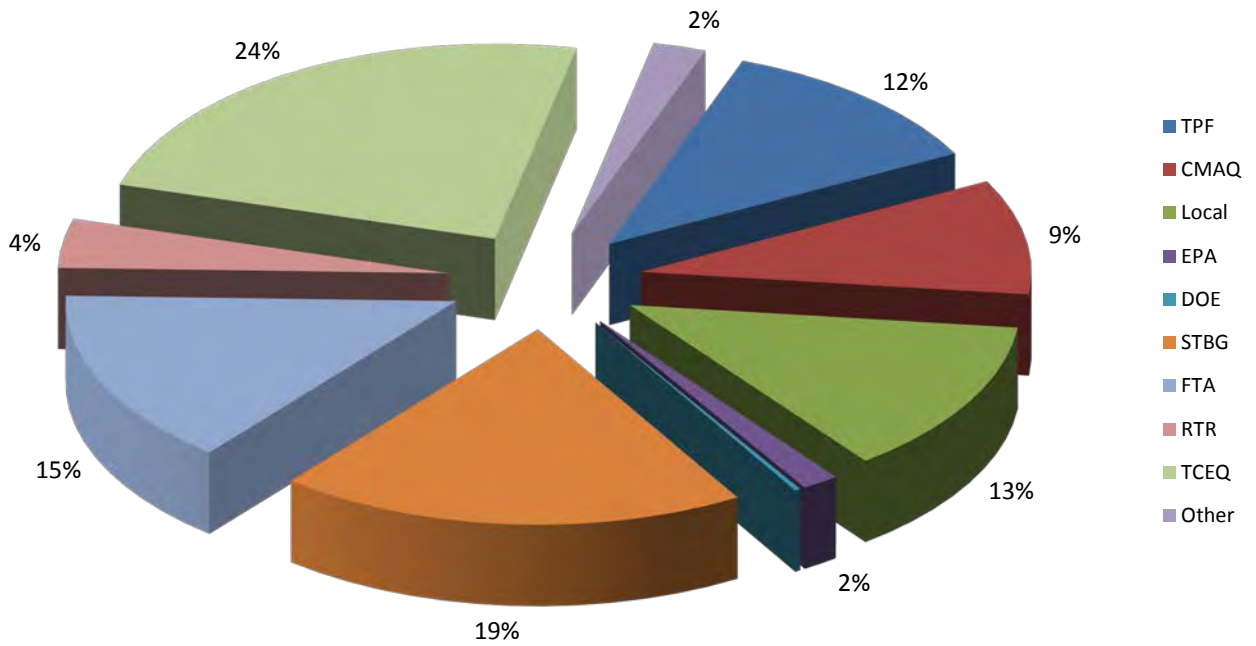
**EXHIBIT VIII-3
FY2018 AND FY2019 UPWP FUNDING SUMMARY**

Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF	\$4,521,600	\$3,568,600	\$6,418,100	\$3,063,800	\$5,369,500	\$22,941,600
CMAQ	\$0	\$0	\$9,027,300	\$0	\$9,560,000	\$18,587,300
DOD	\$0	\$0	\$0	\$0	\$22,140	\$22,140
DOE	\$0	\$0	\$456,015	\$0	\$0	\$456,015
EPA	\$0	\$0	\$2,984,512	\$0	\$0	\$2,984,512
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$57,100	\$0	\$34,000	\$71,100	\$162,200
FTA	\$0	\$232,200	\$27,193,420	\$0	\$984,400	\$28,410,020
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$166,900	\$597,341	\$15,534,799	\$143,170	\$8,630,630	\$25,072,840
NCTCOG Local	\$149,800	\$0	\$0	\$0	\$0	\$149,800
NTTA	\$0	\$0	\$0	\$0	\$48,200	\$48,200
RTR	\$114,100	\$0	\$2,148,500	\$2,605,800	\$3,035,300	\$7,903,700
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$1,176,740	\$2,343,400	\$5,352,900	\$0	\$28,982,500	\$37,855,540
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$46,542,000	\$0	\$0	\$46,542,000
TxDOT	\$173,760	\$0	\$0	\$0	\$3,738,100	\$3,911,860
Subtotal	\$6,302,900	\$6,798,641	\$115,657,546	\$5,846,770	\$60,441,870	\$195,047,727

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2018 and FY2019 Unified Planning Work Program

**Surface Transportation Technical Committee
February 23, 2018**

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

Transportation Planning Fund Modification

Project	Financial Action	Description
Travel Forecasting Support – Regional Travel Model (Subtask 2.01)	N/A	Update text to add University Partnership Program Project on Behavioral Estimation of Origin-Destination Trip Tables

Other Funding Source Modifications

Project	Financial Action	Description
Computer System Administration and Application Coordination – Regional Aerial Photography (Subtask 1.04)	\$550,040 STBG \$138,760 TxDOT	Add funds to reflect unspent FY2017 monies
Transportation Data Management – Data-Supported Transportation Operations and Planning (D-STOP) in the Dallas-Fort Worth Area (Subtask 2.02)	\$ 75,000 RTC Local	Add funding for third year of University Partnership Program project on Travel Modeling in an Era of Connected and Automated Transportation Systems: An Investigation in the Dallas-Fort Worth Area

Other Funding Source Modifications (cont'd)

Project	Financial Action	Description
Congestion Management Planning and Operations (Subtask 5.05)	\$ 50,000 STBG	Add University Partnership Program project on Video and Analytics Evaluating Lost Capacity Due to Technology-Related Behaviors and reflect use of Transportation Development Credits (TDCs) as funding match
Congestion Management Planning and Operations – Managed Lane Technology Assessment (Subtask 5.05)	\$3,960,000 STBG \$ 990,000 TxDOT	Add funding and update text to reflect the implementation of technology to detect/verify auto occupancy on the entire managed lane system

Other Funding Source Modifications (cont'd)

Project	Financial Action	Description
Regional Freight Planning (Subtask 5.06)	\$20,000 STBG	Add University Partnership Program project on Automated Vehicles and Freight Transportation Analysis and reflect use of TDCs as funding match. Total project cost is \$60,000; increased funding will supplement currently available revenue
Automated Vehicle Technology – Automated Vehicles: Development and Deployment (Subtask 5.11)	\$25,000 RTC Local	Add Phase 2 University Partnership Program project related to Direct Employment Impacts of Automated Vehicles which will focus on job growth areas, training, and educational needs

Total Funding Increases from Other Sources

Funding Source	Amount	UPWP Subtask
STBG	\$4,580,040	1.04, 5.05, 5.06
TxDOT	\$1,128,760	1.04, 5.05
RTC Local	\$ 259,170	1.02, 2.02, 4.02, 5.11
Total	\$5,967,970	

Modification Schedule

February 5, 7, and 13 Public Meetings

February 23 **Action by Surface Transportation
Technical Committee**

March 8 **Action by Regional Transportation
Council**

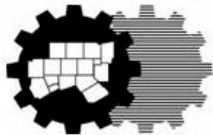
March 22 **Action by NCTCOG Executive
Board**

March 23 **Submittal of Modifications to Texas
Department of Transportation**

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North Central Texas
Council of Governments
Transportation Department

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

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

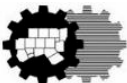
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Partner(s)	Project/Facility	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding							Total Proposed Funding	Selection Criteria Met	Notes/Partnership Details
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	Regional (RTR)	State	Local	Other	TDCs			
City of Crowley	Main Street	From Beverly St. to Crowley Rd. (FM 731)	Reconstruct from 3 to 2 lanes, add bicycle lanes, new sidewalks, add on-street parking, and construct two roundabouts	2017	ENG	\$0	\$0	\$0	\$0	\$719,336	\$0	0	\$719,336	Turnback, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscapes	TxDOT will implement an additional project on FM 1187 as in-kind compensation for the City of Crowley taking that facility off-system. This in-kind project is in place of the rehabilitation of the roadway that typically comes with a Turnback agreement. CMAQ/STBG funding amounts will be adjusted to maximize the use of CMAQ funds.
				2018	ROW	\$0	\$0	\$0	\$0	\$8,525	\$0	0	\$8,525		
				2018	UTIL	\$0	\$0	\$0	\$0	\$300,000	\$0	0	\$300,000		
				2020	CON	\$1,447,099	\$3,052,901	\$0	\$0	\$5,642,051	\$0	0	\$10,142,051		
City of Ennis	UPRR Safety Zone	Bus 287/Ennis Avenue at UP Railroad	Construct grade separation at the intersection of Bus 287/Ennis Avenue and the Union Pacific Railroad line in order to facilitate a Sustainable Development project on Ennis Avenue	TBD	ENG	\$0	\$0	\$0	\$0	\$4,000,000	\$0	0	\$4,000,000	Turnback, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscapes	"Other" funding proposed to be contributed by Union Pacific; RTC share will increase if TxDOT and UP contributions are lowered
				TBD	CON	\$0	\$9,000,000	\$0	\$5,000,000	\$0	\$3,000,000	0	\$17,000,000		
City of Irving	SH 356/Irving Blvd.	From O'Connor Rd. to Strickland Plaza	Reconstruct from 3 to 2 lanes with a bicycle lane, sidewalk improvements, and on-street parking from O'Connor to Britain	2018	ENG	\$0	\$0	\$0	\$0	\$1,787,410	\$0	0	\$1,787,410	Turnback, Redevelopment opportunities, Payback, Context-sensitive design, pedestrian-friendly streetscapes	RTR 161 DA-1 funds to be used; Irving to repay the RTC using TIF funds; The repayment timeline is still under discussion; City is matching the RTR funds by funding the pre-construction phases
				2019	ROW	\$0	\$0	\$0	\$0	\$400,000	\$0	0	\$400,000		
				2020	UTIL	\$0	\$0	\$0	\$0	\$5,118,640	\$0	0	\$5,118,640		
				2020	CON	\$0	\$0	\$12,000,000	\$0	\$755,460	\$0	0	\$12,755,460		
City of Lewisville	College Street	From Mill St. to Railroad St.	Reconstruct from 2 to 2 lanes, add bicycle lanes, widen/expand sidewalks, and add on-street parking	2018	ENG	\$0	\$0	\$0	\$0	\$600,000	\$0	0	\$600,000	Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscape	The City of Lewisville is utilizing Transportation Development Credits earned via the MTP Policy Bundle initiative in lieu of the construction local match.
				2019	CON	\$605,000	\$2,395,000	\$0	\$0	\$0	\$0	600,000	\$3,000,000		
DCTA	DCTA Intermodal Transit Center	At E. College St. and N. Railroad St.	Construct DCTA Intermodal Transit Center, bus lanes, and park and ride to enhance and expand transit service	2019	TRANS	\$11,301,056	\$0	\$0	\$0	\$0	\$0	2,260,211	\$11,301,056	TOD, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscape	DCTA is utilizing Transportation Development Credits earned via the MTP Policy Bundle initiative in lieu of the local match.
City of Weatherford	US 180 (Northern Loop)	From FM 2552 to Alamo St.	Reconstruct 2/4 lane roadway to 4 lane roadway including a roundabout at the intersection of US 180, new bicycle lanes, new sidewalks, and intersection improvements at FM 51	2019	ENG	\$0	\$1,584,000	\$0	\$94,000	\$302,000	\$0	0	\$1,980,000	Turnback, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscapes	Project may involve a loan to Weatherford; Details are still being finalized; TxDOT to pay a State match for the on-system components
				2020	ROW	\$0	\$0	\$0	\$0	\$2,150,000	\$0	0	\$2,150,000		
				2022	CON	\$680,800	\$9,287,200	\$0	\$824,600	\$1,667,400	\$0	0	\$12,460,000		
Total						\$14,033,955	\$25,319,101	\$12,000,000	\$5,918,600	\$23,450,822	\$3,000,000	2,860,211	\$83,722,478		

2017-2018 CMAQ/STBG* FUNDING: SUSTAINABLE DEVELOPMENT: PHASE 4

Surface Transportation Technical Committee
February 23, 2018

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



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program (May bring back a Round 2 effort)
- Strategic Partnerships (May bring back a Round 2 effort)
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects**
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

- = Project Selection Completed
- = Pending STTC/RTC Approval
- = Program Partially Completed

CMAQ/STBG FUNDING PROGRAM: SUSTAINABLE DEVELOPMENT PHASE 4

Description/ Purpose	To support sustainable development initiatives by providing funds for Turnback Partnerships, Context Sensitive Design, and TOD projects.
Initial Requests	<ul style="list-style-type: none">• Downtown Weatherford Turnback• Harwood Road in Bedford• Lewisville Turnback (Mill St./FM 1171)• Main Street in Crowley• SH 356 Couplet Turnback in Irving• Park Lane/Vickery Meadow in Dallas
Next Steps	Coordinate with partnering agencies and TxDOT. Anticipate action in Summer or Fall 2017.

SELECTION CRITERIA

- When selecting projects, the following criteria were taken into account by staff:
 - Partnership in TxDOT's Turnback Program (local governments take control of the facility and it is removed from the State system)
 - Opportunities for redevelopment
 - Payback mechanisms if applicable (Tax Increment Finance (TIF) Districts, Public Improvement Districts (PID), etc.)
 - Inclusion of context-sensitive design elements
 - Inclusion of transit-oriented development (TOD) elements
 - Inclusion of pedestrian-friendly streetscape elements

PROPOSED FUNDING BY AGENCY

DRAFT

PROJECT	AGENCY	PROPOSED RTC FUNDING¹
SH 356/Irving Blvd.	City of Irving	\$12,000,000
US 180 (Northern Loop)	City of Weatherford	\$11,552,000
DCTA Intermodal Transit Center	Denton County Transportation Authority	\$11,301,056
Bus 287/Ennis Avenue at UP Railroad	City of Ennis	\$9,000,000
Main Street	City of Crowley	\$4,500,000
College Street	City of Lewisville	\$3,000,000
	Total	\$51,353,056

1: All proposed funding amounts are federal with the exception of the City of Irving, to which staff is proposing to award Regional Toll Revenue (RTR) funds.

TIMELINE

MEETING/TASK	DATE
STTC Information	January 26, 2018
RTC Information	February 8, 2018
Public Meetings	February 2018
STTC Action	February 23, 2018
RTC Action	March 8, 2018

REQUESTED ACTION

- Recommend RTC approval of:
 - The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Sustainable Development Phase 4 Program (Electronic Item 3.1)
 - Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

QUESTIONS?

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Auto Occupancy Detection and Verification Technology Update

Surface Transportation Technical Committee
February 23, 2018

Natalie Bettger, Sr. Program Manager



Project History

2012 – NCTCOG

Technology Approaches to HOV Occupancy Declaration and Verification, Texas A&M Transportation Institute (TTI)

2012 – NCTCOG

Request for Information (RFI) for IH 30 Managed Lane Technology

- Occupancy detection and verification
- Dynamic tracking of vehicles

2013 – NCTCOG

Reissue RFI with demonstration component

2014 – NCTCOG

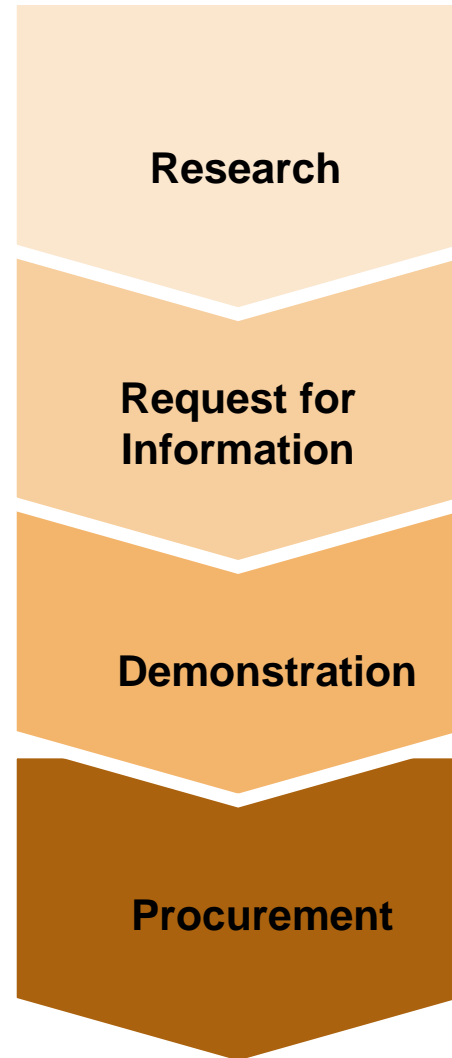
TTI Update to White Paper and Proof of Concept Testing of In-Vehicle Technology

2015 – TxDOT/NCTCOG

Request for Offer - Automated Vehicle Occupancy Detection Solution

2016 – NCTCOG/TxDOT

Request for Proposals for Auto Occupancy Detection and Verification Technology



Current HOV Enforcement

Register



Declare Every Trip



Occupancy Declaration Sent to Field



Officers Watch for Red Light



Violation: Legal Process



Toll Collected



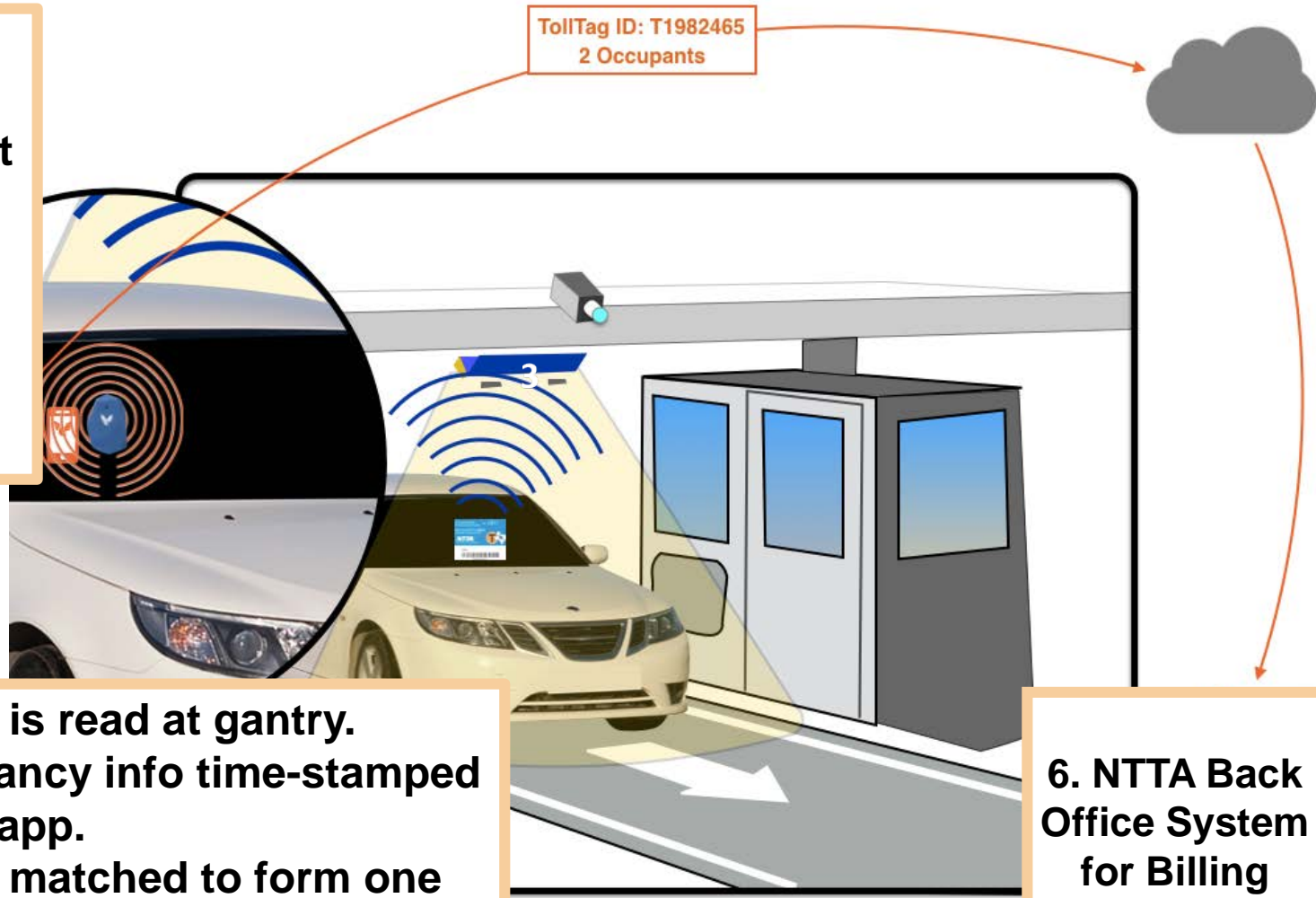
NTTA Back Office System for Billing

Technology Overview

How Carma's solution works

**1. Car beacon
“reads” cell
phone/occupant
beacon.**

**2. Number of
occupants
recorded within
app.**



3. Tolltag is read at gantry.

**4. Occupancy info time-stamped
within app.**

**5. Tolltag matched to form one
transaction.**

DFW Pilot Results

- 643 toll transactions generated by 10 of 17 recruited drivers
- 250 toll transactions include both a verified occupancy report as well as a user-completed end-of-trip occupancy survey to double verify vehicle occupancy
 - 98.4% exact match in reported occupancy
 - 1.6% indicate an “over count”; the Carma system reported an HOV2 (high-occupancy vehicle, 2 occupants) status, while the user reported an SOV (single-occupancy vehicle) status
- Successfully reported on occupancy for 591 toll transactions, with the 52 others being discounted due to:
 - Bluetooth being disabled
 - A Car Beacon configuration issue for one driver
 - A battery issue on one smartphone

Current Funding in TIP

Year	Technology	Marketing	Integration	Total	Federal	State Match
2017	\$2,000,000	\$0	\$0	\$2,000,000	\$1,600,000	\$400,000
2018	\$0	\$0	\$400,000	\$400,000	\$320,000	\$80,000
Total	\$2,000,000	\$0	\$400,000	\$2,400,000	\$1,920,000	\$480,000

Contingency Funding TIP Request

Year	Technology	Marketing	Integration	Total	Federal	State Match
2018	\$1,600,000	\$1,000,000		\$2,600,000	\$2,080,000	\$520,000
2019	\$1,600,000	\$750,000		\$2,350,000	\$1,880,000	\$470,000
2020	\$1,600,000	\$500,000		\$2,100,000	\$1,680,000	\$420,000
2021	\$1,600,000	\$250,000		\$1,850,000	\$1,480,000	\$370,000
2022	\$1,600,000	\$150,000		\$1,750,000	\$1,400,000	\$350,000
2023	\$1,600,000	\$150,000		\$1,750,000	\$1,400,000	\$350,000
2024	\$1,600,000	\$100,000		\$1,700,000	\$1,360,000	\$340,000
2025	\$1,600,000	\$50,000		\$1,650,000	\$1,320,000	\$330,000
2026	\$1,600,000	\$25,000		\$1,625,000	\$1,300,000	\$325,000
2027	\$1,600,000	\$25,000		\$1,625,000	\$1,300,000	\$325,000
Total	\$16,000,000	\$3,000,000	\$0	\$19,000,000	\$15,200,000	\$3,800,000

Direct Cost Comparison

Estimated Direct Costs with Existing System	
Manual Enforcement	\$15,245,452
Enhancement to TEXPress Application	\$5,927,285
Marketing and Education	\$2,000,000
Total	\$23,172,737
Contingency Funding TIP Request	
New Technology Cost Including Pilot	\$21,400,000

Indirect Benefits

- Safety (Police Officers and Travelers)
- Congestion
- Ease of Use
- Air Quality Benefits
- Savings in Court Cost
- Compliance
- Transition to Rewards Program

Occupancy Verification Implementation Status

Pilot on DFW Connector	October 2017 – December 2017
Regional Transportation Council Workshop How the technology works	February 8
Surface Transportation Technical Committee - How the technology works/Results of Pilot Study - Recommend RTC approval of funding for full implementation	February 23
Regional Transportation Council Meeting - Results of Pilot Study - Request RTC approval of funding for full implementation	March 8
Public Meeting	April 2018
TIP Modification approval FHWA	Late May/Early June
Partner Integration, Violation Process, Transition Plan	January to May
Begin System-Wide Deployment Testing	June
System-Wide Deployment	Fall

Action Requested

Recommend RTC Approval of:

- The proposed funding request for full implementation of the auto occupancy detection and verification technology, contingent on all remaining tests being met.
- Administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP), Unified Planning Work Program (UPWP) and any other documents as appropriate to include this project.

Contact Information

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Access North Texas

Surface Transportation Technical Committee

Kelli Schlicher, AICP

February 23, 2018

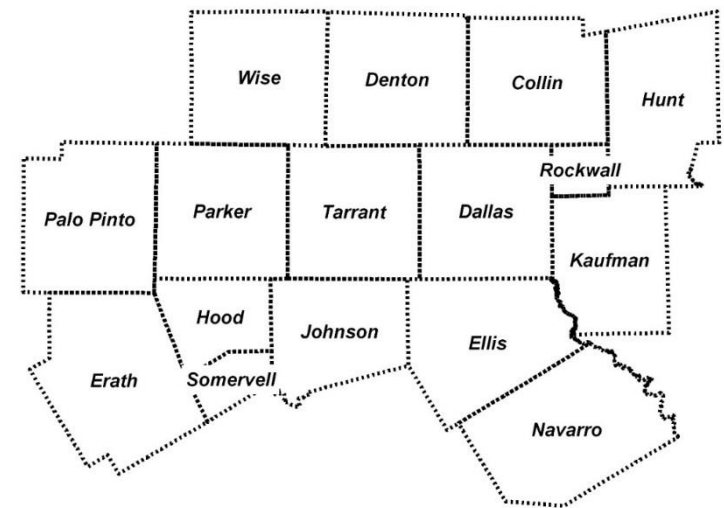
Background

Regional public transportation coordination plan to:

Identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges

Specify strategies to address needs and current challenges

Avoid duplication of transit services, eliminate gaps in service and meet federal and State requirements for transit coordination in 16 counties



Regional Themes

Availability

Address gaps in service

Explore non-traditional ways to deliver public transit

Complexity

Improve seamlessness for regional trips

Pursue simplified regional fares

Affordability

Increase affordability of fares for individuals most in need

Integrate transit funding sources

Advocacy

Recruit influential champions for public transit

To review county-specific strategies visit AccessNorthTexas.org

Next Steps

Request Regional Transportation Council approval of Access North Texas and Executive Board endorsement

Transmit document to the Texas Department of Transportation

Regional partners will implement strategies identified in the plan

Future projects that seek funding under the Regional Transportation Council Transit Call For Projects must be included in Access North Texas

Schedule

Date	Deliverable
August 19, 2016	Kick-Off Meeting
September 2016 – July 2017	Outreach Meetings; Stakeholder and Public Involvement
July 2017 – December 2017	Additional Stakeholder Coordination
January 26, 2018	STTC: Information Item
February 5-13, 2018	Public Meetings
February 8, 2018	RTC: Information Item (not presented)
February 23, 2018	STTC: Action Item
March 8, 2018	RTC: Action Item
March 22, 2018	Executive Board: Action Item



Requested Action


Recommend Regional Transportation Council approval of Access North Texas, the region's locally developed, coordinated public transit-human services transportation plan

Questions or Comments

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Program Manager
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NCTCOG
North Central Texas Council of Governments


GO

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Topics K-Z >
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transportation

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- FTA Funding Call for Projects
- Regional Coordination Plan
- Related Links >
- Transit Planning
- Transportation Provider Inventory
- Transportation Home

Home > Transportation > Transit Provider Links
Print this page



Access North Texas

Access North Texas is the regional public transportation coordination plan for the 16-county North Central Texas region.

Since August 2016, staff has coordinated with a wide range of stakeholders, transit customers, and the public to document the transportation needs of older adults, individuals with disabilities, individuals with lower incomes, and others with transportation challenges. Access North Texas outlines strategies to address these needs and serves as a guide for agencies that will implement these strategies to improve access to work, medical appointments, education, and the community during the next four years.

Please review the following draft documents:

[Access North Texas](#)
[Appendix B – Regional Reports](#)
[Appendix C – County-by-County Supplemental Information](#)

Join us at one of three public meetings (details below). The Arlington meeting will be live streamed at www.nctcog.org/video (click on the “live” tab). A video recording of this meeting will also be posted online at www.nctcog.org/input. If you can’t attend a meeting, you can submit a comment by March 6, 2018 using the online form at www.nctcog.org/input.

Monday, Feb. 5
2:30 pm
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

Wednesday, Feb. 7
6:00 pm
Haltom City Public Library
4809 Haltom Road
Haltom City, TX 76117

Tuesday, Feb. 13
6:00 pm

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

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

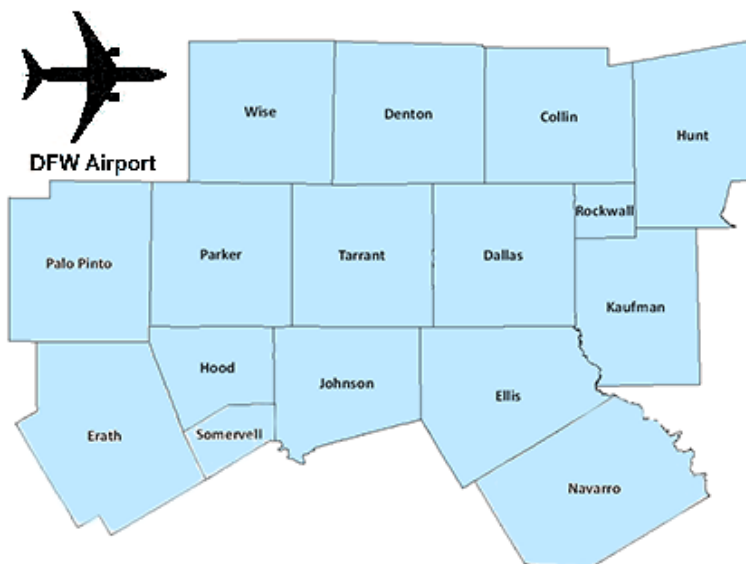
To request a free, roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the Feb. 5 meeting: 817-608-2365 or cbaylor@nctcog.org.

ACCESS NORTH TEXAS MEETING MATERIALS		
Meeting	Date/Location	Meeting Materials
Collin County Outreach Meeting	Monday, July 10, 2017 Allen, TX	Presentation <small>pdf</small> Minutes <small>pdf</small>
Denton County Outreach Meeting	Wednesday, April 26, 2017 Denton, TX Wednesday, April 19, 2017 Lewisville, TX	Flier <small>pdf</small> Presentation <small>pdf</small> Minutes <small>pdf</small>
Rockwall County Outreach Meeting	Tuesday, March 21, 2017 Rockwall, Texas	Flier <small>pdf</small> Presentation <small>pdf</small> Minutes <small>pdf</small>
Kaufman County Outreach Meeting	Monday, March 13, 2017 Terrell, Texas	Flier <small>pdf</small> Presentation <small>pdf</small> Minutes <small>pdf</small>
Parker and Palo Pinto Counties Outreach Meeting	Tuesday, February 21, 2017 Weatherford, Texas	Flier <small>pdf</small> Presentation <small>pdf</small> Minutes <small>pdf</small>
Hood, Somervell, and Erath Counties Outreach Meeting	Wednesday, February 15, 2017 Granbury, Texas	Flier <small>pdf</small> Presentation <small>pdf</small> Minutes <small>pdf</small>
Wise County Outreach Meeting	Thursday, January 19, 2017 Decatur, Texas	Flier <small>pdf</small> Presentation <small>pdf</small> Minutes <small>[pdf]</small>
	Wednesday, January 11, 2017 UNT at Dallas	

<p>Dallas County Outreach Meetings</p>	<p>Dallas, Texas Thursday, January 12, 2017 DART Headquarters Dallas, Texas Wednesday, January 25, 2017 Richland College - Garland Campus Garland, Texas</p>	<p>Flier <small>[pdf]</small> Presentation <small>[pdf]</small> Minutes <small>[pdf]</small></p>
<p>Ellis and Navarro Counties Outreach Meeting</p>	<p>Wednesday, November 9, 2016 Waxahachie, Texas</p>	<p>Flier <small>[pdf]</small> Presentation <small>[pdf]</small> Minutes <small>[pdf]</small></p>
<p>Johnson County Outreach Meeting</p>	<p>Monday, October 24, 2016 Cleburne, Texas</p>	<p>Flier <small>[pdf]</small> Presentation <small>[pdf]</small> Minutes <small>[pdf]</small></p>
<p>Hunt County Outreach Meeting</p>	<p>Tuesday, September 20, 2016 Greenville, Texas</p>	<p>Flier <small>[pdf]</small> Presentation <small>[pdf]</small> Meeting Minutes <small>[pdf]</small></p>
<p>Kick Off Meeting</p>	<p>Friday, August 19, 2016 Fort Worth, Texas</p>	<p>Flier <small>[pdf]</small> Presentation <small>[pdf]</small> Meeting Minutes <small>[pdf]</small></p>

If any questions, please contact Kelli Schlicher, Transportation Planner III, at (817) 695-9287 or kschlicher@nctcog.org

For county-specific information please click below:



Click on a county name below to learn more.

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Johnson County
Kaufman County
Navarro County
Palo Pinto County

Parker County
Rockwall County
Somervell County
Tarrant County
Wise County

Plan Requirements

A coordinated public transit-human services plan is required by the Fixing America's Surface Transportation Act (FAST) the current federal transportation bill. Furthermore, coordination is mandated in Texas among transportation providers, health and human service agencies, and workforce boards by Texas Administrative Code Chapter 461. In North Central Texas, NCTCOG is the designated lead entity responsible for preparing and maintaining the region's public transportation coordination plan

2013 Access North Texas Plan

[Click here](#) to download the previous Access North Texas plan.

If you have questions, please contact Kelli Schlicher, Transportation Planner III, (817) 695-9287, kschlicher@nctcog.org

Last Updated January 2018

2/2/2018 tmb %Trans

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

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

Draft Regional Traffic Signal Retiming Program - Master Table

Subregion	Corridor ID	O & M Agency	City	Agency Priority	Corridor Name	Number of intersections		Total Signals	Eligibility Requirements					Evaluation Criteria							
						On -System	Off-System		Local Match	Not Retimed After 2013	Traffic Signals on ROS	8 or More Signals	Pass (P) / Fail (F)	Mobility Benefit/Cost Ratio (Max 35 Pts)	Air Quality Benefits/Cost (Max 35 Pts)	TMC & GPS (Max 10 Points)	EJ (Max 5 Pts)	Multi-Modal Operations (Max 5 Pts)	Multi-jurisdictional (Max 5 Pts)	Data Cloud (Max 5 Points)	Total (Max 100 Pts)
Eastern	43	Richardson	Richardson	3	Spring Valley Rd	2	15	17	Yes	Yes	Yes	Yes	Pass	35	16	10	3	5	5	5	79
Eastern	58	TxDOT Dallas	Murphy/Wylie	3	FM 544	13	0	13	Yes	Yes	Yes	Yes	Pass	35	22	10	2	0	5	5	79
Eastern	41	Richardson	Richardson	1	Renner Rd	14	21	35	Yes	Yes	Yes	Yes	Pass	35	14	10	5	5	5	5	79
Eastern	44	Richardson	Richardson	4	Belt Line Rd	2	21	23	Yes	Yes	Yes	Yes	Pass	35	14	10	3	5	5	5	77
Eastern	30	Garland	Garland	1	NW Garland Group	21	57	78	Yes	Yes	Yes	Yes	Pass	35	12	10	5	5	5	5	77
Eastern	59	TxDOT Dallas	Wylie/Sasche	4	SH 78	11	0	11	Yes	Yes	Yes	Yes	Pass	35	14	10	2	5	5	5	76
Eastern	45	Richardson	Richardson	5	Arapaho Rd	2	19	21	Yes	Yes	Yes	Yes	Pass	35	18	10	2	5	0	5	75
Eastern	16	Dallas	Dallas	7	Midway/Frankford	0	21	21	Yes	Yes	Yes	Yes	Pass	35	20	10	5	0	0	5	75
Eastern	14	Dallas	Dallas	5	LBJ	17	0	17	Yes	Yes	Yes	Yes	Pass	35	22	10	3	0	0	5	75
Eastern	42	Richardson	Richardson	2	Campbell Rd	2	22	24	Yes	Yes	Yes	Yes	Pass	35	18	10	1	0	5	5	74
Eastern	12	Dallas	Dallas	3	Forest/Abrams	4	14	18	Yes	Yes	Yes	Yes	Pass	35	14	10	5	5	0	5	74
Eastern	21	Dallas	Dallas	12	Webb Chapel	2	6	8	Yes	Yes	Yes	Yes	Pass	35	14	10	5	5	0	5	74
Eastern	31	Garland	Garland	2	SW Garland Group	4	21	25	Yes	Yes	Yes	Yes	Pass	35	14	10	5	5	0	5	74
Eastern	19	Dallas	Dallas	10	Walnut Hill	5	22	27	Yes	Yes	Yes	Yes	Pass	35	16	10	2	5	0	5	73
Eastern	11	Dallas	Dallas	2	Hampton	4	24	28	Yes	Yes	Yes	Yes	Pass	35	12	10	5	5	0	5	72
Eastern	15	Dallas	Dallas	6	Greenville	2	13	15	Yes	Yes	Yes	Yes	Pass	35	18	10	3	0	0	5	71
Eastern	20	Dallas	Dallas	11	Royal	5	20	25	Yes	Yes	Yes	Yes	Pass	35	12	10	3	5	0	5	70
Eastern	6	Carrollton	Carrollton	2	Belt Line Road	2	14	16	Yes	Yes	Yes	Yes	Pass	35	20	10	3	0	0	0	68
Eastern	22	Dallas	Dallas	13	Hillcrest	2	18	20	Yes	Yes	Yes	Yes	Pass	35	16	10	1	0	0	5	67
Eastern	17	Dallas	Dallas	8	Marsh	2	7	9	Yes	Yes	Yes	Yes	Pass	35	14	10	2	0	0	5	66
Eastern	5	Carrollton	Carrollton	1	Hebron Pkwy	5	15	20	Yes	Yes	Yes	Yes	Pass	35	18	10	2	0	0	0	65
Eastern	13	Dallas	Dallas	4	Forest West	2	16	18	Yes	Yes	Yes	Yes	Pass	35	12	10	2	0	0	5	64
Eastern	33	Garland	Garland	4	SE Garland Group	4	36	40	Yes	Yes	Yes	Yes	Pass	30	8	10	5	5	0	5	63
Eastern	38	Irving	Irving	4	Walnut Hill Lane	2	9	11	Yes	Yes	Yes	Yes	Pass	30	6	10	5	5	0	5	61
Eastern	7	Carrollton	Carrollton	3	Trinity Mills Road	14	4	18	Yes	Yes	Yes	Yes	Pass	35	4	10	3	5	0	0	57
Eastern	34	Garland	Garland	5	Firewheel Pkwy	4	6	10	Yes	Yes	Yes	Yes	Pass	30	2	10	5	5	0	5	57
Eastern	18	Dallas	Dallas	9	Davis	2	10	12	Yes	Yes	Yes	Yes	Pass	30	6	10	5	0	0	5	56
Eastern	10	Dallas	Dallas	1	Illinois Ave	3	20	23	Yes	Yes	Yes	Yes	Pass	25	4	10	5	5	0	5	54
Eastern	32	Garland	Garland	3	PGBT Corridor	12	5	17	Yes	Yes	Yes	Yes	Pass	30	6	10	2	0	0	5	53
Eastern	1	McKinney	McKinney	1	Eldorado Parkway	1	12	13	Yes	Yes	Yes	Yes	Pass	30	6	10	2	0	0	5	53
Eastern	36	Irving	Irving	2	MacArthur Boulevard	2	13	15	Yes	Yes	Yes	Yes	Pass	25	2	10	5	5	0	5	52
Eastern	56	TxDOT Dallas	Waxahachie	1	Dallas Hwy	10	0	10	Yes	Yes	Yes	Yes	Pass	25	4	10	3	0	0	5	47
Eastern	57	TxDOT Dallas	Cedar Hill/DeSoto	2	FM 1382	23	0	23	Yes	Yes	Yes	Yes	Pass	25	4	10	3	0	0	5	47
Eastern	35	Irving	Irving	1	Irving Boulevard	12	9	21	Yes	Yes	Yes	Yes	Pass	20	2	10	5	5	0	5	47
Eastern	37	Irving	Irving	3	Shady Grove Road	2	9	11	Yes	Yes	Yes	Yes	Pass	20	2	10	5	5	0	5	47
Eastern	60	TxDOT Dallas	Celina/Prosper	5	Preston Rd	10	0	10	Yes	Yes	Yes	Yes	Pass	20	4	10	2	0	0	5	41
Eastern	9	Coppell	Coppell	2	Belt Line Road	0	4	4	Yes	Yes	Yes	No	Fail	Did not meet eligibility requirements							
Eastern	8	Coppell	Coppell	1	MacArthur Blvd	0	6	6	Yes	Yes	Yes	No	Fail	Did not meet eligibility requirements							
Western	2	Arlington	Arlington	1	S Cooper St	30	1	31	Yes	Yes	Yes	Yes	Pass	35	16	10	3	5	0	5	74
Western	3	Arlington	Arlington	2	S Collins St	17	8	25	Yes	Yes	Yes	Yes	Pass	35	12	10	5	5	0	5	72
Western	4	Arlington	Arlington	3	Pioneer Parkway	20	0	20	Yes	Yes	Yes	Yes	Pass	35	16	10	5	0	0	5	71
Western	51	TxDOT Fort Worth	Watauga	6	US 377	11	0	11	Yes	Yes	Yes	Yes	Pass	35	16	10	3	0	0	0	64
Western	49	TxDOT Fort Worth	Burleson	4	SH 174	11	0	11	Yes	Yes	Yes	Yes	Pass	35	12	10	1	0	0	0	58
Western	39	Keller	Keller	1	Keller Parkway	8	0	8	Yes	Yes	Yes	Yes	Pass	35	12	0	0	5	0	5	57
Western	46	TxDOT Fort Worth	Southlake	1	Southlake Boulevard	15	0	15	Yes	Yes	Yes	Yes	Pass	35	20	0	1	0	0	0	56
Western	54	TxDOT Fort Worth	Lake Worth/Fort Worth	9	SH 199	19	0	19	Yes	Yes	Yes	Yes	Pass	30	6	10	3	0	5	0	54
Western	52	TxDOT Fort Worth	Watauga/Keller/Westlake	7	US 377	13	0	13	Yes	Yes	Yes	Yes	Pass	30	8	10	1	0	5	0	54
Western	23	Fort Worth	Fort Worth	1	Belknap Street	4	9	13	Yes	Yes	Yes	Yes	Pass	25	6	10	2	5	0	5	53
Western	24	Fort Worth	Fort Worth	2	Weatherford St	3	10	13	Yes	Yes	Yes	Yes	Pass	25	6	10	1	5	0	5	52
Western	48	TxDOT Fort Worth	Benbrook	3	US 377	8	0	8	Yes	Yes	Yes	Yes	Pass	30	10	10	1	0	0	0	51
Western	40	Keller	Keller	2	Main Street*	9	0	9	Yes	Yes	Yes	Yes	Pass	30	8	0	2	5	0	5	50
Western	29	Fort Worth	Fort Worth	7	University Dr	1	14	15	Yes	Yes	Yes	Yes	Pass	25	2	10	2	5	0	5	49
Western	25	Fort Worth	Fort Worth	3	Henderson St	6	2	8	Yes	Yes	Yes	Yes	Pass	25	2	10	0	5	0	5	47
Western	55	TxDOT Fort Worth	NRH/Hurst/Colleyville	10	SH 26	18	0	18	Yes	Yes	Yes	Yes	Pass	25	2	10	2	0	5	0	44
Western	27	Fort Worth	Fort Worth	5	Summit Ave	2	7	9	Yes	Yes	Yes	Yes	Pass	20	2	10	0	5	0	5	42
Western	26	Fort Worth	Fort Worth	4	W. Lancaster Ave	1	8	9	Yes	Yes	Yes	Yes	Pass	20	2	10	0	5	0	5	42
Western	53	TxDOT Fort Worth	Westworth Village/ F. Worth	8	SH 183	17	0	17	Yes	Yes	Yes	Yes	Pass	20	2	10	3	0	5	0	40
Western	28	Fort Worth	Fort Worth	6	Downtown CBD	2	89	91	Yes	Yes	Yes	Yes	Pass	15	2	10	0	5	0	5	37
Western	50	TxDOT Fort Worth	Haltom City	5	US 377	13	0	13	Yes	Yes	Yes	Yes	Pass	15	2	10	5	0	0	0	32
Western	47	TxDOT Fort Worth	Azle	2	FM 730	9	0	9	Yes	Yes	Yes	Yes	Pass	10	2	10	1	0	0	0	23
Total						461	657	1118													

Note: Highlighted projects are recommended for selection

* Corridor 40 is included under corridor 52

Draft Minor Improvement Program - Master Table

Subregion	Project ID	O & M Agency	City	Agency Priority	Corridor Name	Project Cost	Eligibility Requirements						Evaluation Criteria					
							20% Local Match	Along ROS	No Construction	Not more than \$50k	Eligible Project	Pass (P) / Fail (F)	Mobility Benefit/Cost Ratio (Max 35 Pts)	Air Quality Benefits/Cost (Max 35 Pts)	Recommended Improvements (20 Points)	Additional Local Match (5 Points)	EJ (Max 5 Pts)	Total (Max 100 Pts)
Eastern	102	Dallas	Dallas	43	Greenville @ IH 635 (LBJ)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	30	0	0	5	70
Eastern	13	Richardson	Richardson	3	Coit Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	35	30	0	0	2	67
Eastern	147	Allen	Allen	2	System Wide Communication	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	6	20	5	0	66
Eastern	77	Dallas	Dallas	18	Forest @ Greenville	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	35	25	0	0	5	65
Eastern	93	Dallas	Dallas	34	Greenville @ Forest	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	35	25	0	0	5	65
Eastern	83	Dallas	Dallas	24	Forest @ IH 635 (LBJ)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	22	0	0	5	62
Eastern	92	Dallas	Dallas	33	Greenville @ Walnut Hill	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	35	22	0	0	5	62
Eastern	14	Richardson	Richardson	4	Plano Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	35	25	0	0	2	62
Eastern	94	Dallas	Dallas	35	Greenville @ Amberton	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	32	22	0	0	5	59
Eastern	105	Dallas	Dallas	46	Frankford @ George Bush	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	32	22	0	0	5	59
Eastern	99	Dallas	Dallas	40	Greenville @ Park	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	31	22	0	0	5	58
Eastern	20	Richardson	Richardson	10	East Campbell Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	35	22	0	0	0	57
Eastern	95	Dallas	Dallas	36	Greenville @ Royal	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	30	20	0	0	5	55
Eastern	84	Dallas	Dallas	25	Abrams @ IH 635 (LBJ)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	29	20	0	0	5	54
Eastern	66	Dallas	Dallas	7	Illinois @ Zang	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	28	20	0	0	5	53
Eastern	21	Richardson	Richardson	11	East Arapaho Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	31	20	0	0	2	53
Eastern	88	Dallas	Dallas	29	Forest @ Hillcrest	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	27	20	0	0	5	52
Eastern	73	Dallas	Dallas	14	Hampton @ Leath	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	27	20	0	0	5	52
Eastern	19	Richardson	Richardson	9	West Spring Valley Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	28	18	0	0	5	51
Eastern	36	Garland	Garland	1	Forest Lane	\$17,200	Yes	Yes	Yes	Yes	Yes	Pass	21	20	0	3	5	49
Eastern	12	Richardson	Richardson	2	East Renner Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	26	18	0	0	5	49
Eastern	71	Dallas	Dallas	12	Hampton @ Dennison	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	26	18	0	0	5	49
Eastern	15	Richardson	Richardson	5	Jupiter Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	29	18	0	0	2	49
Eastern	142	Carrollton	Carrollton	2	Hebron/Beltline/Luna	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	25	18	0	3	2	48
Eastern	87	Dallas	Dallas	28	Forest @ Webb Chapel	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	25	18	0	0	5	48
Eastern	69	Dallas	Dallas	10	Illinois @ I 35 (RL Thorton)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	24	18	0	0	5	47
Eastern	96	Dallas	Dallas	37	Greenville @ Whitehurst	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	24	18	0	0	5	47
Eastern	78	Dallas	Dallas	19	Forest @ Schroedor	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	24	18	0	0	5	47
Eastern	16	Richardson	Richardson	6	West Campbell Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	27	18	0	0	2	47
Eastern	90	Dallas	Dallas	31	Forest @ SH 289 (Preston)	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	23	18	0	0	5	46
Eastern	24	McKinney	McKinney	1	US 380 & FM 2478	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	32	8	0	3	2	45
Eastern	18	Richardson	Richardson	8	West Belt Line Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	28	14	0	0	2	44
Eastern	103	Dallas	Dallas	44	Frankford @ Vail	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	23	16	0	0	5	44
Eastern	17	Richardson	Richardson	7	West Arapaho Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	26	16	0	0	2	44
Eastern	107	Carrollton	Carrollton	1	Old Denton Road @ Rosemeade	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	24	14	0	3	2	43
Eastern	70	Dallas	Dallas	11	Hampton @ Twelfth	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	22	16	0	0	5	43
Eastern	98	Dallas	Dallas	39	Greenville @ Markville	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	22	16	0	0	5	43
Eastern	38	Garland	Garland	3	Plano Road	\$3,000	Yes	Yes	Yes	Yes	Yes	Pass	16	18	0	3	5	42
Eastern	65	Dallas	Dallas	6	Illinois @ Sierra Vista	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	21	16	0	0	5	42
Eastern	106	Coppell	Coppell	1	Citywide	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	4	0	0	2	41
Eastern	27	McKinney	McKinney	4	Eldorado Parkway / Virginia	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	29	6	0	3	2	40
Eastern	101	Dallas	Dallas	42	Greenville @ Fire Station 28	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	21	14	0	0	5	40
Eastern	11	Richardson	Richardson	1	West Renner Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	21	14	0	0	5	40
Eastern	39	Garland	Garland	4	Buckingham Road	\$3,000	Yes	Yes	Yes	Yes	Yes	Pass	15	16	0	3	5	39
Eastern	22	Richardson	Richardson	12	East Belt Line Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	23	14	0	0	2	39
Eastern	60	Dallas	Dallas	1	Illinois @ Edgefield	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	20	14	0	0	5	39
Eastern	80	Dallas	Dallas	21	Forest @ Oakshire	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	20	14	0	0	5	39
Eastern	100	Dallas	Dallas	41	Greenville @ Meadow	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	20	14	0	0	5	39
Eastern	67	Dallas	Dallas	8	Illinois @ Westmoreland	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	19	14	0	0	5	38
Eastern	74	Dallas	Dallas	15	Hampton @ Davis	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	19	14	0	0	5	38
Eastern	68	Dallas	Dallas	9	Illinois @ Cockrell Hill	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	16	12	0	0	5	33
Eastern	79	Dallas	Dallas	20	Forest @ Meadowknoll	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	16	12	0	0	5	33
Eastern	26	McKinney	McKinney	3	Citywide (Software)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	26	2	0	5	0	33
Eastern	23	Richardson	Richardson	13	Centennial Boulevard	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	18	12	0	0	2	32
Eastern	146	Allen	Allen	1	Various Intersections	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	22	2	0	3	2	29
Eastern	82	Dallas	Dallas	23	Forest @ TI Blvd	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	14	10	0	0	5	29
Eastern	89	Dallas	Dallas	30	Forest @ Midway	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	14	10	0	0	5	29
Eastern	91	Dallas	Dallas	32	Greenville @ Phoenix	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	14	10	0	0	5	29
Eastern	41	Garland	Garland	6	First Street	\$4,500	Yes	Yes	Yes	Yes	Yes	Pass	8	10	0	3	5	26

Draft Minor Improvement Program - Master Table

Subregion	Project ID	O & M Agency	City	Agency Priority	Corridor Name	Project Cost	Eligibility Requirements						Evaluation Criteria						
							20% Local Match	Along ROS	No Construction	Not more than \$50k	Eligible Project	Pass (P) / Fail (F)	Mobility Benefit/Cost Ratio (Max 35 Pts)	Air Quality Benefits/Cost (Max 35 Pts)	Recommended Improvements (20 Points)	Additional Local Match (5 Points)	EJ (Max 5 Pts)	Total (Max 100 Pts)	
Eastern	97	Dallas	Dallas	38	Greenville @ Twin Hills	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	12	8	0	0	5	25	
Eastern	25	McKinney	McKinney	2	SH 121/ US 75 / SH 5 / SPUR 399	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	20	2	0	0	2	24	
Eastern	85	Dallas	Dallas	26	Forest @ Cromwell	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	11	6	0	0	5	22	
Eastern	104	Dallas	Dallas	45	Frankford @ Appleridge	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	11	6	0	0	5	22	
Eastern	72	Dallas	Dallas	13	Hampton @ Perryton	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	11	6	0	0	5	22	
Eastern	37	Garland	Garland	2	Belt Line Road	\$4,500	Yes	Yes	Yes	Yes	Yes	Pass	6	6	0	3	5	20	
Eastern	63	Dallas	Dallas	4	Illinois @ Denley	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	9	6	0	0	5	20	
Eastern	75	Dallas	Dallas	16	Hampton @ IH 635 (LBJ)	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	8	4	0	0	5	17	
Eastern	81	Dallas	Dallas	22	Abrams @ Meadowknoll	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	8	4	0	0	5	17	
Eastern	35	Irving	Irving	1	Citywide	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	4	6	0	3	2	15	
Eastern	42	Garland	Garland	7	Miller Road	\$6,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	3	5	14	
Eastern	40	Garland	Garland	5	Northwest Highway	\$1,500	Yes	Yes	Yes	Yes	Yes	Pass	3	2	0	3	5	13	
Eastern	76	Dallas	Dallas	17	Abrams @ Flickering Shadow	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	6	2	0	0	5	13	
Eastern	61	Dallas	Dallas	2	Illinois @ Beckley	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11	
Eastern	62	Dallas	Dallas	3	Illinois @ Overton	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11	
Eastern	64	Dallas	Dallas	5	Illinois @ Linfield	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11	
Eastern	86	Dallas	Dallas	27	Forest @ Josey	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11	
Western	28	Mansfield	Mansfield	1	FM 157 -Tanglewood Drive	\$3,000	Yes	Yes	Yes	Yes	Yes	Pass	35	10	20	0	0	65	
Western	29	Mansfield	Mansfield	2	Broad Street - Walnut Creek	\$15,000	Yes	Yes	Yes	Yes	Yes	Pass	35	8	20	0	2	65	
Western	145	Arlington	Arlington	5	Pioneer Parkway (SPUR 303)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	18	0	0	5	58	
Western	43	Fort Worth	Fort Worth	1	Jacksboro Highway	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	16	0	0	5	56	
Western	4	TxDOT-FW	Watauga	4	US377	\$32,500	Yes	Yes	Yes	Yes	Yes	Pass	35	16	0	0	2	53	
Western	2	TxDOT-FW	Benbrook	2	US377	\$10,500	Yes	Yes	Yes	Yes	Yes	Pass	31	10	0	0	2	43	
Western	7	TxDOT-FW	Lake Worth	7	SH 199	\$12,500	Yes	Yes	Yes	Yes	Yes	Pass	31	6	0	0	2	39	
Western	5	TxDOT-FW	Keller	5	US 377	\$39,000	Yes	Yes	Yes	Yes	Yes	Pass	29	10	0	0	0	39	
Western	34	Keller	Keller	1	North Tarrant Parkway	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	33	2	0	3	0	38	
Western	143	Arlington	Arlington	3	S Cooper St (FM 157)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	24	6	0	0	5	35	
Western	48	Fort Worth	Fort Worth	6	Angle at Long	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	22	6	0	0	5	33	
Western	45	Fort Worth	Fort Worth	3	N. Tarrant Parkway	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	26	2	0	0	2	30	
Western	144	Arlington	Arlington	4	Collins St (FM 157)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	23	2	0	0	2	27	
Western	8	TxDOT-FW	North Richland Hills	8	SH 26	\$10,500	Yes	Yes	Yes	Yes	Yes	Pass	22	2	0	0	2	26	
Western	30	Mansfield	Mansfield	3	Main Street	\$3,000	Yes	Yes	Yes	Yes	Yes	Pass	20	2	0	0	2	24	
Western	46	Fort Worth	Fort Worth	4	Trinity Boulevard	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	19	2	0	0	2	23	
Western	44	Fort Worth	Fort Worth	2	Heritage Trace Parkway	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	16	2	0	0	2	20	
Western	6	TxDOT-FW	Westworth Village	6	SH 183	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	14	2	0	0	2	18	
Western	31	Mansfield	Mansfield	4	Broad Street	\$2,500	Yes	Yes	Yes	Yes	Yes	Pass	15	2	0	0	0	17	
Western	51	Fort Worth	Fort Worth	9	Carroll St at White Settlement Rd	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	10	2	0	0	5	17	
Western	3	TxDOT-FW	Haltom City	3	US377	\$31,500	Yes	Yes	Yes	Yes	Yes	Pass	9	2	0	0	5	16	
Western	33	Mansfield	Mansfield	6	Main Street	\$14,000	Yes	Yes	Yes	Yes	Yes	Pass	9	2	0	0	2	13	
Western	49	Fort Worth	Fort Worth	7	Avenue J at S. Beach St	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11	
Western	53	Fort Worth	Fort Worth	11	IH-30 at Bridgewood Dr (S)	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11	
Western	54	Fort Worth	Fort Worth	12	IH-820 at Quebec St	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11	
Western	56	Fort Worth	Fort Worth	14	IH-820 E at Trinity W	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	6	2	0	0	2	10	
Western	47	Fort Worth	Fort Worth	5	E. Berry Street	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	3	2	0	0	5	10	
Western	52	Fort Worth	Fort Worth	10	W. Long Ave at Clinton Ave	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	3	2	0	0	5	10	
Western	55	Fort Worth	Fort Worth	13	IH-820 E at Trinity E	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	5	2	0	0	2	9	
Western	50	Fort Worth	Fort Worth	8	E. Berry St at Old Mansfield Rd	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	2	2	0	0	5	9	
Western	58	Fort Worth	Fort Worth	16	Oakhurst Scenic Dr at Yucca Ave	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	1	2	0	0	5	8	
Western	59	Fort Worth	Fort Worth	17	E. Seminary Dr at Mansfield Hwy	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	0	2	0	0	5	7	
Western	57	Fort Worth	Fort Worth	15	S. Jennings Ave at Pennsylvania Ave	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	0	2	0	0	5	7	
Western	1	TxDOT-FW	Azle	1	US 377	\$10,500	Yes	Yes	Yes	Yes	Yes	Pass	5	2	0	0	0	7	
Western	10	Southlake	Southlake	2	Various Intersections	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	0	6	
Western	32	Mansfield	Mansfield	5	Matlock Road	\$3,000	Yes	Yes	Yes	Yes	Yes	Pass	0	2	0	0	0	2	
Western	9	Southlake	Southlake	1	FM 1709	\$50,000	Planning projects are ineligible for CMAQ Funding												

Note: Highlighted projects are recommended for selection

REGIONAL TRAFFIC SIGNAL RETIMING PROGRAM AND MINOR IMPROVEMENT PROGRAM

Call for Projects Recommendations

Surface Transportation Technical Committee

Marian Thompson, P.E.

February 23, 2018



North Central Texas
Council of Governments

Programs Overview

What are
these
Programs?

The **Regional Traffic Signal Retiming Program (RTSRP)** is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming.

The **Minor Improvement Program** improves the capacity of the existing roadway system by implementing low-cost operational improvements, thereby enhancing mobility and improving air quality.



Project Eligibility

2017 Call for Projects RTSRP

- Eighty Percent of Traffic Signals Have Not Been Retimed Since 2013
- Eighty Percent of Traffic Signals Located Along Route of Significance
- Eight or More Consecutive Traffic Signals
- No Construction Planned Within Two Years
- Staff Time is Not Eligible



Project Eligibility

2017 Call for Projects Minor Improvements

- Projects Along Route of Significance
- No Construction Planned Within Two Years
- Project Funding Request Not to Exceed \$50,000
- Low-cost Improvements such as Cabinets, Controllers, Restriping, etc.
- Staff Time is Not Eligible



Congestion Mitigation and Air Quality Improvement Program Funding

Local Match

Regional Traffic Signal Retiming Program	Minor Improvement Program
\$2 Million	\$2.9 million

- Twenty Percent (Minimum) Local Match
- Local Match Must be Cash
- Sixty-six Percent Eastern Sub-Region and Thirty-four Percent Western Sub-Region



Evaluation and Scoring Criteria for RTSRP Projects

Category	Scoring (pts)	Description
Mobility Benefit/Cost Ratio	35	Project benefit/cost ratio will be calculated based on the improvements associated with basic traffic signal program input.
NOx & VOC Cost Per Pound	35	Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.
Communication	10	Communication technology that keeps traffic signals in sync.
Environmental Justice Distribution	5	Environmental justice methodology used to map concentrations of EJ populations using demographic data.
Multi-Modal Operations	5	Projects supporting multimodal operations including high truck volume corridors (four percent or greater) and/or located at or near transit facilities/routes.
Multi-Jurisdictional Corridor	5	Corridors passing through more than one agency's jurisdictional boundary.
Data Cloud	5	Provide traffic signal data to the cloud.

Evaluation and Scoring Criteria for Minor Improvement Projects

Category	Scoring (pts)	Description
Mobility Benefit/Cost Ratio	35	Project benefit/cost ratio will be calculated based on improvements associated with basic traffic signal program input.
NOx & VOC Cost Per Pound	35	Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.
Recommended improvements	20	Recommended improvements from previous RTSRP phases by consultants.
Additional Local Match	5	Agency willing to contribute more than twenty percent local match.
Environmental Justice Distribution	5	Environmental justice methodology used to map concentrations of EJ populations using demographic data.

RTSRP and Minor Improvement Proposals Received

Program	No. of Projects	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total Funds
RTSRP	60	\$ 2,156,000	\$ 4,104,800	\$ 6,260,800
Minor Improvement Program	147	\$ 1,127,500	\$ 3,073,700	\$ 4,201,200

RTSRP Projects Recommendations (Eastern Sub-Region)

#	Agency	Project Name	On-System	Off-System	Total Signals
1	Richardson	Spring Valley Rd	2	15	17
2	TxDOT Dallas	FM 544	13	0	13
3	Richardson	Renner Rd	14	21	35
4	Richardson	Belt Line Rd	2	21	23
5	Garland	NW Garland Group	21	57	78
6	TxDOT Dallas	SH 78	11	0	11
7	Richardson	Arapaho Rd	2	19	21
8	Dallas	Midway/Frankford	0	21	21
9	Dallas	LBJ	17	0	17
10	Richardson	Campbell Rd	2	22	24
11	Dallas	Forest/Abrams	4	14	18
12	Dallas	Webb Chapel	2	6	8
13	Garland	SW Garland Group	4	21	25
14	Dallas	Walnut Hill	5	22	27
		Total	99	239	338

RTSRP Projects Recommendations (Western Sub-Region)

#	Agency	Project Name	On-System	Off-System	Total Signals
1	Arlington	S Cooper St	30	1	31
2	Arlington	S Collins St	17	8	25
3	Arlington	Pioneer Parkway	20	0	20
4	TxDOT Fort Worth	US 377	11	0	11
5	TxDOT Fort Worth	SH 174	11	0	11
6	Keller	Keller Parkway	8	0	8
7	TxDOT Fort Worth	Southlake Boulevard	15	0	15
8	TxDOT Fort Worth	SH 199	19	0	19
9	TxDOT Fort Worth	US 377	13	0	13
		Total	144	9	153

Minor Improvement Projects Recommendations by Agency (Eastern Sub-Region)

#	Agency	Project Type	# of Projects	Total Amount
1	City of Allen	Communication System	1	\$50,000
2	City of Carrollton	Detection	1	\$50,000
3	City of Dallas	Detection	20	\$860,000
4	City of Garland	Detection	1	\$17,200
5	City of McKinney	Controllers	1	\$50,000
6	City of Richardson	Detection	10	\$480,000
		Total	34	\$1,507,200

Minor Improvement Projects Recommendations by Agency (Western Sub-Region)

#	Agency	Project Type	# of Projects	Amount
1	City of Arlington	Controllers, Detection	3	\$150,000
2	City of Fort Worth	Controllers, Cabinets, Communication	9	\$350,000
3	City of Keller	Communication System	1	\$50,000
4	City of Mansfield	Flashing Yellow Arrows, Detection	5	\$37,500
5	TxDOT Fort Worth	Controller Upgrades	7	\$166,500
		Total	26	\$754,000

Proposed Schedule

Description	Meeting	Date
Information - Corridor Selection Criteria	STTC	July 28, 2017
Information - Corridor Selection Criteria	RTC	August 10, 2017
Action - Approval of Selection Criteria	STTC	August 25, 2017
Action - Approval of Selection Criteria	RTC	September 14, 2017
NCTCOG Call for Projects		September 15, 2017
Proposals Due		October 13, 2017 5:00pm
Scoring by NCTCOG		November 15, 2017
Public Meetings		October 10, 11,16 2017
Information - Projects Selected	STTC	January 26, 2018
Information - Projects Selected	RTC	February 8, 2018
Action - Projects Selected	STTC	February 23, 2018
Action - Projects Selected	RTC	March 8, 2018

STTC Action

Recommend Surface Transportation Technical Committee Approval of the:

- 2017 Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects as Provided in Electronic Items 6.1 and 6.2
- Ability to Administratively Amend the TIP/STIP, UPWP and Any Other Documents as Appropriate to Include All Projects in the Region



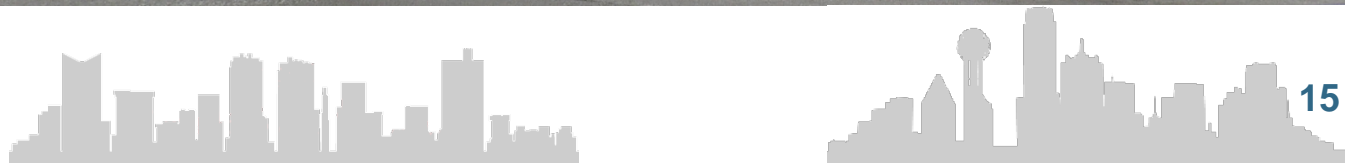
Questions?

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

February 8, 2018

The Honorable J. Bruce Bugg, Jr.
Chairman
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701-2483

Dear Chairman Bugg:

Thank you for your letter of January 31, 2018, and the hospitality shown to our delegation last month.

We accept your desire to develop "a clean path forward" on the IH 635/LBJ East project. We appreciate your financial support from your December 2017 meeting and accept your desire for a common vision on how to fund and construct this project.

We stand ready to close the financial gap with you on this project and have begun multiple steps to coordinate that with you and the TxDOT staff. We clearly understand that this is a partnership and stand ready to expedite this project.

Please feel free to contact me or Michael Morris at (817) 695-9241 should you have questions or comments regarding this partnership.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Franke", with a long horizontal flourish extending to the right.

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

MM:kad

cc: Marc Williams, P.E., Deputy Executive Director, TxDOT
Kelly Selman, P.E., District Engineer, TxDOT Dallas District

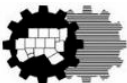
**2017-2018 CMAQ/STBG Funding Program
Safety, Innovative Construction, and Emergency Projects
Draft Recommendations**

Implementing Agency	Project/Facility	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding				Total Proposed Funding	Evaluation Criteria Addressed	Notes/Partnership Details
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	State	Local			
Denton County, Town of Shady Shores, and City of Lake Dallas	South Shady Shores Road	From West Shady Shores Road to Swisher Road	Reconstruct road from 2 to 2 lanes to elevate it out of the flood plain with drainage improvements	2019	ENG	\$0	\$0	\$0	\$1,400,000	\$1,400,000	Addresses flooding hazard/system resilience	Denton County, Town of Shady Shores, and City of Lake Dallas to pay for engineering and utility relocations as well as provide matching funds for the construction phase
				2020	UTIL	\$0	\$0	\$0	\$2,800,000	\$2,800,000		
				2021	CON	\$0	\$10,000,000	\$0	\$4,000,000	\$14,000,000		
Town of Highland Park	Wycliff Avenue	From West of Lakeside Drive to West of Glenwood Avenue	Replace roadway with bridge structure to remove the flood hazard	2019	ENG	\$0	\$0	\$0	\$764,400	\$764,400	Addresses flooding hazard/system resilience	
				2021	CON	\$0	\$5,000,000	\$0	\$1,077,600	\$6,077,600		
TxDOT Dallas	IH 30 Managed Lane Access Gates	From SH 161 to Sylvan Avenue	Install access gates along the IH 30 Managed lane corridor	2019	CON	\$0	\$1,200,000	\$300,000	\$0	\$1,500,000	Incident management/First responder safety	
NCTCOG	Regional Safety Program	Regionwide	Implement improvements within the region that address and mitigate safety issues (e.g. wrong-way driving, dangerous intersections, etc.) and work toward achieving the RTC's recently approved safety targets/goals	2020, 2021, 2022	IMP	\$7,500,000	\$7,500,000	\$0	\$15,000,000	\$30,000,000	Improvements identified in Regional Safety Plan	Funds will be used for programs/projects that will address safety issues throughout the region; Projects selected through the program would be funded with 50% federal funds and a 50% local match
City of Fort Worth	Meacham Airport Northern Hangar Turn Lane	Bus 287/N. Main Street at North Hangar Entrance	Add right turn lane for southbound traffic	2019	ENG	\$41,600	\$0	\$0	\$10,400	\$52,000	Reduce risk of vehicle crashes	Safety: 124 crashes from 2012-2016
				2019	CON	\$155,200	\$0	\$0	\$38,800	\$194,000		
City of Fort Worth	Meacham Airport - North Entrance Turn Lane	Bus 287/N. Main Street at North Airport Entrance	Add right turn lane for southbound traffic into Airport's northern entrance (main entrance for jet fuel trucks)	2019	ENG	\$41,600	\$0	\$0	\$10,400	\$52,000	Reduce risk of vehicle crashes	Safety: 2 crashes from 2012-2016
				2019	CON	\$142,400	\$0	\$0	\$35,600	\$178,000		
Total						\$7,880,800	\$23,700,000	\$300,000	\$25,137,200	\$57,018,000		

2017-2018 CMAQ/STBG* FUNDING: SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

Surface Transportation Technical Committee
February 23, 2018

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



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program (May bring back a Round 2 effort)
- Strategic Partnerships (May bring back a Round 2 effort)
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects**
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects**
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

- = Project Selection Completed
- = Pending STTC/RTC Approval
- = Program Partially Completed

SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

Description/ Purpose	To support operations, safety, innovative construction, and emergency improvements.
Initial Requests	<ul style="list-style-type: none">• Wycliffe Avenue Flooding Project• Shady Shores Bridges

SELECTION CRITERIA

- When evaluating projects, the following criteria were taken into account by staff:
 - Project addresses a safety issue (pedestrian safety at risk, history of vehicle crashes, etc.)
 - Project involves an innovative construction element (e.g. modular bridges)
 - Project addresses an emergency situation
 - Flooding issues that affect system resilience
 - Project includes incident management/first responder safety benefits
 - Projects that implement recommendations from regional safety plan

PROPOSED FUNDING BY AGENCY

DRAFT

PROJECT/PROGRAM	AGENCY	PROPOSED RTC FUNDING
Regional Safety Program	NCTCOG	\$15,000,000
South Shady Shores Road	Denton County, City of Lake Dallas, Town of Shady Shores	\$10,000,000
Wycliff Avenue	Town of Highland Park	\$5,000,000
IH 30 Managed Lane Access Gates	TxDOT Dallas	\$1,200,000
Meacham Airport Improvements	City of Fort Worth	\$380,800
	Total	\$31,580,800

TIMELINE

MEETING/TASK	DATE
STTC Information	February 23, 2018
RTC Information	March 8, 2018
Public Involvement (Online Opportunity to be held in place of meetings)	March 2018
STTC Action	March 23, 2018
RTC Action	April 12, 2018

QUESTIONS?

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2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM DRAFT LISTINGS

Surface Transportation Technical Committee

Adam Beckom, AICP

North Central Texas Council of Governments

February 23, 2018

2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP): DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects.
- Make needed revisions to existing project schedules, funding, and/or scope.
- Develop revised project listings.
- Financially constrain project programming based on estimated future revenues.
- Conduct Mobility Plan and Air Quality conformity review.
- Solicit public input.
- Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA).

2019-2022 TIP DEVELOPMENT: FOCUS AREAS

- Milestone Policy Implementation
 - The TIP Team has been tracking projects that are part of the MPO Milestone Policy list approved by the Regional Transportation Council (RTC) in April 2016.
 - When meeting with local agencies, project schedules were discussed to ensure that agencies meet the deadlines set forth and avoid the cancellation of funding.
 - RTC funds programmed to projects that were required to go to construction by the end of FY 2017 and were not able to do so will be cancelled through TIP Development or the November 2018 TIP Modification Cycle.
- Draft Project Information
 - Reflects updates to projects provided by agencies as well as updates from recent/pending TIP Modifications where applicable
 - Financially constrained to the 2018 Unified Transportation Program (UTP) allocations

2019-2022 TIP DEVELOPMENT: FOCUS AREAS (CONT'D)

- Fiscal Year (FY) 2019 Surveys
 - Surveys have been sent to agencies that have a project or phase in FY 2019, the first year of the new TIP.
 - Responses provide more clarity on project schedules to help NCTCOG staff determine which projects will truly be ready in FY 2019.
 - Failure to provide a survey response will lead to your project being pushed to a later year.
 - Doing this work now can help prevent the need for additional TIP Modifications in the future.

2019-2022 TIP DEVELOPMENT: FOCUS AREAS (CONT'D)

- Regional Toll Revenue (RTR) Exchanges and Closeouts
 - Adjustments are being made to RTR project funding levels as they are closed out by staff and excess funding is remitted to TxDOT.
- Mobility 2045
 - In addition to a new TIP, a new Metropolitan Transportation Plan (MTP) is being developed.
 - The TIP team and the MTP team are working closely together to ensure that projects in the TIP are consistent with the new MTP.
- 10-Year Plan Projects
 - Projects approved by the RTC as part of the Regional 10-Year Plan initiative continue to be tracked and updated through the TIP Development process.

2019-2022 TIP: SCOPE OF PROGRAMMING

- \$5.24 Billion in the 2019-2022 TIP (Roadway and Transit)
 - \$2.81 Billion in Federal Commitments
 - \$0.83 Billion in State Commitments
 - \$0.14 Billion in Regional Commitments
 - \$1.06 Billion in Local Commitments
 - \$0.40 Billion in Transit Commitments
- 1,078 Active Projects (Roadway and Transit)
- 71 Implementing Agencies (Roadway and Transit)

TIMELINE

May – October 2017	Conducted meetings with implementing agencies
August 2017 – February 2018	Data entry and financial constraint
February 2018	Present draft listings to STTC for Information
March 2018	Present draft listings to RTC for Information
March 16, 2018	Deadline for providing comments on draft listings
April 2018	Conduct public meetings
	Present final listings to STTC for Action
May 2018	Present final listings to RTC for Action
June 2018	Transmit final document to TxDOT
	Executive Board endorsement
August 2018	Anticipated approval of the STIP by Texas Transportation Commission
October/November 2018	Anticipated federal approval of the STIP

REQUEST FOR REVIEW

- Please review the listings for projects being implemented by your agency and within your jurisdiction and verify:
 - Start and end dates of each phase
 - Fiscal years of each phase
 - Scope
 - Limits
 - Funding amounts
- If a project does not have funding in FY 2019, 2020, 2021, or 2022, it will not be in the new TIP.
 - FY 2018 projects will not automatically carry over. We must determine now if projects should be “double-listed” in FY 2019 if they could be delayed.
 - Projects in FY 2023 and later will be in the environmental clearance appendix of the TIP.

2019-2022 TIP DEVELOPMENT: QUESTIONS/COMMENTS

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Week of January 29, 2018





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State of the Union Speech Increases Expectations for Highly Leveraged Infrastructure Bill

By Jeff Davis



February 2, 2018

President Trump's first real [State of the Union address](#) on January 30 to a joint session of Congress did indeed contain a long mention of his (long-awaited) infrastructure plan:

As we rebuild our industries, it is also time to rebuild our crumbling infrastructure. (Applause.)

America is a nation of builders. We built the Empire State Building in just one year. Isn't it a disgrace that it can now take 10 years just to get a minor permit approved for the building of a simple road? (Applause.) I am asking both parties to come together to give us safe, fast, reliable, and modern infrastructure that our economy needs and our people deserve. (Applause.)

Tonight, I'm calling on Congress to produce a bill that generates at least \$1.5 trillion for the new infrastructure investment that our country so desperately needs. Every federal dollar should be leveraged by partnering with state and local governments and, where appropriate, tapping into private sector investment to permanently fix the infrastructure deficit. And we can do it. (Applause.)

Any bill must also streamline the permitting and approval process, getting it down to no more than two years, and perhaps even one. Together, we can reclaim our great building heritage. (Applause.)



We will build gleaming new roads, bridges, highways, railways, and waterways all across our land. And we will do it with American heart, and American hands, and American grit. (Applause.)

The White House released a [fact sheet](#) with a few talking points on the infrastructure plan during the address, but the details will wait until the fiscal 2019 Budget is released, which we expect during the week of February 12. The supporting documents for the Budget are expected to have sufficient details about the spending assumptions in the plan that keeping the rest of the plan secret afterwards would be pointless and confusing, so a coordinated release is expected.

We still expect the plan itself to rely on \$200 billion in federal budget authority. But the big news from Trump's address was that the amount of money leveraged by that \$200 billion from non-federal sources had jumped from \$800 billion (under discussion all last year) to \$1.3 trillion, for a grand total of \$1.5 trillion. (Trump had mentioned \$1.7 trillion in an offhand remark a few days earlier but walked it back down to \$1.5 trillion in the speech itself.

How, you may ask, are all these divergent totals possible?

The answer is that \$14 billion of the \$200 billion in "real" federal spending to be proposed under the Trump Administration plan would go to existing federal credit programs – TIFIA (for highways and transit), RRIF (railroads, including commuter rail and Amtrak), WIFIA (drinking water and sewer/wastewater) and RUS (rural electric grid, telephone and broadband). It is from this \$14 billion that the confusion over the total leverage in the bill stems.

When considering the role of federal credit programs in infrastructure, there are two very important points to remember.

Point #1 is that **the face value of federal loans are not part of the federal budget**. Only the "credit subsidy cost" of a loan is part of the budget. The subsidy cost is calculated by the Office of Management and Budget and combines estimated default risk, the interest rate of the loan relative to what the federal government pays to borrow, and a few other things.

Every year the Federal Credit Supplement volume of the President's Budget re-estimated the average subsidy costs of all federal credit programs. The [FY 2018 FCS](#) estimated that the average FY 2018 TIFIA loan would have a subsidy rate of 6.64 percent. To calculate the size of a loan, one has to divide the available credit subsidy money by the subsidy rate. 1 divided by 0.0664 gives a little more than 15, so every \$1 million of budget authority provided to the TIFIA program in FY 2018 can enable \$15 million in TIFIA direct loans.

And TIFIA typically funds about one-third of a project's construction costs, so one can safely say that, in 2018 at least, every \$1 million in TIFIA funding can leverage \$45 million in total project costs. (A list of all projects ever financed by TIFIA is [here](#).)



These assumptions may be somewhat arbitrary, but they are arbitrary in a bipartisan way. Back when the 2012 MAP-21 law was being drafted and implemented, the average TIFIA subsidy rate was closer to 10 percent, so Transportation Secretary Foxx told a [Senate hearing](#) in 2013 that:

We estimate that TIFIA's leverage ratio is more than 30 to 1, meaning that \$1 of budget authority will result in over \$30 of infrastructure investment. At the MAP-21 funding level, the TIFIA Program will stimulate as much as \$30 billion in infrastructure investment in fiscal year 2014 alone.

OMB has calculated an even lower subsidy rate for the FY 2018 WIFIA water infrastructure loans – 1.55 percent. 1 divided by 0.0155 is 64.5, so every dollar of WIFIA credit subsidy budget authority might support a loan of over \$60, and then if the WIFIA loan only paid for, say, half or a little over half of a project cost, its leverage could be over 100 to 1.

The RRIF railroad loan program works a little differently – the borrowers are supposed to pay their own subsidy costs, which is why that program has proven less popular than TIFIA. (Except for Amtrak – OMB apparently calculates that Amtrak has zero default risk, since Congress will always appropriate money to pay Amtrak's debts, so Amtrak can get an infinite amount of RRIF loans without anybody putting up any credit subsidy cost and sticking future Congresses with the debt service.) But the President's proposal may change the law to allow federal funds to be used for more RRIF loan subsidy money and make the program more widely available.

We won't know until the 2019 Budget comes out (if then) how the \$14 billion in credit subsidy money will be split between TIFIA, WIFIA, RRIF, and RUS, nor do we know the specific leverage assumptions for each program. But with hypothetical leverage from that \$14 billion ranging from a low end of, say, 20 to 1 to a high end of maybe 80 to 1, that \$14 billion could leverage anywhere between \$300 billion and \$1.1 trillion, which explains how the White House can say the total amount leveraged by the entire bill is \$1 trillion one day, \$1.7 trillion the next, and \$1.5 trillion a couple of days after that.

(The other problem with these assumptions is that there may not be that many creditworthy projects out there. See this December 2015 *ETW* article, [Was the FAST Act's 70 Percent Cut in TIFIA Funding Justified?](#), for more details.)

Point #2 regarding federal credit programs seems obvious, but is often ignored: **loans have to be repaid eventually**. Even at excellent loan terms (and the NYC-area commuter railroads recently got a \$967 million RRIF loan on a 35-year note at a fixed rate of 2.85 percent, which strikes us as a really good deal for them), no state or municipality has limitless borrowing capacity. Some states and cities are a lot closer to their responsible credit limit than others (especially governments that have borrowed to pay operating costs or postpone hard choices on pension liabilities). So a trillion-plus dollars in leverage won't be distributed evenly across the country, even in urban areas with high passenger and freight throughput that can produce revenue streams to support loan repayment.

GAO: Progress is Already Being Made on Permitting Reform, but More Data Is Needed

By Alice Grossman



February 2, 2018

In 2005, 2012, and 2015, Congress enacted three rounds of new laws with the goal of decreasing project delivery time for transportation projects, most notably through streamlining requirements of the National Environmental Policy Act of 1970 (NEPA). Earlier this week, the U.S. Government Accountability Office (GAO) gave a much-awaited update of how state departments of transportation are using these new legal authorities.

The GAO [report](#) was required under section 1323 of the [2012 MAP-21 law](#) to give evaluation guidance for states with National Environmental Policy Act (NEPA) Authority. The report examined what provisions provided opportunities to accelerate project timelines, how those provisions were used, and their estimated effects. The report included review for the three most recent surface transportation acts (SAFETEA-LU in 2005, MAP-21 in 2012, and the FAST Act in 2015), a survey to all 50 state and Puerto Rico (with a 100% response rate), and carefully selected case studies.

Across SAFETEA-LU, MAP-21, and the FAST Act, the GAO identified 34 provisions that apply to highway projects and 29 that apply to transit projects.

Number of Project Delivery Provisions GAO Identified, Grouped by Category for Highway and Transit Projects

<u>Category</u>	<u>Highway Projects</u>	<u>Transit Projects</u>
Accelerated NEPA Review	12	10
Admin./Coordination Changes	17	17
NEPA Assignment	2	2



Advance Planning	3	0
Total Provisions:	34	29

Source: Table 1 in the GAO report. In the Accelerate NEPA Review category, 5 provisions apply to both highway and transit projects, 7 apply exclusively to highway projects, and 5 apply exclusively to transit projects.

Many of the provisions authorize new categorical exclusions, which allow the project leads produce a findings of no significant impact (FONSI) document instead of an environmental impact statement (EIS). Eliminating the comprehensive study necessary for the EIS gives projects with categorical exclusions a quicker and lesser amount of documentation needed for NEPA approval.

The GAO survey responses and interviews showed that in general, state DOTs found the provisions to assist in accelerating project delivery time, while the impacts on transit agencies seemed more unclear:

“For 11 of the 17 optional provisions included in our survey, a majority of state DOTs that indicated they used the provisions (users) reported that the provisions sped up project delivery”

The provision most widely acknowledged (90% of DOTs) as contributing to sped up project delivery times was the “Minor Impacts to Protected Public Land” provision that allows a bypass over the [NEPA 4\(f\)](#) requirement to for small projects such as bus stop installations next to parks.

“Minor Impacts to Protected Public Land” was the most used provision by transit agencies (used by 7 out of 11), but the use of the provision did not necessarily have an impact on project delivery time.

The effects of FHWA granting NEPA authority to state DOTs on project delivery time is also still uncertain. Of the six states given authority, few were able to provide enough information to measure time savings, and none measured in a standard, uniform manner allowing for comparison across states.

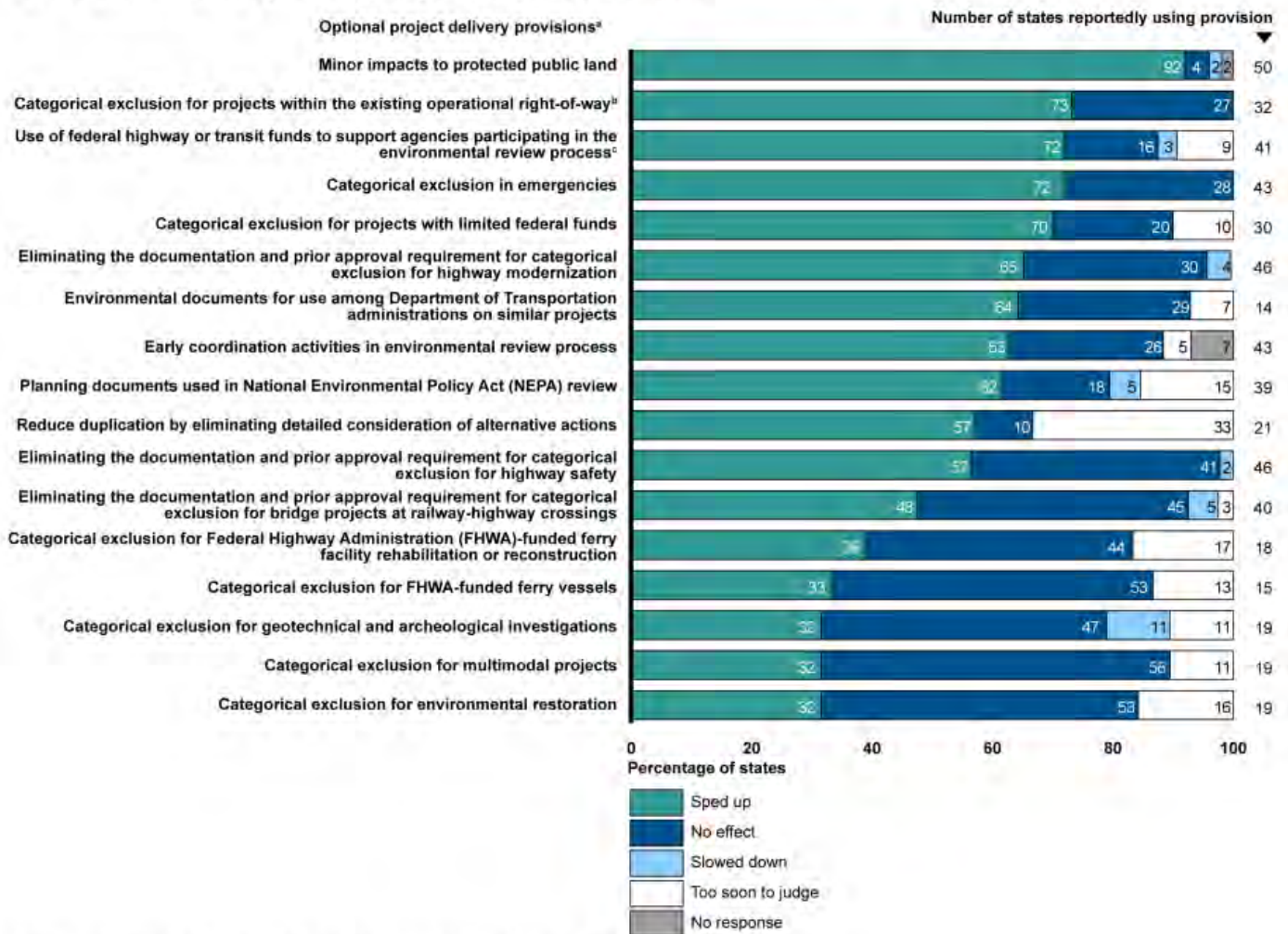
One of the major barriers the GAO ran into was that not all agencies measured project delivery timelines for all projects, making changes in delivery time very difficult to ascertain. Even when project timeframes were available, data were lacking for other factors that ought to be considered as controls such as project budgets, staffing levels, project type/complexity, and the amount of agency/justification coordination required.

The GAO was not the first study to note the lack of performance monitoring in project delivery time. [The 2007 AASHTO report, Comparing State DOTs’ Construction Project Cost & Schedule Performance – 28 Best Practices from 9 States](#) recommended measuring cost and timeliness throughout the design and implementation phases and had to pull 3 of 20 state DOTs out of the project timeline delivery assessment due to unusable data. In regards to tracking external factors as causes for delay, AASHTO also cited “unexpected sub-surface conditions” and “utility problems” alongside environmental issues as

the most frequent reasons behind late project delivery.

While the provisions in SAFETEA-LU, MAP-21, and the FAST Act seem to have aided in accelerating transportation projects through the NEPA review process and decreasing overall project delivery time, more reliable data are needed.

Figure 2: Percentage of Departments of Transportation in 50 States, the District of Columbia, and Puerto Rico That Reported Various Effects of Used Optional Highway Project Delivery Provisions



Source: GAO analysis of survey responses from 52 state departments of transportation. | GAO-18-222

Mobility-as-a-Service: Coming to a City Near You Soon...

By Andy Taylor



February 2, 2018

Mobility-as-a-Service (MaaS) has been defined as:

A combination of public and private transportation services within a given regional environment that provides holistic, preferred and optimal travel solutions, to enable end-to-end journeys paid for by the user as a single charge.

To some this means the end to car ownership and the reliance on public and shared use mobility solutions. To others this is a vision not based in reality which makes wild assumptions about people's ability and propensity to abandon their cars. The reality is that MaaS-type services will become piecemeal solutions that many will adopt. Solutions such as integrated single payment for complete journeys, linking multiple mobility accounts under a common single transit account, and use of multi-modal planning tools to determine a journey are all a part of the MaaS model. The resulting ecosystem will be an environment where better information and better connectivity help cities and organizations face increasing urbanization and demographic shifts while also providing safe, efficient, and functioning transportation that customers expect.

A number of programs are ongoing globally in the realm of MaaS, with the most prominent being run and organized by [MaaS.Global](#) in Helsinki, Finland. Their success has generated global interest in the concept and has also led to massive changes in the way transport data is managed within the country. Changes to Finland's laws have enabled open data access between transportation providers. This will further enable the MaaS service and allow riders to plan and execute seamless journeys. But setting up this legal framework is only the first step; the next phase will look at integrating passenger data from



airports, airlines and ferries to allow journey planning for people coming and going from the country.

This change in the country's law has enabled MaaS.Global to offer its own subscription based integrated mobility app, Whim. The app allows subscribers access to a variety of transportation options, from taxis to rental cars, to public transport and bike share. The app learns users' preferences and syncs with their calendars to intelligently suggest ways to get to events. At the start of December, the Whim app offered a new package, Whim Unlimited, the world's first unlimited travel plan. The subscription offers transit services on all modes of Helsinki's public transport for a monthly fee of €499, as well as access to unlimited taxi rides under 5km and bike share services (when they come available in Spring 2018). The Whim Unlimited monthly subscription also provides access to rental car service.

Will users switch from paying for a car loan, insurance, car tax, parking fees, etc. that comes out to more than €500 on average if they could have all of their mobility services delivered to them for the same price? Time will tell.

In the interim, the €49 Whim Urban monthly package provides subscribers unlimited use of the Helsinki Public Transport system and a capped rate of €10 for all taxi rides under 10km, as well as car rental available from €49 per day. This lower cost solution has garnered a good amount of interest with over 6,000 people subscribing in the first week alone.

Helsinki is an ideal location to launch MaaS Subscription services for a number of reasons. Not only are the transit services cost-efficient, timely and well regulated, but the taxi services are also regulated and therefore deliver a high quality of service. The geographic location and layout of the city also make delivering combined services in a city the size of Helsinki (pop. 628,000) a relatively easy solution. Helsinki is a major success compared with MaaS.

Global's second launch site is the West Midlands in the UK, an area with a population in excess of 5.6 million being served by multiple deregulated bus companies, several train operating companies, and a diverse population geographically spread out. West Midlands is also reliant on both public and private transportation and has a GDP per capita well below that of Helsinki. It has yet to be seen if and how this region can embrace MaaS.

There is continuing growth in interest of MaaS in Europe, but the exact solution delivered to the consumer varies on the country, region, and the interpretation of what MaaS is. There are numerous examples such as UbiGo in Gothenburg, Qixxit run by Deutsche Bahn in Germany, Smile in Vienna, and Moovel in Germany. The MaaS Alliance group, formed from ERTICO (ITS-Europe) is spearheading interoperability between these and other solutions in order to focus on common standards, definitions, and data formats. Their reach is now going beyond Europe as more and more private companies, public agencies, and trade associations realize the potential of MaaS.

Transport for New South Wales in Australia recently integrated the privately owned and operated Manly ferry service into their public transportation smart card solution called Opal. This seemingly simple step shows that public and private transportation services can be integrated for the benefit of



the end user. Miami-Dade County in Florida is also looking at the concept of a mobility marketplace to centralize access to mobility data. This will allow MaaS services to integrate with a trusted data warehouse, enabling a combination of public and private resources that will deliver mobility benefits to its residents. Finally, in Chicago the integration of bikeshare into the Ventra public transportation account solution again demonstrates the first step towards a MaaS-type solution.

An expansion of MaaS in a number of locations is imminent. It is apparent that there is a desire in many places for better integrated and managed mobility services. These individual examples are demonstrating the customer need and the capability for cities to offer integrated mobility solutions. MaaS may not happen overnight, but the road to MaaS is delivering benefits one step at a time.

The views above are those of the author and do not necessarily reflect the views of the Eno Center for Transportation.

Trump Nominates Board Members for Amtrak, MWA

By Jeff Davis



February 2, 2018

President Trump today [announced](#) his intention to nominate new members of the Boards of Directors of Amtrak and of the Metropolitan Washington Airports Authority.

The Amtrak Board nominee is a member of the Florida House of Representatives. [Joseph Gruters](#) is a certified public accountant by trade and hails from Sarasota. He co-chaired Trump's campaign in the Sunshine State. Amtrak train service does not quite stretch into Gruters' district, stopping in Tampa, which is an hour's or so drive north.

Gruters is being nominated to fill the seat on the Amtrak Board vacated by Derek Kan, who quit shortly into a five-year term last fall to become Under Secretary of Transportation. Under [49 U.S.C. §24302](#), Amtrak's Board of Directors has ten members. The Amtrak President and the Secretary of Transportation are statutory members, and the other eight are nominated by the President and confirmed by the Senate to five-year terms. Six of those eight slots are currently occupied.

The statute says that all Presidential nominees to the Board must have some of the following qualifications:

...general business and financial experience, experience or qualifications in transportation, freight and passenger rail transportation, travel, hospitality, cruise line, or passenger air transportation businesses, or representatives of employees or users of passenger rail transportation or a State government.



As a CPA and as chairman of the Finance and Audit Committee of the Florida State University Board of Trustees (overseeing a budget of \$1.7 billion per year), Gruters qualifies under the “financial experience” criterion.

The statute also requires the President to consult with the four Congressional party leaders (so that the Board is not dominated by one political party), and he must also “try to provide adequate and balanced representation of the major geographic regions of the United States served by Amtrak.”

The six current members of the Amtrak Board subject to Presidential appointment are from California, New Jersey, Oklahoma, Texas, and two from Delaware. President Trump has nominated Gruters, a Floridian, as well as Lynn Westmoreland, from Georgia, to fill the two empty seats. (Westmoreland’s nomination was favorably reported from committee on January 18 and is pending on the Senate Executive Calendar.)

President Trump also announced that he intends to nominate [Alan Cobb](#), an attorney from Kansas and head of the Kansas Chamber of Commerce, to be one of the three Presidentially-appointed members of the Metropolitan Washington Airport Authority (MWAA) Board of Directors.

Ronald Reagan Washington National Airport and Dulles International Airport were both build, owned and operated by the federal government until MWAA was created in 1986 as a joint local governmental entity to operate the airports. MWAA has leased the airports from the FAA until the year 2067. The MWAA Board has seven members appointed by the Governor of Virginia (in which state both airports are located), four by the Mayor of the District of Columbia, three by the Governor of Maryland, and three by the President of the United States, all for six-year terms.

Cobb does not appear to have an aviation background, except for what everyone near Wichita picks up from being around the General Aviation Capital of Planet Earth. He worked for Americans for Prosperity (Koch Brothers) from 2004-2012 but has a long history in political campaigns, from Bob Dole for President in 1996 through a variety of other House and Senate campaigns in Kansas. He joined the Trump for President campaign extremely early on – March 2015 – and eventually rose to “director of coalitions” for the campaign in summer 2016.

Instead of taking a job in the Administration initially, he went back to Kansas to run in the Republican primary for the open seat in the U.S. House of Representatives (KS-04) that became available when Rep. Mike Pompeo (R-KS) became CIA Director. He did not win that primary, and took the job with the Kansas Chamber of Commerce thereafter.

Both nominations will be referred to the Senate Commerce, Science and Transportation Committee when the official paperwork is received from the White House.

Reminder: bookmark *ETW*’s constantly-updated calendar of transportation nominations [here](#).

House Hearing Looks at Surface Transportation Security Technology

By Shannon Walsh



February 2, 2018

On January 30, the House Homeland Security Committee's Emergency Preparedness, Response, and Communications and Transportation and Protective Services Subcommittees held a joint hearing to address the current status of surface transportation security. The hearing was convened shortly after the first attempted suicide bombing of an American method of surface transportation, occurring at a New York City Port Authority Bus Terminal this past December.

The [hearing](#) included a panel of four witnesses, all with ranging expertise in surface transportation security and technology:

- [Sonya Proctor](#) is the Director of the Surface Division for the Office of Security Policy and Industry Engagement within the Transportation Security Administration;
- [Robert Pryor](#) is the Director of TSA's Intermodal Division for the Office of Requirements and Capabilities Analysis;
- [Donald E. Roberts](#) is the Program Manager for Explosive Threat Detection for the Explosives Division of the Homeland Security Advanced Research Projects Agency; and
- [Brian Michael Jenkins](#) is the Director of the National Transportation Security Center for Excellence within the Mineta Transportation Institute.

Subcommittee chairmen John Katko (R-NY) and Dan Donovan (also R-NY) kept the focus of the conversation on the impending threats to surface transportation. Both highlighted that with international attacks like those in Madrid, London, and Brussels occurring so frequently throughout the last few years, the United States should be considering an investment in surface transportation security. Jenkins noted that there have been nearly 3,000 attacks worldwide on surface transportation since 9/11, with 14 of those attacks resulting in 50 or more fatalities each. Additionally, he emphasized



that jihadist groups like Al Qaeda and ISIS have begun specifically targeting surface transportation, even beginning to encourage their followers to derail trains in 2017.

Ranking Member Bonnie Watson-Coleman (D-NJ) also questioned what could be done to strengthen security for “lone wolves,” or terrorist activists that act alone in both their planning and execution. She pointed to recent examples of New York City and Charlottesville, where major attacks occurred by singular assailants. Jenkins explained that solving security issues such as these is difficult in major cities, because not only are millions of people living in close proximity, but there are thousands of vehicles accessible to these citizens as well. He highlighted some of the plans implemented in cities that have suffered recent attacks like Paris and London, such as stricter barriers and increased protection of frequented venues.

Chairman Katko discussed the investments we have made in transportation security thus far, comparing those we have made in surface transportation to investments in aviation security. Particularly, he questioned TSA’s strategic five-year technology plan and its priority on aviation technology rather than surface transport. Both Proctor and Pryor representing TSA noted that the plan has been implemented to develop aviation technology, not surface transportation. They noted that programs such as the National Security Plan and the National Infrastructure Plan have included the technology developments the committee may be looking for, but the chairmen did not believe these to be acceptable investments after attacks like that in New York this December.

Chairman Donovan was also unsatisfied with the timeline that technology is being developed and implemented. He pointed to a technological investment made 7 years ago by the committee that is still in testing, to which he argued that it is probably not relevant to enemy threats anymore. Roberts explained that there are multiple phases to testing and implementation, particularly because the Department of Homeland Security has so many partners in the process.

Ranking Member Watson-Coleman utilized the hearing to feature her newly introduced legislation, the [Surface Transportation and Public Area Security Act of 2017](#). The legislation’s goal is to restore important security programs protecting surface transport, as well as rebuild the relationships between federal and state partners involved in the regulatory process. She highlighted a few of the key components of the bill, including additional funding for transit-security grants, expanding the VIPR Program, growing the TSA canine program throughout the country, and increasing law enforcement presence throughout all levels of surface transport.

Senate Commerce Discusses Emerging Threats to Surface Transportation

By Greg Rogers



January 31, 2018

As a response to the rise in international terrorist attacks involving multiple surface transportation modes, a Senate subcommittee held a [hearing](#) on January 23 to review transportation security initiatives at the Department of Homeland Security (DHS) and, in particular, the Transportation Security Administration (TSA).

Sen. Deb Fischer (R-NE), chair of the subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security, convened the hearing – which was also the first hearing since Sen. Gary Peters (D-MI) became the ranking member of the subcommittee.

The subcommittee heard testimony from the following witnesses:

- David Pecoske, Administrator, Transportation Security Administration ([testimony](#))
- John Kelly, Acting Inspector General, Department of Homeland Security ([testimony](#))

“Transportation security is an all-hands effort,” said Pecoske, noting that airport screeners are just the tip of the iceberg in the TSA’s efforts to ensure transportation security.

But, as opposed to its direct, high-visibility role in aviation security, the TSA’s engagement in surface transportation has always been somewhat of an afterthought. In FY 2017, TSA received \$6.1 billion in appropriations for aviation security programs versus \$138 million for surface transportation security programs.

“Our role in surface transportation security is one of support and partnerships,” Pecoske said. While aviation security receives the lion’s share of TSA’s funding, he argued that surface transportation programs yield a large return on investment for the American public.



The TSA maintains a staff of surface transportation security inspectors that have two main responsibilities: enforcing freight rail, passenger rail and maritime security regulations; and conducting voluntary assessments of surface transportation modes and providing training to entities.

A December 2017 [GAO report](#) found that these surface inspectors spend approximately 20 percent of their time on the regulatory inspections and 80 percent of their time on non-regulatory assessments and assistance.

And while TSA uses a risk-based process when allocating surface inspectors, the GAO report found that inspectors' actual activities did not align with the risks of each surface transportation mode. GAO found that, in 2016, surface inspectors spent more than twice as much time on the lowest risk surface transportation mode than the highest risk one.

This raised concern from both sides of the aisle – and from Kelly, as the Acting Inspector General of DHS.

Kelly criticized the history of not incorporating risk into budgetary decision-making, but suggested that this may change in the next budget. “I think there’ll be an increase in allocations towards surface transportation... Recent attacks on surface transportation indicate that there’s additional risk, and that we need to focus more in those areas.”

“In the budget, there’s never enough there... the threats to aviation are so significant and so present,” Pecoske explained.

Peters noted that surface transportation only accounts for 2 percent of TSA’s budget, at the same time as threats across surface modes has increased.

“I think the 2 percent, 2 or 3 percent, does need to go up,” Pecoske replied. “[However], it’s kind of hard to compare the two from an absolute dollar to absolute dollar perspective.”

In contrast with the in-person screenings that TSA conducts at airports and the large workforce that entails, TSA’s surface transportation operations involve training industry and government entities to ensure security on their own. This may require a smaller workforce, but it also requires TSA to focus on the highest risk areas – which, again, the GAO found it did not do.

“I look at [transportation security] risk as being the threat, the vulnerability, and the consequence,” Pecoske told Sen. Catherine Cortez Masto (D-NV). “I think we need to look at the risk quotient *overall* when we are allocating resources to different modes.”

With the Super Bowl just weeks away, Sen. Amy Klobuchar (D-MN) asked Pecoske how TSA planned to keep the thousands of football fans safe. Pecoske described the agency’s plans, which include coordinating ahead of time with local law enforcement and other partners, flying in canines from Maui, and flying in one of TSA’s Visible Intermodal Prevention and Response (VIPR) teams.

Bringing MPOs Into the FAST Era

By Alexander Bond



February 2, 2018

Since metropolitan planning organizations (MPOs) were first formed in early 1960s, their core mission has been to perform long term surface capital planning and act as a local government voice to state transportation departments. MPOs were created to handle the massive influx of federal money from the interstate highway system and later, from the increase in funding ushered in by the intermodal Surface Transportation Efficiency Act of 1991.

While MPOs have generally performed well in this role, the era of massive capacity projects is over. The current federal law—the Fixing America’s Surface Transportation (FAST) Act of 2015—placed a much stronger emphasis on state of good repair, discretionary grants, and efficient use of the existing system.

This leaves MPOs in an awkward position as the policy and practice under which they operate has not kept up with this broader shift in federal policy. It is time to update the role MPOs play.

While long range planning should always be part of their portfolio, MPOs can and should be involved a number of innovative planning and operational activities. Examples of topics that MPOs should take on include:

- Public private partnerships
- Dynamic road pricing and congestion pricing
- Autonomous vehicle preparedness
- Active transportation modes
- Shared use vehicle regulation
- Intermodal freight planning
- Land use and quality of life issues



- Climate change preparedness
- Building coalitions for discretionary grant applications

Without a doubt, some MPOs have already evolved into multifaceted, dynamic organizations that do much more than required by law. These “super-MPOs” include San Francisco’s Metropolitan Transportation Commission, Dallas’ North Central Texas Council of Governments, Philadelphia’s Delaware Valley Regional Planning Commission, among others. Unfortunately, these are the exception and not the rule. Only a handful of MPOs—probably less than 40—have made the transition. That leaves about 350 MPOs more or less doing the same job they did in the 1990s.

One of the few new tasks enshrined in statute for MPOs is scenario planning. Compared with some of the tasks shown above, it is a relatively minor shift. However, it is one of the only examples of federal statutory change to the MPO portfolio over the last 25 years.

Scenario planning is a framework that can be incorporated into the traditional transportation process to account for what a region wants to look like in the future. It uses analyses of investment packages—usually set by some form of community visioning—to identify the best return on investments on projects the region. Scenario planning was introduced as an optional activity in federal statute 2012 and can be used for both long range visioning, short term performance based decision-making, and management of the transportation system. This recently-released FHWA study [[link](#)] does a deep dive into the topic.

This process is very different from traditional MPO planning, and requires a different professional skill set. Scenario planning requires financial acumen, enhanced public involvement capacity, different types of modeling capability, and competency with non-vehicular modes. The MPOs that possess these skills on staff (or have it via consultant) are able to take on the new task. MPOs lacking the funding or professional staff are unable to embrace scenario planning. Scenario planning is an example of the federal government leading MPO practice by putting new tasks into statute—even if it is a voluntary activity.

If MPOs are going to be given a new job, they need the financial resources to do that work. The average MPO receives only \$1.06 million in federal aid with larger MPOs receiving more and many with far less. A significant increase in funding is needed if MPOs are to evolve past their traditional long-range capital planning role.

The vast majority of new funding will be spent on personnel. To take on new tasks, MPOs will need to expand and increase the amount of specialization on staff. A [recent FHWA study by the Center for Urban Transportation Research and Eno](#) found the median MPO employed only 6 people—including administrative and executive staff. A quarter of MPOs have fewer than 3 staff members. Even some of nation’s top 50 metropolitan areas have a surprisingly small MPO staff. For example, Metroplan Orlando has only 18 employees and the Capital Area MPO in Austin employs just 12.

MPOs are well-suited to take on complex transportation issues. By definition they are composed of



local stakeholders, employ professional planners and engineers, and have a regional purview that crosses jurisdictional boundaries. Many are fixtures in the transportation sector of their community. They receive dedicated federal money, which is a powerful carrot to encourage stagnant MPOs to innovate. Congress should lead this transformation by refreshing the portfolio of MPOs; moving them from the interstate highway era into the FAST lane.

How Does the Federal Government Subsidize Air Service to Small Communities?

By Ann Henebery



January 31, 2018

Today the Eno Center for Transportation released the tenth policy brief in the [Eno Aviation Insights](#) series – [How does the federal government subsidize air service to small communities?](#)

Across the United States, the smallest of airports usually do not have enough demand to maintain commercial air service. So for nearly 40 years, the federal government has been funding air travel to and from small communities.

Eno's latest Aviation Insights brief examines the Essential Air Service Program (EAS) – the program that subsidizes these flights.

Read the full brief [here](#).

[Eno Aviation Insights](#) answers the questions that the media and consumers regularly ask but are difficult to dissect. These policy briefs not only look at system-wide averages, but also discern what is happening in markets across the United States.

Transportation and Infrastructure in the State of the Union Address, 1997-2017

By Jeff Davis



January 30, 2018

As we all await President Trump's State of the Union address tonight, in which he is expected to give some details of his forthcoming infrastructure plan, it is worth looking back at the times that recent Presidents have used the SOTU to speak to transportation and infrastructure issues (or declined to do so). Using the database of Presidential speeches at the [American Presidency Project](#) (bookmark it), we used the magic of [Ctrl]-F to search through the last 20 State of the Union addresses for such mentions.

Rules: colloquial uses of key words, like "down the road" or "bridge to the 21st Century," are not included. And even though a new President's first post-Inaugural address is, technically, not a State of the Union address, the APP treats them as such and so do we.

(*Ed. Note:* Our favorite has to be Bill Clinton's Freudian slip in the 2000 SOTU where he kept trying to promote plans to make communities more "livable" but kept saying "liberal" instead. Watch it [here](#) starting at the 1:11:00 mark.)

[Clinton 1998](#) – "First, Americans in this Chamber and across our Nation have pursued a new strategy for prosperity: fiscal discipline to cut interest rates and spur growth; investments in education and skills, in science and technology and **transportation**, to prepare our people for the new economy; new markets for American products and American workers."

[Clinton 1999](#) – [No mention of "transportation," "infrastructure," or other search terms.]

[Clinton 2000](#) – "We ended welfare as we knew it, requiring work while protecting health care and nutrition for children and investing more in child care, **transportation**, and housing to help their parents go to work."



“Tonight I ask you to support new funding for the following things, to make American communities more liberal—livable. [Laughter] I’ve done pretty well with this speech, but I can’t say that.

“One, I want you to help us to do three things. We need more funding for advanced **transit** systems. We need more funding for saving open spaces in places of heavy development. And we need more funding—this ought to have bipartisan appeal—we need more funding for helping major cities around the Great Lakes protect their waterways and enhance their quality of life. We need these things, and I want you to help us.”

[Bush 2001](#) – [No mention of “transportation,” “infrastructure,” or other search terms.]

[Bush 2002](#) – “One purpose of the USA Freedom Corps will be homeland security. America needs retired doctors and nurses who can be mobilized in major emergencies, volunteers to help police and fire departments, **transportation** and utility workers well-trained in spotting danger.”...

...” Good jobs also depend on reliable and affordable energy. This Congress must act to encourage conservation, promote technology, build **infrastructure**, and it must act to increase energy production at home so America is less dependent on foreign oil.”

[Bush 2003](#) – [No mention of “transportation,” “infrastructure,” or other search terms.]

[Bush 2004](#) – [No mention of “transportation,” “infrastructure,” or other search terms.]

[Bush 2005](#) – [No mention of “transportation,” “infrastructure,” or other search terms.]

[Bush 2006](#) – “So far the Federal Government has committed \$85 billion to the people of the gulf coast and New Orleans. We’re removing debris and repairing **highways** and rebuilding stronger levees.”

[Bush 2007](#) – “To secure our border, we’re doubling the size of the Border Patrol and funding new **infrastructure** and technology.”

[Bush 2008](#) – “In Afghanistan, America, our 25 NATO allies, and 15 partner nations are helping the Afghan people defend their freedom and rebuild their country. Thanks to the courage of these military and civilian personnel, a nation that was once a safe haven for Al Qaida is now a young democracy where boys and girls are going to school, new **roads** and hospitals are being built, and people are looking to the future with new hope.”

[Obama 2009](#) – “History reminds us that at every moment of economic upheaval and transformation, this Nation has responded with bold action and big ideas. In the midst of Civil War, we laid **railroad** tracks from one coast to another that spurred commerce and industry. From the turmoil of the Industrial Revolution came a system of public high schools that prepared our citizens for a new age. In the wake of war and depression, the GI bill sent a generation to college and created the largest middle class in history. And a twilight struggle for freedom led to a nation of **highways**, an American on the



Moon, and an explosion of technology that still shapes our world. In each case, Government didn't supplant private enterprise; it catalyzed private enterprise. It created the conditions for thousands of entrepreneurs and new businesses to adapt and to thrive."

Obama 2010 – "Next, we can put Americans to work today building the **infrastructure** of tomorrow. From the first **railroads** to the Interstate **Highway** System, our Nation has always been built to compete. There's no reason Europe or China should have the fastest trains or the new factories that manufacture clean energy products. Tomorrow I'll visit Tampa, Florida, where workers will soon break ground on a new high-speed **railroad** funded by the Recovery Act. There are projects like that all across this country that will create jobs and help move our Nation's goods, services, and information."

Obama 2011 – "The third step in winning the future is rebuilding America. To attract new businesses to our shores, we need the fastest, most reliable ways to move people, goods, and information, from high-speed **rail** to high-speed Internet.

"Our **infrastructure** used to be the best, but our lead has slipped. South Korean homes now have greater Internet access than we do. Countries in Europe and Russia invest more in their **roads** and **railways** than we do. China is building faster **trains** and newer **airports**. Meanwhile, when our own engineers graded our Nation's **infrastructure**, they gave us a D.

"We have to do better. America is the nation that built the transcontinental **railroad**, brought electricity to rural communities, constructed the Interstate **Highway** System. The jobs created by these projects didn't just come from laying down track or pavement. They came from businesses that opened near a town's new **train** station or the new off-ramp.

"So over the last 2 years, we've begun rebuilding for the 21st century, a project that has meant thousands of good jobs for the hard-hit construction industry. And tonight I'm proposing that we redouble those efforts.

"We'll put more Americans to work repairing crumbling **roads** and **bridges**. We'll make sure this is fully paid for, attract private investment, and pick projects based on what's best for the economy, not politicians.

"Within 25 years, our goal is to give 80 percent of Americans access to high-speed **rail**. This could allow you to go places in half the time it takes to travel by car. For some trips, it will be faster than flying, without the pat-down. [Laughter] As we speak, routes in California and the Midwest are already underway...All these investments—in innovation, education, and **infrastructure**—will make America a better place to do business and create jobs. But to help our companies compete, we also have to knock down barriers that stand in the way of their success."

Obama 2012 – "Building this new energy future should be just one part of a broader agenda to repair America's **infrastructure**. So much of America needs to be rebuilt. We've got crumbling **roads** and **bridges**, a power grid that wastes too much energy, an incomplete high-speed broadband network that



prevents a small-business owner in rural America from selling her products all over the world.

“During the Great Depression, America built the Hoover Dam and the Golden Gate Bridge. After World War II, we connected our States with a system of **highways**. Democratic and Republican administrations invested in great projects that benefited everybody, from the workers who built them to the businesses that still use them today.

“In the next few weeks, I will sign an Executive order clearing away the red tape that slows down too many construction projects. But you need to fund these projects. Take the money we’re no longer spending at war, use half of it to pay down our debt, and use the rest to do some nation-building right here at home.”

Obama 2013 – “America’s energy sector is just one part of an aging **infrastructure** badly in need of repair. Ask any CEO where they’d rather locate and hire, a country with deteriorating **roads** and **bridges** or one with high-speed **rail** and Internet, high-tech schools, self-healing power grids. The CEO of Siemens America—a company that brought hundreds of new jobs to North Carolina—said that if we upgrade our **infrastructure**, they’ll bring even more jobs. And that’s the attitude of a lot of companies all around the world. And I know you want these job-creating projects in your district. I’ve seen all those ribbon-cuttings. [*Laughter*]

“So tonight I propose a Fix-It-First program to put people to work as soon as possible on our most urgent repairs, like the nearly 70,000 structurally deficient **bridges** across the country. And to make sure taxpayers don’t shoulder the whole burden, I’m also proposing a partnership to rebuild America that attracts private capital to upgrade what our businesses need most: modern **ports** to move our goods, modern **pipelines** to withstand a storm, modern schools worthy of our children. Let’s prove there’s no better place to do business than here in the United States of America, and let’s start right away. We can get this done...These initiatives in manufacturing, energy, **infrastructure**, housing, all these things will help entrepreneurs and small-business owners expand and create new jobs.”

Obama 2014 – “Moreover, we can take the money we save from this transition to tax reform to create jobs rebuilding our **roads**, upgrading our **ports**, unclogging our commutes, because in today’s global economy, first-class jobs gravitate to first-class **infrastructure**. We’ll need Congress to protect more than 3 million jobs by finishing **transportation** and **waterways** bills this summer. That can happen. But I’ll act on my own to slash bureaucracy and streamline the permitting process for key projects so we can get more construction workers on the job as fast as possible.”

Obama 2015 – “We gave our citizens schools and colleges, **infrastructure** and the Internet, tools they needed to go as far as their efforts and their dreams will take them.”...

“Twenty-first century businesses need 21st-century **infrastructure**: modern **ports** and stronger **bridges**, faster **trains** and the fastest Internet. Democrats and Republicans used to agree on this. So let’s set our sights higher than a single oil **pipeline**. Let’s pass a bipartisan **infrastructure** plan that



could create more than 30 times as many jobs per year and make this country stronger for decades to come. Let's do it. Let's get it done."...

"Now, the truth is, when it comes to issues like **infrastructure** and basic research, I know there's bipartisan support in this Chamber. Members of both parties have told me so. Where we too often run onto the rocks is how to pay for these investments. As Americans, we don't mind paying our fair share of taxes as long as everybody else does too. But for far too long, lobbyists have rigged the Tax Code with loopholes that let some corporations pay nothing while others pay full freight. They've riddled it with giveaways that the super-rich don't need, while denying a break to middle class families who do.

"This year, we have an opportunity to change that. Let's close loopholes so we stop rewarding companies that keep profits abroad and reward those that invest here in America. Let's use those savings to rebuild our **infrastructure** and to make it more attractive for companies to bring jobs home. Let's simplify the system and let a small-business owner file based on her actual bank statement, instead of the number of accountants she can afford. And let's close the loopholes that lead to inequality by allowing the top 1 percent to avoid paying taxes on their accumulated wealth. We can use that money to help more families pay for childcare and send their kids to college. We need a Tax Code that truly helps working Americans trying to get a leg up in the new economy, and we can achieve that together."

Obama 2016 – "...I'm going to push to change the way we manage our oil and coal resources so that they better reflect the costs they impose on taxpayers and our planet. And that way, we put money back into those communities and put tens of thousands of Americans to work building a 21st-century **transportation** system."

Trump 2017 – "...we've spent trillions and trillions of dollars overseas, while our **infrastructure** at home has so badly crumbled."...

"Crumbling **infrastructure** will be replaced with new **roads, bridges, tunnels, airports, and railways** gleaming across our very, very beautiful land. "...

"Another Republican President, Dwight D. Eisenhower, initiated the last truly great national **infrastructure** program—the building of the Interstate **Highway** System. The time has come for a new program of national rebuilding. America has spent approximately \$6 trillion in the Middle East; all the while, our **infrastructure** at home is crumbling. With this \$6 trillion, we could have rebuilt our country twice, and maybe even three times if we had people who had the ability to negotiate.
[Laughter]

"To launch our national rebuilding, I will be asking Congress to approve legislation that produces a \$1 trillion investment in **infrastructure** of the United States—financed through both public and private capital—creating millions of new jobs. This effort will be guided by two core principles: buy American and hire American."...



“My administration wants to work with members of both parties to make childcare accessible and affordable; to help ensure new parents that they have paid family leave; to invest in women’s health; and to promote clean air and clean water; and to rebuild our military and our **infrastructure.**”

Understanding NHTSA's Voluntary Approach to Automated Vehicles

By Greg Rogers



February 2, 2018

Over the past several years, collaboration with industry – rather than prescriptive regulations – has become the cornerstone of the federal government's strategy for overseeing the safe development of emerging technologies. Automated vehicle (AV) technologies in particular have disrupted the traditional regulatory structure for motor vehicles.

For decades, the National Highway Traffic Safety Administration (NHTSA) has been responsible for setting and enforcing regulations around motor vehicles in the U.S. Whenever a car is sold in the United States today, manufacturers must first certify that they meet the [Federal Motor Vehicle Safety Standards \(FMVSS\)](#), a comprehensive set of regulations on vehicle design, construction, and performance.

As *ETW* has [written previously](#), FMVSS provides manufacturers with regulatory certainty by establishing a single set of precise national standards – rather than complying with a patchwork of motor vehicle standards set by 50 states and Washington, D.C.

But AVs present an entirely new challenge for automotive regulations, which are typically prescriptive in nature. AV developers must incorporate a wide variety of sensors, computer systems, software, and communications technologies in their vehicles – and each of them tend to take a vastly different approach to enhancing the safety of their systems. And it is still unclear what the best method of ensuring safety is, since AV technology is not yet mature.

Even then, there will likely be a multitude of approaches to designing AVs – which is why Eno has [recommended](#) that any regulations for AVs be based on their actual *performance* of safely driving – rather than checking the box of using certain types of sensors, software, hardware, and algorithms.



In the meantime, NHTSA has requested that manufacturers actively communicate with its staff about the capabilities, limitations, and designs of their AVs. This approach was outlined in NHTSA's most recent federal AV policy guidance, [Automated Driving Systems 2.0: A Vision for Safety](#) (also known as 2.0), which was released in September of last year.

This document requested (but did not require) that each AV developer submit a [Voluntary Safety Self-Assessment \(VSSA\)](#) to NHTSA describing how it is approaching safety, consumer privacy, cybersecurity, and a range of other topics. NHTSA also requested that these documents be made public in order to help educate consumers on their AV technologies and build consumer confidence.

In the months following the release of 2.0, NHTSA conducted two public workshops to gather feedback on its contents. At times, one of the most controversial topics was whether the VSSA should be standardized as a 12-point form or if manufacturers should have the flexibility to address each topic area as they see fit. Some argued that having a specific template, like the [draft](#) released by NHTSA, would cause manufacturers to provide the bare minimum amount of information (effectively just “checking the box”) rather than providing a full picture of their technology.

Since September, only two companies (out of the more than 50 companies developing AVs) have now submitted their VSSAs to NHTSA and made them available to the public: [GM Cruise](#) and [Waymo](#).

While both VSSAs do address all twelve topic areas and have been acknowledged on NHTSA's website, they represent characteristically different approaches to communicating with the federal government and the public.

Perhaps as an effort to make the document more accessible to the layman, the 43-page [Waymo VSSA](#) weaved each of the twelve topic areas throughout the document as a whole, rather than addressing each of them in specific sections. Waymo began by highlighting that its widely-perceived dominance in the field:

“As the first company to complete a fully self-driving trip on public roads, Waymo has had to write its own playbook.”

In line with the Silicon Valley archetype, document meandered through a conversational exploration of how its AVs sensed the road environment, how they were programmed to behave, and their built-in redundancies to reduce safety risks in the event of a system failure.

Waymo also explained the vital role that simulation plays in the development and improvement of its technology, with over 25,000 virtual Waymo AVs conducting up to 8 million miles in simulation per day. These simulations allow Waymo to rapidly expand the capabilities of its AVs and test their performance in “edge cases” – the uncommon roadway conditions and situations where the risk of a collision increases.



While Waymo's VSSA did address each of the twelve topics outlined in 2.0, it raised questions about the usefulness of VSSAs that did not follow a more rigid structure that addressed each topic individually. As more and more manufacturers submit VSSAs, the logic went, a lack of structured VSSAs could hamper NHTSA's ability to adequately review and respond to them with its limited staff and resources.

[GM's VSSA](#) took a slightly different tact that was emblematic of its century of interactions with consumers and regulators. GM walked readers through its technology with a conversational tone, much like Waymo, in the first half of the document.

But, in a move that reflected its long history of interacting with federal regulators, GM dedicated the second half of the document to individually addressing each of the twelve issue areas as defined by NHTSA. Nevertheless, the language used in each section still balanced the need to be accessible to the public and provide a baseline of understanding to NHTSA.

The fact that only two AV developers have released VSSAs has invited many comparisons between Waymo and GM's approaches – and no shortage of criticism from skeptics of AVs.

But, as NHTSA officials indicated after the release of 2.0, completing a VSSA is not a one-time interaction with the public or with regulators. Instead, it serves as a starting point for AV manufacturers, regulators, and the general public to build a common understanding of the technology.

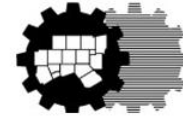
Nor is this the end-all, be-all of the federal government's oversight of AV development: manufacturers and NHTSA are in a near-constant – and much more robust – conversation about the limitations and capabilities of their technologies.

This will be reflected in the coming weeks when NHTSA releases GM's 500-page, precedent-setting petition for an exemption to certain FMVSS. If accepted, this would allow the company to build a fully self-driving car without human controls.



Regional
Transportation
Council

METROPOLITAN PLANNING ORGANIZATION
FOR THE DALLAS-FORT WORTH REGION



North Central Texas
Council of Governments

Statement of Support
Dallas to Houston High-Speed Rail

Submitted by the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, on January 29, 2018

The North Central Texas region has been identified as a potential hub for passenger rail routes serving Texas. Federal and state plans indicate a need for high-speed passenger rail service to, through, and within our region. The strong economic growth and projected population increases in North Central Texas, combined with widespread local political support for investment in public infrastructure, provide an optimal environment for the development of high-speed rail and complementary systems in Texas.

High-speed rail between Dallas and Houston is a vital transportation link that will help sustain the national, regional, state, and local economies. Both the Regional Transportation Council and the North Central Texas Council of Governments support and are committed to creating and leveraging public and private resources to enhance the mobility of travelers in Texas. Developing safe, dependable, and interconnected passenger rail systems is in the best interest of the travelling public because of rail's safety, reliability, air quality benefits, and efficient use of land which fosters urban densification and economic development. In the North Central Texas region, the proposed high-speed rail system will provide connectivity to existing public transportation systems and the proposed Dallas and Fort Worth high-speed rail Core Express Service. The design supports the development of high-speed rail connectivity between Fort Worth, Arlington, Dallas, and Houston through the Texas Central Partners' proposed Dallas high-speed rail passenger station.

The proposed Dallas to Houston High-Speed Rail line is consistent with Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. Due to the project's critical nature, the North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation for the proposed improvements.

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About the Regional Transportation Council

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The 12-county Dallas-Fort Worth Metropolitan Planning Area includes Collin, Dallas, Denton, Ellis, Hunt, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

About the North Central Texas Council of Governments

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 around the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 240 member governments including 16 counties, 170 cities, 24 school districts, and 30 special districts.

Transportation-Sector Demand for Mitigation Credits

A Webinar for Wetland and Stream Mitigation Bankers and Consultants

Mitigation bankers are invited to attend a webinar describing the demand for wetland and stream mitigation credits generated by the transportation projects planned for the Dallas-Fort Worth region.

The North Central Texas Council of Governments (NCTCOG) assessed the supply and demand of wetland and stream mitigation banking credits in a white paper in 2016. The agency identified potential shortages of credits. The supply and demand analysis was updated in January 2018. Transportation-sector purchases of stream credits in the region were found to be as high as 6,107.8.

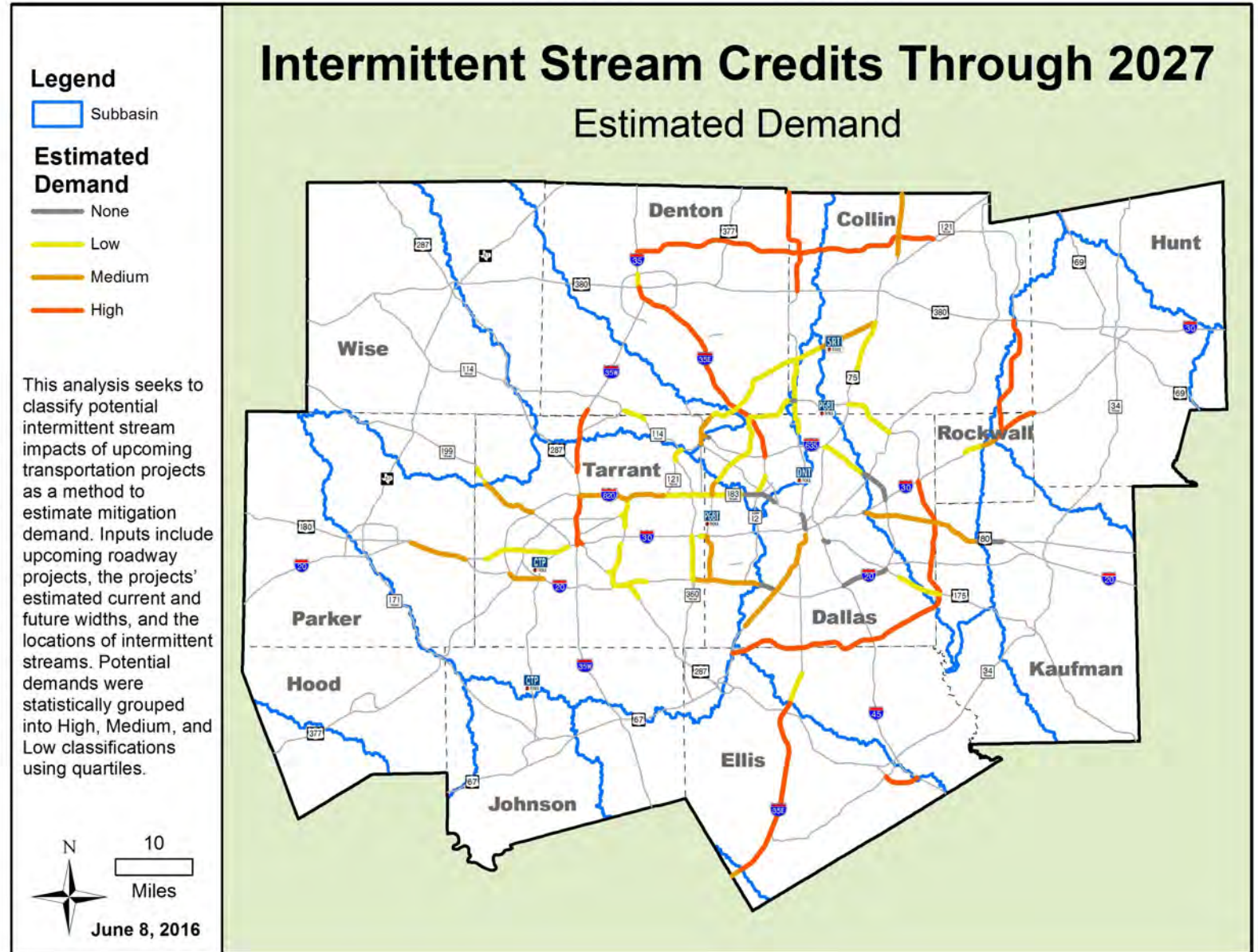
Limited Supply of Credits

While 111 general legacy stream credits are available in much of the region, the following shortages persist:

- No intermittent or ephemeral stream credits are available in some subbasins in outlying counties.
- Only 56 intermittent riparian credits and no ephemeral or perennial stream credits are available in one subbasin that is home to a community where the population more than doubled from 2000 to 2010.¹
- Some of these same subbasins have no potential credits – credits that would be available should an existing mitigation bank meet build-out milestones.

Growing Region

North Central Texas is expected to see an investment of \$118.9 billion dollars in the transportation sector through 2040.² This investment includes a new highway in the region's fastest growing counties, which are projected to experience as much as 64 percent population growth and 49 percent employment growth through 2040.³ These counties are in the Texas Department of Transportation's Dallas



District, which spent \$3.2 million on mitigation costs from 2003 to 2015, including the purchase of mitigation credits.⁴

Webinar Details

NCTCOG, the Texas Department of Transportation (TxDOT), and Texas A&M Transportation Institute will host a webinar for mitigation bankers and consultants across the United States. Carlos Swonke, director of TxDOT's Environmental Affairs Division, will provide opening comments. The webinar will educate bankers and consultants about the potential demand for wetland and stream mitigation credits in the region. The webinar will present updated supply and demand data sourced from the US Army Corps of Engineers' (USACE) mitigation banking database, the Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS). USACE Regulatory Division staff from the Fort Worth District will be available to respond to questions.

Transportation-Sector Demand for Mitigation Credits: A Webinar for Wetland and Stream Mitigation Bankers and Consultants

Time: Monday, March 26, 2018 at 1-2 p.m. Central

Meeting Link: <https://nctcog.webex.com/nctcog/j.php?MTID=mc8909c7c81ba1c83044548c2904dfe02>

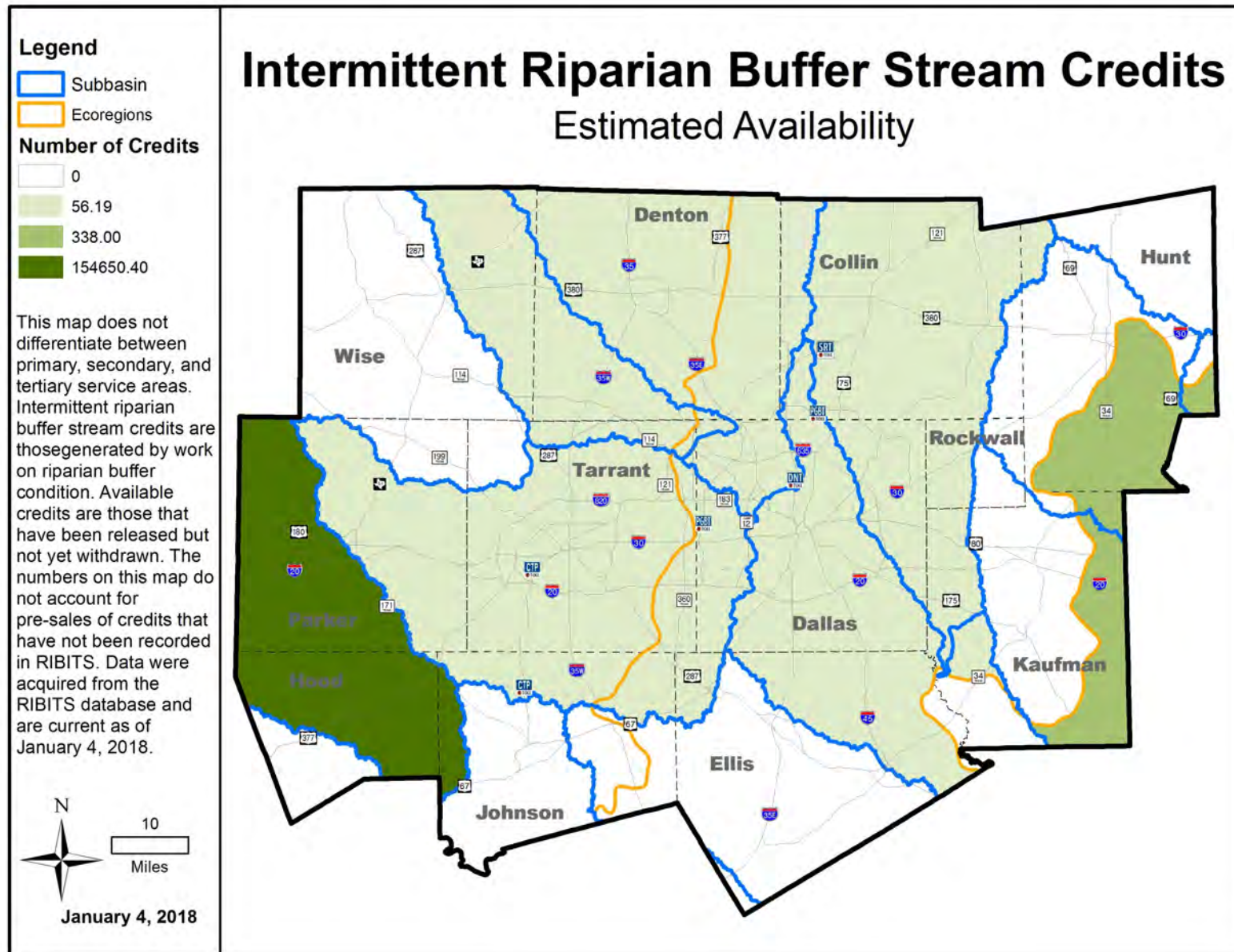
Call-In: 800.250.3900 **Participant PIN:** 442318#

¹ Alliance Texas Overview, 2013. www.fortworthchamber.com/chamber/docs/AllianceTexasPresentation.pdf

² Mobility 2040 The Metropolitan Transportation Plan for North Central Texas, North Central Texas Council of Governments, 2016. www.nctcog.org/mobility2040

³ Ibid.

⁴ Maximizing Mitigation Benefits: Research to Support a Mitigation Cost Framework - Final Report, Texas A&M Transportation Institute, 2016 <https://static.tti.tamu.edu/tti.tamu.edu/documents/0-6762-01-1.pdf>



Questions about the webinar? Please contact:

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NCTCOG is a voluntary association of local governments established in 1966 to assist in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. The Regional Transportation Council and NCTCOG's Transportation Department oversee the metropolitan transportation planning process in the Dallas-Fort Worth region.



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Air Quality and Transportation Funding & Resources



Funding for projects that address air quality, such as clean vehicle projects, are available from a number of federal, state, local, and non-profit entities.



Select Language ? ?

Funding for Vehicle Projects

Program / Incentive Description	Eligible Vehicles	Funding Amount	Eligible Applicants	Deadline
AirCheckTexas Drive a Clean Machine Program <i>Financial Assistance for Light-Duty Vehicles that Fail Emissions Testing or are over 10 Years Old</i>	Passenger Vehicles	\$600 for Repair Up to \$3,500 for Replacement	General Public	Until All Funds are Awarded
Federal Electric Vehicle Tax Credit <i>Tax Credit for Purchase of Electric Vehicle (EV)</i>	EV Passenger Vehicles and Light Trucks	\$2,500 to \$7,500 per New EV Purchased	Varies	Phases Out Based on Market Sales
Fleets for the Future <i>Discounted Prices through Cooperative Procurement to Purchase Alternative Fueled Vehicles and Related Infrastructure</i>	Light, Medium and Heavy Duty Vehicles	Varies	Public Fleets	Varies
IC Bus Grant Program <i>Grants for New Purchases of Propane-Powered CE Series School Buses</i>	School Buses	\$5,000 per Purchase	School Districts	Until All Funds are Awarded
Propane Council of Texas Incentives <i>Incentives to Purchase Propane Powered Vehicles or Convert Vehicles to Propane Power</i>	Light, Medium or Heavy-Duty Vehicles	up to \$7,500 per Vehicle or Conversion	Private Companies	Until All Funds are Awarded
Texas Clean School Bus Program <i>Grants for the Replacement or Retrofit Older Diesel School Buses</i>	School Buses	Up to 100% Retrofit Purchase and Installation Costs Up to 75% Incremental Replacement Costs	Public Schools, Charter Schools and School Transportation Providers	April 26, 2019

Funding for Other Strategies that Improve Air Quality

Program / Incentive Description	Eligible Projects	Funding Amount	Eligible Applicants	Deadline
Alternative Fueling Facilities Program (AFFP) <i>Grants for Construction or Expansion of Alternative Fueling Facilities</i>	Alternative Refueling Infrastructure	\$400,000 for CNG or LNG Up to \$600,000 for all Other Fuels \$600,000 for Combined Projects	Public Private	March 29, 2018
The Climate Trust Programs <i>Funding for New Innovative Projects that Offset Greenhouse Gas Emissions</i>	Energy Efficiency	Varies	Public Private General Public	No Deadline
Database of State Incentives for Renewable and Efficiency (DSIRE) <i>Comprehensive Listing of Incentives and Policies</i>	Energy Efficiency	Varies	Varies	No Deadline

<p>Federal and State Incentive and Laws (Including Tax Credits) <i>Comprehensive listing of Federal and State Incentives related to Clean Vehicles and Fuels</i></p>	Alternative Fueled Vehicles	Varies	Varies	No Deadline
<p>North Texas Airport Emissions Reduction 2017 Call for Projects <i>Replace or Repower Diesel Ground Support Equipment</i></p>	Airport Ground Support Equipment	25 - 40% of Incremental Costs	Public Private	Final Deadline September 29, 2018
<p>Propane Council of Texas Incentives <i>Incentives to Purchase Commercialized Propane Mowers, both Dedicated and Dual Fuel</i></p>	Lawn Equipment	\$1,000 per Propane Mower/ or Propane Conversion	Public Private	Until All Funds are Awarded
<p>Rural Energy for America Program (REAP) <i>Loan Financing to Purchase or Install Renewable Energy Systems or Energy Efficiency Improvements</i></p>	Energy Efficiency	Varies	Private	No Deadline
<p>Take a Load Off, Texas Incentive Programs <i>Incentives for Energy-Related Retrofit Projects Provided by Oncor</i></p>	Energy Efficiency	Varies	Public Private General Public	No Deadline
<p>Texas Loan STAR Revolving Loan Program <i>Low-Interest Loans to Finance Energy-Related, Cost-Reduction Retrofit Projects</i></p>	Energy Efficiency	Up to a \$8 Million Loan	Public	August 31, 2018

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 <p>Agreements & Forms</p>	 <p>Usage Reporting</p>
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See what NCTCOG Has Already Funded and Sign Up for Email Updates!

 <p>Funding Opportunity Archive</p>	 <p>Sign-Up for Email Updates</p>
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North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888

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



DFW Clean Cities: Upcoming Events

Feb
27

WEBINAR: Clean Vehicle Solutions- Refuse Haulers

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

Where and When: Online from 1:30 – 2:30 pm

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

Mar
21

TRAINING: CNG Fuel System Technician Training

What: The training will cover these topics: CNG Safety Precautions, Fleet Management, Fuel System Components, Controlling Pressure, Fuel System Maintenance Schedule, Troubleshooting, Inspecting and Replacing Components, and Solving Electrical Problems.

Where and When: Momentum Fuel Technologies from 8:30 – 4:00 pm

Event Information and RSVP: [CNG Fuel Technician Training](#)

Mar
27

MEETING: Sustainable Landscaping in DFW


What: We will showcase alternative fuel lawn and garden equipment as a way to further reduce petroleum consumption and improve air quality. March is also SmartScape month and information will be provided on the importance of native landscaping.

Where and When: Plano Environmental Education Center, 1:30 – 3:00 pm

Register here: <https://www.dfwcleancities.org/events-1/march-dfw-clean-cities-meeting>

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

Or Email: cleancities@nctcog.org


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Volkswagen Settlement Information

Background:

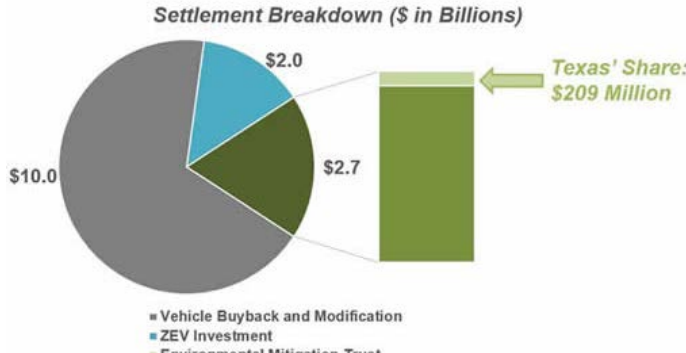
In 2016, courts determined that Volkswagen had violated the Clean Air Act by deliberately selling diesel vehicles equipped with technologies that tricked emissions testing. These vehicles violated federal emissions requirements, polluting up to 40 times as much as regulations allowed.

This ruling resulted in a settlement totaling \$14.7 billion, which included the following major components:

- \$10 billion set aside for consumer and dealer compensation
- \$4.7 billion to implement new projects that reduce Nitrogen Oxides (NO_x) emissions.

This will be done through two initiatives

- Zero Emission Vehicle (ZEV) Investment Program, which will be managed through [Electrify America](#).
- An Environmental Mitigation Trust, which will be used for projects that primarily clean up emissions from old heavy-duty diesel engines. Funds will be distributed through the states and is proportional to the number of polluting vehicles sold in each area.



Settlement Breakdown (\$ in Billions)

Category	Amount (\$ in Billions)
Vehicle Buyback and Modification	\$10.0
ZEV Investment	\$2.0
Environmental Mitigation Trust	\$2.7
Texas' Share	\$209 Million

 Select Language [?] ?

Environmental Mitigation Trust (EMT) UPDATE: LEAD AGENCY ANNOUNCED

On December 1, Texas filed as a beneficiary to claim approximately \$209 million which will be used to fund projects to replace or repower diesel vehicles or equipment. The [Texas Commission on Environmental Quality \(TCEQ\)](#) was named the Lead Agency and will be responsible for administering these funds in Texas. Appendix D-2 of the [Amended 2.0L Partial Consent Decree](#) outlines eligible projects and reimbursement levels.

The next step is for the Trustee to publish a list of Beneficiaries, which must happen within 120 days from the Trust Effective Date of October 31. The graphic below illustrates this timeline. NCTCOG anticipates that the earliest funding will be available would be Spring 2018.

TCEQ Now Accepting Comments!

The TCEQ is now accepting comments pertaining to the use of the Trust Funds. Outlined below are the four points that comments may address.

1. Overall goal for use of the funds
2. Categories of mitigation actions and preliminary assessment of the percentages of funds anticipated to be used for each type of action (thus, commenters may wish to address what categories of mitigation actions should be prioritized)
3. Description of how the Beneficiary will consider the potential beneficial impact on air quality in areas that bear a disproportionate share of the air pollution burden. (thus, commenters may wish to address how funds should be distributed geographically)
4. General description of the expected ranges of air emissions benefit

All comments should be sent to VWsettle@tceq.texas.gov or mailed to the addresses provided here <https://www.tceq.texas.gov/agency/trust>

Key Resources for Environmental Mitigation Trust:

- [January 17 Volkswagen Workshop Materials](#)
- [TCEQ Volkswagen Settlement Page](#)
- [DERA Option](#)
- [Eligible Mitigation Actions](#) (EPA Comparison of EMT and DERA Option Funding Levels)
- [Eligible Mitigation Actions](#) (Environmental Defense Fund Summary List)

MITIGATION TRUST PROCESS

Trustee Selected

Wilmington Trust, N.A. Appointed March 15, 2017

Trust Agreement Finalized; Also Known as "Trust Effective Date" or "TED"

October 2, 2017

States Submit Certification of Beneficiary Status to Claim Funds and Designate Lead Agency

Governor Abbott Filed, Named TCEQ Lead Agency November 21, 2017

Trustee Files List of Designated Beneficiaries

By January 30, 2018 (Up to 120 days from TED)

Beneficiaries Submit Mitigation Plan

At Least 30 Days Prior to Submitting First Funding Request

ZEV Investment

Electrify America selected 11 metropolitan areas where it will help install new community charging infrastructure, which will be located at high-traffic, publicly accessible locations. Additional funds will be devoted to installing new DC fast-charging infrastructure along interstate highways nationwide.

Key Resources for ZEV Investment:

- [Electrify America](#)
- [EPA Approved National ZEV Investment Plan](#)

NCTCOG Involvement

Over 10,000 violating vehicles were registered in North Texas, and there is significant potential for new projects in the DFW area as a result of the Volkswagen Settlement. NCTCOG is leading efforts to provide feedback on ways to maximize the benefits of any funding received in Texas, especially for the DFW area. NCTCOG is collaborating with local governments, fellow regional agencies, and industry stakeholders on potential use of these funds. Most NCTCOG efforts have been focused on the EMT.

- NCTCOG submitted comments on the draft EMT. Comments focused on the principle that the Trust should be administered in a way that ensures funding of as many eligible activities as possible, thus optimizing NOx emission reductions achieved.
- NCTCOG provided [comments](#) to the Governor's office encouraging the State to (1) take advantage of EMT funds (2) designate the Texas Commission on Environmental Quality as the lead agency for Texas, (3) distribute available funds through Councils of Governments, and (4) allocate funds to specific regions based on a variety of criteria. If the recommendations are accepted, NCTCOG could receive \$63 million to administer through the North Texas area.
- NCTCOG is gathering information on fleet interest to help prepare and plan for possible upcoming funding:



**NCTCOG Survey:
Fleet Project Wish List**

- NCTCOG also submitted a [proposal](#) to Electrify America encouraging investment in Texas and outlining local priorities related to electric vehicles (EVs). Although North Texas was not included in the first round of Electrify America Investment, NCTCOG will continue to monitor the program and will submit additional suggestions in the future.

Recent NCTCOG Presentations

- [August 2017 Public Works Council Meeting](#)
- [August 2017 Regional Transportation Council Meeting, Agenda Item 14](#)
- [June 2017 Volkswagen Settlement Initial Regional Meeting](#)

Key Resources

- Consumer Settlement Information: [Emissions Settlement Program](#)
- [Texas Clean Air Working Group Volkswagen Settlement Workshop](#)
- [EPA site on Volkswagen Settlement](#)
- [National Association of State Energy Officials Volkswagen Toolkit](#)
- [National Association of State Energy Officials and National Association of Clean Air Agencies Clearinghouse](#)

For more information, please contact Lori Clark at (817) 695-9232 or LClark@nctcog.org.

- Metropolitan Transportation Plan Home
- Metropolitan Transportation Plan: Mobility 2040
- Policy Bundle
- Metropolitan Transportation Plan: Mobility 2045
- Previous Metropolitan Transportation Plans
- Regional Managed Lane System
- Texas Metropolitan Mobility Plan (TMMP)
- Planning and Environment Linkages (PEL)
- Other Plan-Related Information
- Transportation Home

Metropolitan Transportation Plan Policy Bundle

Metropolitan Transportation Plan Policy Bundle Voluntary Measures

Mobility 2040, the region's current Metropolitan Transportation Plan (MTP), recommendations consist of policies, programs, and projects that reflect regional priorities and support Mobility 2040 goals. However, the construction of infrastructure projects alone cannot achieve the goals of Mobility 2040.

To encourage the development of alternative, strategic solutions, Mobility 2040 includes a voluntary list of policies that local governments and transportation agencies can choose to adopt. These policies aim to address issues that affect transportation in the region, and cover a wide range of topics. By voluntarily adopting 50 percent of these policies, participating agencies will receive an offset of local funds in federal transportation projects in the form of **Transportation Development Credits (TDCs)**.



[Request an Application](#)

Select Language ? ?

MTP Policy Bundle Process for Transportation Department Credits Eligibility

1. Entity voluntarily elects to participate on an annual basis.
2. Entity reviews [applicable policies](#).
3. Entity takes policy related action as appropriate.
4. Entity submits appropriate documentation to NCTCOG. [Request an Application](#)
5. NCTCOG reviews documentation and awards transportation development credits to entity if criteria is met.
6. Entity submits new project through the quarterly Transportation Improvement Program (TIP) modification process.

Who is eligible to apply for Transportation Development Credits?

- Cities
- Counties
- Independent School Districts
- North Texas Tollway Authority
- Texas Department of Transportation
- Transit Agencies

Important Dates

Application for Submittals Opens	November 6, 2017
MTP Policy Bundle Workshop	January 26, 2018
Deadline for Early Submittal	March 2, 2018
Deadline for FINAL Submittal with All Required Documentation	April 6, 2018
Deadline for TIP Modifications	April 27, 2018

MTP Policy Bundle Overview Workshop - January 26, 2018

- [Presentation](#)
- [Policy Bundle Table](#)
- [Staff Contact by Policy Area](#)
- [Workshop Recording](#)

MTP Policy Bundle Voluntary Measures Workshop - November 10, 2016

- [Agenda](#)
- [Presentation](#)
- [Mobility 2040 - Appendix G: Policy Bundle](#)
- [Workshop Recording](#)

MTP Policy Bundle Workshop - September 23, 2016

Hosted by NCTCOG for local governments and transportation agencies, detailing MTP Policy Bundle processes and procedures.

- [Agenda](#)
- [Presentation](#)
- [Mobility 2040 - Appendix G: Policy Bundle](#)
- [Application Checklist](#)
- [Workshop Recording](#)

MTP Policy Bundle Links

- [Mobility 2040 Website](#)
- [TDC Workshop Presentation, October 25, 2013](#)
- [Transportation Improvement Program Website](#)
- [Frequently Asked Questions](#)

Sample Applications

- [Cities](#)
- [Counties](#)
- [Independent School Districts](#)

- [North Texas Tollway Authority](#)
- [Texas Department of Transportation](#)
- [Transit Agencies](#)

[Request an Application](#)

Questions?

email: mobilityplan@nctcog.org

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



North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888
Main Operator: (817) 640-3300 | Fax: (817) 640-7806

MINUTES

**Regional Transportation Council
PUBLIC MEETINGS**

Work Program Modifications

Mobility 2045: The Long-Range Transportation Plan for North Central Texas

Solar Energy: North Texas SolSmart Designations

Meeting Dates and Locations

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

1. Tuesday, Jan. 9, 2018 – 6:00 pm – Crosby Recreation Center (Carrollton); attendance: 7; moderated by Chris Klaus, Senior Program Manager
2. Wednesday, Jan. 10, 2018 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 17; moderated by Natalie Bettger, Senior Program Manager
3. Tuesday, Jan. 16, 2018 – 6:00 pm – Ella Mae Shamblee Public Library (Fort Worth); attendance: 1; moderated by Dan Kessler, Assistant Director of Transportation

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015. Staff presented information about:

1. Work Program Modifications – presented by Vickie Alexander (Carrollton and Arlington); Dan Kessler (Fort Worth)
2. Mobility 2045: The Long-Range Transportation Plan for North Central Texas – presented by Kevin Feldt
3. Solar Energy: North Texas SolSmart Designations – presented by Kristina Ronneberg

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at www.nctcog.org/input, and a video recording of the Arlington public meeting was posted at www.nctcog.org/video.

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

Summary of Presentations

Summary of Unified Planning Work Program (UPWP) Modifications presentation:
<http://www.nctcog.org/trans/outreach/meetings/2018/01/UPWPMod.pdf>

Handout: <http://www.nctcog.org/trans/outreach/meetings/2018/01/UPWP%20Handout.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas: Administration and Management, Transportation Data Development and Maintenance, Short-Range Planning and Programming and Air Quality and Transit Operations, Metropolitan Transportation Plan, and Special Studies and System Operations.

Most of the modifications presented address budget adjustments and fall under Short-Range Planning and Programming and Air Quality and Transit Operations or Special Studies and System Operations. There is also a modification proposing an additional \$50,000 for continuing staff coordination on performance-based planning activities.

Both the Regional Transportation Council and the NCTCOG Executive Board will take action on the FY 2018 and FY 2019 UPWP modifications in February. Final modifications will be submitted to the Texas Department of Transportation on February 23, 2018.

Summary of Mobility 2045: The Long-Range Transportation Plan for North Central Texas presentation: <http://www.nctcog.org/trans/outreach/meetings/2018/01/Mobility%202045.pdf>

The Metropolitan Transportation Plan is required by federal law. This financially-constrained plan guides expenditures of federal and state funds, identifies policies, programs and projects for continued development and represents a blueprint for the region's multimodal transportation system.

The MTP development process maximizes the existing transportation system through infrastructure maintenance, management and operations, and growth, development and land-use strategies. Strategic infrastructure investments include transit, HOV and managed lanes, and freeways, tollways and arterials.

NCTCOG staff are working on the latest version of the MTP, Mobility 2045, and will incorporate latest project developments and planning initiatives into the document, including high-speed rail, modern people movers and emerging technologies.

Next steps include finalizing project recommendations and the financial forecast as well as hosting an RTC Workshop in February. Additional public meetings will be held in February, April and May. The RTC will take action on Mobility 2045 on June 14, 2018.

Solar Energy: North Texas SolSmart Designations presentation:
<http://www.nctcog.org/trans/outreach/meetings/2018/01/Solar.pdf>

SolSmart is a recognition program funded by the Department of Energy. The program is made up of two components: designation and technical assistance for participating cities.

Solar energy is utilized in the transportation sector in several ways, including as a fuel source and to power infrastructure on streets and in public right of way. Regional solar benefits include abundance, a growing energy demand, economic and financial stability and air quality benefits.

NCTCOG provides assistance and informational resources to designated and participating SolSmart cities in the Dallas-Fort Worth region, including Denton, Plano, Kennedale, Cedar Hill, Corinth and Lewisville. More information can be found at GoSolarTexas.org

**ORAL COMMENTS RECEIVED AT MEETING
(Meeting location in parenthesis)**

Mobility 2045: The Long-Range Transportation Plan for North Central Texas

Larry Howe, Citizen (Carrollton)

A. Funding

Question: Will the funding referenced in the Mobility Plan all be spent within the next five years?

Summary of response by Kevin Feldt: No, a transportation project has to be in the plan in order to move forward with the implementation process. We are also required to follow the State's 10-year horizon requirement. We spread the money out over the course of time.

David Parker, Self Reliant Solar (Carrollton)

A. Hyperloop and bullet train in the Mobility Plan

Comment: You didn't mention a hyperloop or bullet train in your presentation.

Summary of response by Kevin Feldt: We have a high-speed rail program in the Mobility 2040 Plan. Additionally, the environmental impact document for the proposed high-speed rail train from Dallas to Houston was just released by the Federal Railroad Administration, and public comments are due by February 20.

Also keep in mind we have to have a new plan every four years, and we update it every two years. We don't know enough information right now to say what the transportation modes will be several years from now. The 2040 Plan does not have a technology section, but the 2045 Plan will. We also have to figure out funding sources for various projects.

Johnny Swaim, Citizen

A. Transportation funding total

Question: What does the total amount of funding in your presentation represent?

Summary of response by Kevin Feldt: The number doesn't include local streets, but it does take into account state and federal roadways. We have to include how we're going to fund projects, but the plan doesn't really say what dollar is allocated to what project. However, the Transportation Improvement Program (TIP) is a shorter four-year program and identifies funding for each project.

Summary of response by Chris Klaus: The TIP is updated every four years, TxDOT has a 10-year plan and then there's this Mobility Plan. Things shift each year and funding availability changes.

Travis Attanasio, City of Haslett (Arlington)

A. Backup plan for toll road funding

Comment: We've been following the Texas Transportation Commission down in Austin. You currently won't receive funding unless you pull toll roads. Is there a backup plan?

Summary of response by Kevin Feldt: We're working with the Commission to try and reverse the decision and provide a basis for why toll roads are crucial. We are trying to figure out a way to still include tolls in the plan.

Chad Edwards, DART (Arlington)

A. Arterial units

Comment: On the existing arterial unit map, you have units.

Summary of response by Kevin Feldt: It's a score we developed with the criteria. It includes population, arterial spacing, traffic volume, etc.

Question: Do you account for any roadway scores?

Summary of response by Kevin Feldt: No, we did not do that. We're just looking at capacity improvements.

B. Draft recommendations

Question: When do you anticipate providing a draft of the plan?

Summary of response by Kevin Feldt: We will present a more refined listing at the February RTC Workshop. We want to allow the RTC a month or so to digest it. In March, we'll request to go to our 60-day comment period.

Solar Energy: North Texas SolSmart Designations

Larry Howe, Citizen (Carrollton)

A. Utilization of natural gas

Question: Do you all have some examples of cities or school districts utilizing natural gas?

Summary of response by Chris Klaus: Yes, there is so much information available. There is a sheet back on the sign-in table that lists funding opportunities, and there are so many grant opportunities. The Work Program presentation referenced local money because it's very flexible. The transit agencies also have a heavy supply of natural gas. We will coordinate with you and obtain the information you're looking for.

David Parker, Self Reliant Solar (Carrollton)

A. PACE partnership

Question: Does NCTCOG partner with PACE?

Summary of response by Kristina Ronneberg: We've been working with the Texas PACE Society, but we're fairly hands off after that. We also tell people PACE is a great option if they have it in their area.

B. Building solar systems

Question: Do you seek input from people who build solar systems?

Summary of response by Kristina Ronneberg: We reference a lot of RFPs, but we haven't received a request to build anything at this particular point in time.

Other

Barbara Tunstall, Bubbl (Carrollton)

Comment: Bubbl is a safe and reliable service that provides rides to all people who live and work in the Dallas-Fort Worth area. Our rides are driven by off-duty or retired police officers who have been thoroughly vetted, and we own all of our own vehicles. We started in Park Cities and branched out into Preston Hollow. How do we become one of your partners?

Summary of response by Kevin Feldt: We don't implement transportation services. You might want to contact some of the transit agencies.

Summary of response by Chris Klaus: I'd also like to reference our grant page.

Summary of response by Carli Baylor: I will also make sure to provide your company's information to our transit team. If they can't provide you with the information you need, they will find someone who can.

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Mobility 2045: The Long-Range Transportation Plan for North Central Texas Comments

Email

1. Trey

Hello, As a citizen of Arlington, I would like to request that the Union Pacific line running from Fort Worth, through Arlington and Grand Prairie, and to Dallas be included back into the Mobility Plan for commuter rail. Thanks!

2. Chuck Erwin

Alternate roads not modes. You cannot solve congestion by expanding capacity for non-congested mode. The funding for each mode should be an exact proportion to its trip share.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015.

This report is a compilation of general public comments submitted by members of the public from Wednesday, December 20, 2017 through Friday, January 19, 2018. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

Air Quality

Twitter

1. North Texas Air Quality has Multifaceted Defense

<http://www.nadallas.com/DAL/December-2017/North-Texas-Air-Quality-has-Multifaceted-Defense/> ... @NCTCOGtrans #AirQuality #Texas – Natural Awakenings (@NaturalDallas)

Air Quality Index Values and Ozone Concentration			
Air Quality Index(AQI) Values	Eight-Hour Ozone Levels (ppb)	Levels of Health Concern	Colors
0-50	0-54	Good	Green
51-100	55-70	Moderate	Yellow
101-150	71-85	Unhealthy for Sensitive Groups	Orange
151 to 200	86-105	Unhealthy	Red
201 to 300	106-200	Very Unhealthy	Purple
301 to 500+	Not Defined	Hazardous	Maroon

Current AQI Animation

Facebook

1. HOW TO TAKE ACTION FOR CLEANER AIR

There are several resources and programs available to help North Texans incorporate clean air actions into their routines or organizations.- Air North Texas - NCTCOG Transportation Department

Learn more here: – Tarrant Coalition for Environmental Awareness



2.

Thanks to the NCTCOG Transportation Department, you can stay up to date with AIR QUALITY in your area by clicking on and visiting the site below for the following information:

- Current Air Quality Index (AQI)
- Current Outdoor Conditions
- Current Ozone Activity
- Air Quality Forecast
- And more...

<http://www.nctcog.org/trans/air/ozone/> – Tarrant Coalition for Environmental Awareness



Alternative Fuels

Twitter

1. Learn more about F4F's accomplishments so far and plans for 2018 in @ACTExpo News! #cleanenergy #AFVs #procurement @CadmusGroup @NCTCOGtrans @MWCOG @PAGregion @MARCKCMetro @MAPCMetroBoston @MetroEnergyKC @njpa – FleetsForTheFuture (@Fleets4future)



Fleets for the Future: Simplifying Alt Fuel Vehicle P...

The Fleets for the Future project is designed to overcome common barriers to alt fuel vehicle deployment by offering simplified procurement opportunities.

act-news.com

Facebook

1. The City of Denton earned the Silver award from DFW Clean Cities for taking steps to make their vehicle fleet cleaner and more efficient. Denton was recognized for its use of alternative fuels such as ethanol, biodiesel, and compressed natural gas, and is one of eight Dallas-Fort Worth municipalities to receive the silver designation. In total, there were 19 local cities to be recognized either Silver or Bronze, and they combined to reduce gasoline consumption by more than 25 million gallons in 2016—the largest savings on record! #DFWCleanCities NCTCOG Transportation Department – City of Denton Susustainability



SUCCESS STORIES

Dallas-Fort Worth Clean Cities

Your expert on alternative fuel and advanced technology vehicles, available grants, technical support, cost analysis, and more.

DFWCLEANCITIES.ORG

Aviation

Email

1. Marko Sakal

Thank you for this opportunity. Consider the rapid development of UAS planning and standards across the region. Change is happening much faster than we realize. NCTCOG might consider a novel approach in the press now, to engage in a hyper active campaign to obtain Amazon second Headquarters today by "talking up" how we want to make UAS traffic in the NCTCOG region. Win or lose no region is talking big about UAS in the future. We should be. The entire nation would follow NCTCOG, plus a great deal of the free press will follow this first of a kind story. There is not much time until Amazon decides, we must act quickly. Should this Amazon business land anywhere in North Texas or Texas, it will be a futuristic game changer for the region overnight. We need to do much more to attract this kind of clean air business to North Texas today. Look at Amazon long game, it is to be their own delivery service too and their preferred method in the near future is by UAS. NCTCOG needs to market for this to the world, because we are a world class region. How long do you think it will be before UAS commercial

heavy jets are landing at DFW? In this deregulation environment. Would a DFW regional UAS district be out of the question? NCTCOG should be actively working to bring in future business by Amazon, FedEx, Tom Thumb Kroger, et. Al. Like it or not, drones are coming to your neighbor. UAS delivery traffic will take delivery traffic off the roads and into the air. It will help clean the air. This is going to happen in the very near future or we could already be the very beginning is the era of commercial drone traffic replacing diesel land traffic into the future, once the FAA create rules. Are we thinking in this direction? NCTCOG should be promoting commercial UAS activism and looking at creating regional regulations now and planning on way to collect of revenue from UAS traffic in the future.

Twitter

1. Thank you for public comment forum @NCTCOGtrans Rapid development of UAS planning and standards is needed for North #Texas , one of many engaged in hyperactive campaign to obtain #Amazon 2nd HQ. Make #Commercial #UAS traffic a reality in the NCTCOG region – Marko Sakal (@markosakal)



2. RT @VladoBotsvadze Once @FAANews lifts regulations in the United States, there will be a giant surge in passenger #uas activity @NCTCOGtrans – Marko Sakal (@markosakal)



Bicycle & Pedestrian

Email

1. Rob Quinn

Wanted to voice my support for Safe Routes to School and also for Bike Lanes.

2. Colt Jim Clemens

I would love to see safe routes to school initiatives expanded to include my community of McLendon-Chisholm. We could easily link into Heath's RSTS system and get our kids safely to school on their bikes. It would also help to increase our home values.

Twitter

1. @UrbanFortWorth @completestreets @TxDOT @DallasParkRec @dentonparks @FortWorthParks @TPWDnews @NCTCOGtrans – Shawn Eric Gray (@ShawnEricGray)

GenZe @RideGenZe

Glow-in-the-dark bike paths are one step towards making cities safer for everyone. [twitter.com/tedtalks/statu...](https://twitter.com/tedtalks/status...)

Collin County Strategic Roadway Plan

Email

1. Erin Larew

I wanted to comment on the corridors you are thinking about putting through East Wylie (Collin County). I understand that due to the expected growth in Collin County, particularly in the eastern portion, something will have to be done to ease congestion and allow for traffic to flow. I also believe that a lot of the ideal solutions are becoming not viable due to rapid growth of housing and businesses in the area. Basically, Collin County is behind in planning for this growth, so now we need to think outside the box. What the computer program and grid system says might look good for traffic flow, but when it comes to the surrounding communities and people, it just is not going to work as is. I am going to express two concerns: 1. The arterial corridor you have proposed to go down Kreymer and Troy is not the best or reasonable solution and 2. The east-west extension over Lake Ray Hubbard is only going to create more congestion if Renner is not extended. Regarding Troy road becoming an arterial, this road has been on Wylie's plans to be widened for decades, but making it an arterial does not make sense. There have been no provisions (ROW, utilities) except for the recent Bozman Farm addition, made to accommodate a future arterial road down Troy. It is lined with 20 plus homes with fences and driveways close to the road. There are lots of young children who live next to Troy. I'm not aware of the current ROW width of the road (couldn't find it), but many of us own to the centerline of the existing road. The better solution for an arterial road is FM 544. It is actually already a two lane road with lines (something Troy Road does not even have), and a good portion of it has already been expanded to a four lane. This road was designed to be expanded. Even the utilities are set back. FM 544 already terminates at Vinson, which could then be extended to George Bush. Citizens don't want Wylie to be used as a throughway. The city has

50,000 residents but 200,000 come to shop because of the roads that take it there. Creating a new road from Rockwall through Wylie and on to Murphy is just going through neighborhoods and completely bypassing the shopping areas. It makes more sense to use FM 544, which can eventually lead to the shopping areas and again is already set up to become more of an arterial corridor. Also, I am against the East West corridor bridge of Lake Ray Hubbard - especially if Renner is not extended. 1) I do not want Renner extended because you are plowing through Murphy and Wylie for the sake of Rockwall and Rowlett which Wylie residents do not appreciate. 2) If Renner is not extended you are creating even more congestion for FM 544 and SH 78 as this is the only outlet for those cars that don't make their way south to George Bush. If Rockwall and Rowlett are looking for a solution to ease traffic getting from the east to the west side of the Ray Hubbard, then they need to look into their own road improvements rather than dumping traffic onto Wylie. A possible solution is to have the new Ray Hubbard Bridge from John King to follow a more southwesterly direction following the power lines to allow Rockwall better access into George Bush. That way you are again leaving Wylie out of it and reducing the need for a Renner extension through homes in Murphy. In 2008, you and The Trust For Public Land (TPL) preformed a study that showed there is strong support for conservation. 10 years later this is still the case. East Wylie is filled with homes of people who wanted to have acreage not to have their land stolen and created into roads. Or to have their nature to be replaced with high traffic, noise and air polluting roads. Again I know something has to be done. But this something will have to involve already created LARGE roadways and roadways that are already set up to be widened.

Response by Jeff Neal, NCTCOG

Ms. Larew,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSR recommendations provide for significantly more flexibility and enhancement through local consensus by proposing continuous north-south and east-west arterials of at least four lanes where possible through the City of Wylie and other jurisdictions. It stresses the maximum utilization of existing and/or long-planned corridors where feasible, and it is based upon the need to ensure that a comprehensive thoroughfare system can efficiently and responsibly distribute traffic so that alternate routes may be available at strategic locations to accommodate continued growth. It's still important to note that...as we've stated previously...these recommendations are based on technical feasibility at this time and subject to change, and any further development of these facilities can't proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county, etc...) to advance a project into further study where...through continued public guidance and input...these crucial build/alternate-build/no-build decisions will ultimately be made.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

2. Erin Larew

To whom it may concern,

The route you have proposed for the arterial corridor does not make sense for the city of Wylie. Although I agree something needs to be done as we are ten years plus behind in road infrastructure. However, now we need to think outside the box.

1. One of the reasons Wylie is against these large roads is because it bypasses its commercial area and just cuts through all residential, which doesn't make sense. Wylie only has 50 thousand residents. But 200 thousand come to shop. Why would a city want these potential customers to bypass them?
2. Why do East Wylie residents dislike it so much? Because you are going through neighborhoods. You are putting a large road where 20 plus homes line the road with driveways. You are bypassing a large neighborhood called Bozeman Farms. You will be destroying lake front area that people come to as a retreat.

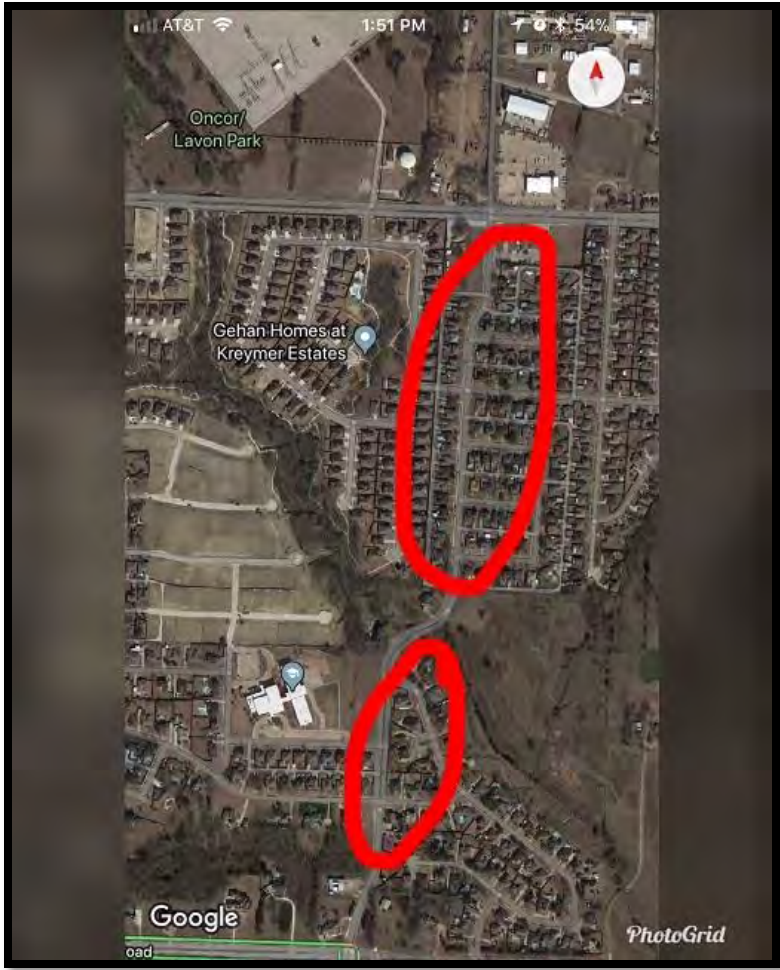
Have you thought about using 544? It already has easements. On Troy people own to the centerline of the road. On 544 there are majority of development entrances that line the road and not homes. Also, 544 is where a lot of Wylie's businesses are. Shouldn't large roads be where they would make the most impact? Instead of using Wylie, why don't you actually let it receive some benefit.

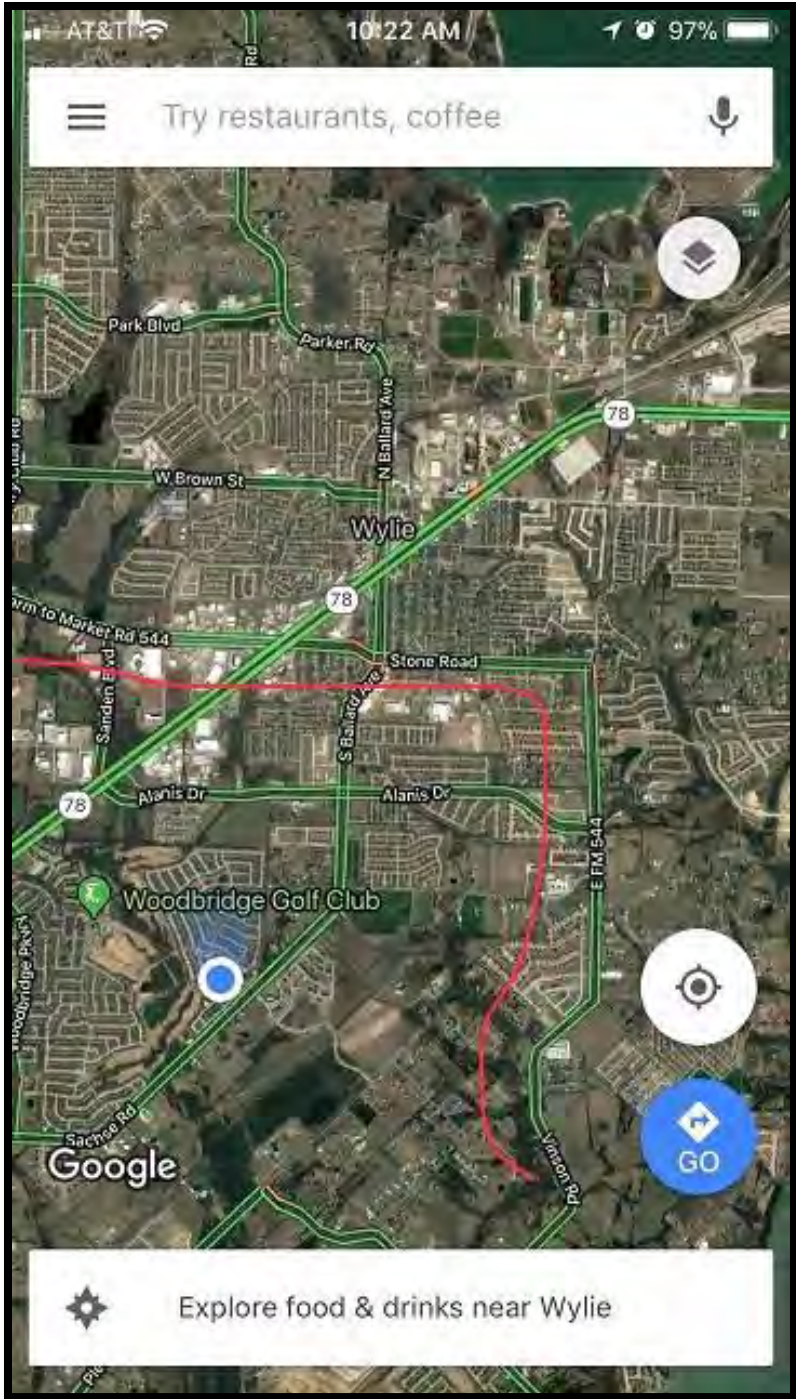
Have you looked into building a tunnel? I attached a photo of the only homes that would be affected on WA Allen Blvd., and I circled the areas in red that 544 could meet up with Stone road meeting up with 544, once again. Stone road is also already turned into a 4 lane and ready to be an arterial corridor. With mainly neighborhood entrances lining the road. 544 also meets up with Vincent so you would not have to take people's property to make a new road. I attached a picture of this as well.

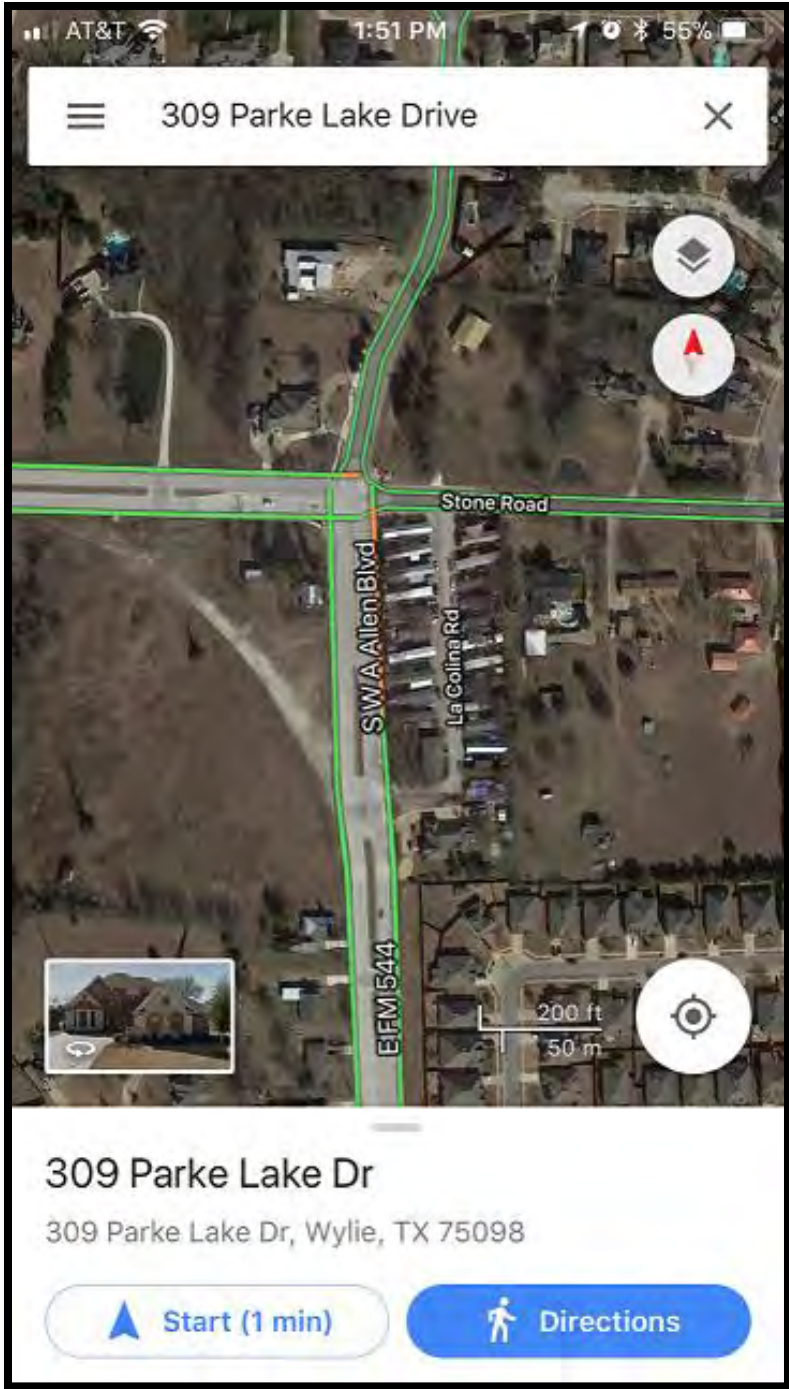
You have waited too long so now if you want to keep everyone happy, you will have to spend a little more money and think outside of the box. Your computer system will tell you what it good for traffic flow. But it is far from appropriate when it comes to dealing with the cities and human beings.

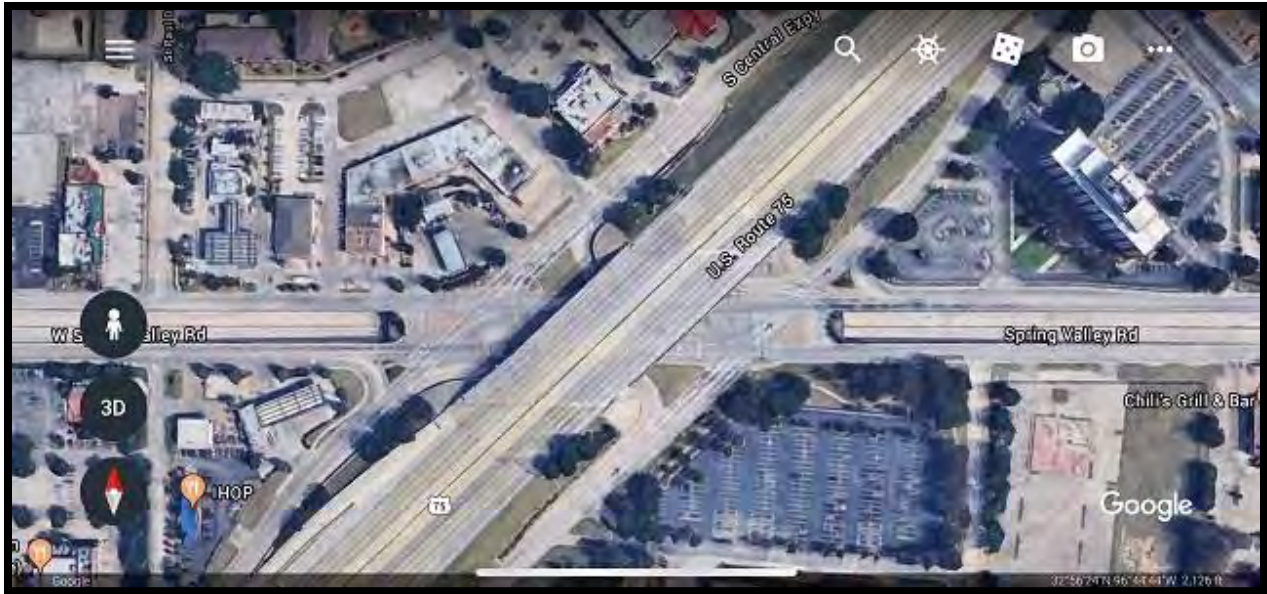
I provided a picture of a tunnel that is in Dallas which would be perfect solution for WA Allen. That and it is an example of thinking outside of the box. Again the tunnel allows for 544 to become an arterial corridor which makes more sense.

Also, the John King Bridge off of Lake Ray Hubbard is a silly idea with Renner not be extended, which it should not because that is just morally wrong. It will just bring more traffic to 78, 544, and he proposed arterial corridor. This extra traffic is just going to be used as a means through Wylie and not too Wylie. The city and people of Wylie do not appreciate this either.









3. Amy Frank

I am writing to you in regards to the Park, Betsy, McMillan, Skyview connector you are looking at in Collin County. I live in Wylie Lakes which backs right up to Skyview in Wylie. Many of us bought our houses just recently, due to it being a new neighborhood. We chose this area because of the more secluded aspect of the neighborhood. We enjoy having a two lane road along the lake in which to drive. It keeps a lot of traffic and people out of our area that don't need to be there. Not to mention the lack of road noise. Your proposed route would take all of that away from us and the other people along the road who have lived there for years. A connector road of this magnitude would bring lots of noise and traffic to our area, which is also a safety concern, seeing as how we have many young families with young children in our area. We do not need random people speeding through our neighborhood. I fully understand that something needs to be done, but the proposal would put people who were finally able to build their dream homes in a very bad place. With the housing market the way it is, you would be forcing us to have to consider selling and taking a major hit on the price and size of our homes. This is where we have decided to settle and raise our families. Please don't take that from us. None of us mind driving out of the way to get where we need to be. We bought in this area fully knowing that would be the case. Please consider using existing roads. Thank you.

Response by Jeff Neal, NCTCOG

Ms. Frank,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSR recommendations provide for significantly more flexibility and enhancement through local consensus by proposing continuous north-south and east-west arterials of at least four lanes where possible through the City of Wylie and other

jurisdictions. It stresses the maximum utilization of existing and/or long-planned corridors where feasible, and it is based upon the need to ensure that a comprehensive thoroughfare system can efficiently and responsibly distribute traffic so that alternate routes may be available at strategic locations to accommodate continued growth. It's still important to note that...as we've stated previously...these recommendations are based on technical feasibility at this time and subject to change, and any further development of these facilities can't proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county, etc...) to advance a project into further study where...through continued public guidance and input...these crucial build/alternate-build/no-build decisions will ultimately be made.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time

4. Emily Cranford

I bought my home 20 + yrs. ago. My property is located in Culleoka, just a few hundred yards from FM 982. I do not want a corridor going through Culleoka. I moved here because I wanted to get away from the city, and I enjoy the country life. I suggest finding an alternative route because the residents of Culleoka do not want a highway here. Not only am I concerned for myself and other homeowners being forced to move or having part of our property taking away, but I am also concerned for our wildlife. A highway would be harmful to our wildlife and have a negative effect on their welfare. I am not a very political person. However, since this corridor has come up, I have been attending meetings, signing petitions, talking to my neighbors and public officials and doing everything in my power to help save our homes and our wildlife. Please help us save Lake Lavon and our community! Thank you for reading my comments.

Response by Jeff Neal, NCTCOG

Ms. Cranford,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSR recommendations provide for significantly more flexibility and enhancement through local consensus by proposing continuous north-south and east-west arterials of at least four lanes where possible through various jurisdictions in southeastern Collin County. It stresses the maximum utilization of existing and/or long-planned corridors where feasible, and it is based upon the need to ensure that a comprehensive thoroughfare system can efficiently and responsibly distribute traffic so that alternate routes may be available at strategic locations to accommodate continued growth. It's still important to note that...as we've stated previously...these recommendations are based on technical feasibility at this time and subject to change,

and any further development of these facilities can't proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county, etc...) to advance a project into further study where...through continued public guidance and input...these crucial build/alternate-build/no-build decisions will ultimately be made.

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5. Chad Watson

Considering latest document.

<http://www.nctcog.org/trans/thoroughfare/documents/CCSRPCorridorOpportunitiesMap.pdf>

Route 1 "Revised Lake Corridor" is a great concept. I believe this would help in many ways. Route 2 No comment Route 3 "Renner-JK Connector" The city of Murphy will be adopting a resolution against this route in the near future. This route also contains a new bridge over a protected area of Lake Ray Hubbard. This route is within 2 miles of an existing major and recently improved HWY 78. Route 4 "Cambell-Sachse-Elm Grove Connector" THIS could be the East- West arterial that solves the issue. Waterview subdivision is significant and could use that rather than be forced on a toll road. Route 5 "Kreymer-PGT-Hickox-Castle" I would ONLY be on board with this extension if it had load limits. The vast majority of the route runs through rural properties that would be affected greatly by the large trucks travelling from the intermodal to the PGBT. This area could be greatly served by an improved 2 or 4 lane 40 mph zone. Route 6 "Princeton Rd Extension" Yes please Route 7 "FM 6/36 upgrade" I travel this road frequently and don't find issue with traffic. Maybe a slow moving tractor, but no traffic. Route 8 No comment Route 9 No comment Freeway projects Freeway 1 "SH 78 outer loop" Moving this route as far west as possible is a great idea. I think this should be a primary freeway in the area. Freeway 2 No comment.

Response by Jeff Neal, NCTCOG

Mr. Watson,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSR recommendations provide for significantly more flexibility and enhancement through local consensus by proposing continuous north-south and east-west arterials of at least four lanes where possible through various jurisdictions in southeastern Collin County. It stresses the maximum utilization of existing and/or long-planned corridors where feasible, and it is based upon the need to ensure that a comprehensive thoroughfare system can efficiently and responsibly distribute traffic so that alternate routes may be available at strategic locations to accommodate continued

growth. It's still important to note that...as we've stated previously...these recommendations are based on technical feasibility at this time and subject to change, and any further development of these facilities can't proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county, etc...) to advance a project into further study where...through continued public guidance and input...these crucial build/alternate-build/no-build decisions will ultimately be made.

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6. Heather Irwin

As a Rockwall County resident on the west side of the lake, I am against another bridge connecting the east and west side of Lake Ray Hubbard. I have never had an issue getting to Rockwall for county business (driver's license, vehicle registration, marriage license, etc.) nor shopping or doctor visits. Even having the ISD offices and high school on the other side of the lake has not been an issue. I knew this when I moved here and still chose this side of the Lake. A bridge connecting Alanis with John King will only bring more congestion to the morning and evening traffic. I stopped driving the 544/Renner route in the morning as Renner is a standstill most mornings. The planned crossing over 78 would disrupt the travel of those of us that live on this side of the lake. From what I can tell, without heading even further north, there is not an easy access to Hwy 78 and will eliminate our access to Sachse and Firewheel Mall, in addition to the 78/PGBT route. We need to think outside the box when it comes to transportation issues. Extending the Blue Line into Rockwall and the Proposed Cotton Belt Line into Wylie would help alleviate congestion on the roads. Thank you.

Response by Jeff Neal, NCTCOG

Ms. Irwin,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSRП recommendations provide for significantly more flexibility and enhancement through local consensus by proposing continuous north-south and east-west arterials of at least four lanes where possible through various jurisdictions in southeastern Collin County. It stresses the maximum utilization of existing and/or long-planned corridors where feasible, and it is based upon the need to ensure that a comprehensive thoroughfare system can efficiently and responsibly distribute traffic so that alternate routes may be available at strategic locations...such as the proposed new Lake Ray Hubbard crossing...to accommodate continued growth. It's still important to note that...as we've stated previously...these recommendations are based on technical feasibility at this time and subject to change, and any further development of these

facilities can't proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county, etc...) to advance a project into further study where...through continued public guidance and input...these crucial build/alternate-build/no-build decisions will ultimately be made. I should also state that this needs assessment process does take into account additional planned/programmed investments in rail transit such as the Cotton Belt and DART light rail corridor extensions...however, our study concludes that the proposed roadway projects are still essential to help address rapid population and travel demand growth throughout Collin County between now and the year 2040.

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7. Kendra West

I am reaching out in opposition of a major roadway other than existing repairs and possible expansions of current roadways through any of the residential neighborhoods in Wylie, TX and surrounding small communities including Murphy and Rockwall. Some of these neighborhoods are brand new and dream homes for hundreds of families. These communities, even though close to the city, have the charm and glow of a small town. I am hoping that HWY 78 or HWY 205 can be the alternate routes that are currently what people are using. A simple expansion of 78 the North Side of Wylie has taken years. The Parker Road expansion has taken years. FM 544 from Plano to Wylie is only busy during rush hour and is to be expected for drivers and the same from 190 to 544 on 78. Early morning and from 5-6pm is the only time these road are busy. Please do not consider a big concrete expressway over our dreams of living in this charming quiet community.

Response by Jeff Neal, NCTCOG

Ms. West,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSR recommendations provide for significantly more flexibility and enhancement through local consensus by proposing continuous north-south and east-west arterials of at least four lanes where possible through various jurisdictions in southeastern Collin County. It stresses the maximum utilization of existing and/or long-planned corridors where feasible, and it is based upon the need to ensure that a comprehensive thoroughfare system can efficiently and responsibly distribute traffic so that alternate routes may be available at strategic locations to accommodate continued growth...particularly since recently expanded facilities like FM 544, State Highway (SH) 78, and SH 205 themselves will be insufficient well before our plan horizon year of 2040.

It's still important to note that...as we've stated previously...these recommendations are based on technical feasibility at this time and subject to change, and any further development of these facilities can't proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county, etc...) to advance a project into further study where...through continued public guidance and input...these crucial build/alternate-build/no-build decisions will ultimately be made.

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8. Bernadette DeMoro

Plans for arterial corridors, bridges and roads linking east to west that are planned for old established neighborhoods will wreck the character and flavor of Wylie and the southeastern corner of Collin County. There are established roadways that are already in use, have business zoned districts which could be used, widened, improved without invasive plans through neighborhoods. Reconsider your maps and plans for roadways through the County and Wylie.

Response by Jeff Neal, NCTCOG

Ms. Demoro,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSR recommendations provide for significantly more flexibility and enhancement through local consensus by proposing continuous north-south and east-west arterials of at least four lanes where possible through various jurisdictions in southeastern Collin County. It stresses the maximum utilization of existing and/or long-planned corridors where feasible, and it is based upon the need to ensure that a comprehensive thoroughfare system can efficiently and responsibly distribute traffic so that alternate routes may be available at strategic locations to accommodate continued growth. It's still important to note that...as we've stated previously...these recommendations are based on technical feasibility at this time and subject to change, and any further development of these facilities can't proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county,

etc...) to advance a project into further study where...through continued public guidance and input...these crucial build/alternate-build/no-build decisions will ultimately be made.

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9. Trish Donaghey

The Lake Corridor Freeway and Triple-Decker Bridge appear to have changed into a 4-lane road. Thousands of us are grateful to Lucas and Wylie for that result!!!

Now, what's the plan to avoid the bottlenecks when the 4-lane roads meet these three 2-lane bridges over Lake Lavon:

- 1) Culleoka-Branch Bridge (short bridge)
- 2) Branch to Lucas Bridge (the mile long new bridge)
- 3) Lucas to Lucas Bridge (a short but new bridge)

Response by Jeff Neal, NCTCOG

Ms. Donaghey,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your input and concern pertaining to this study effort. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSR recommendations are based on the December 12, 2017 City of Wylie Resolution encouraging evaluation of adding capacity to existing crossings over Lake Lavon before any study of new-location crossings may be considered again. From a mobility standpoint, it would be preferable that the bridges themselves carry the same number of lanes as the roadways that approach them...but, in every case it would be the responsibility of the implementing agency (TxDOT, Collin County, etc...) to collaborate with the U.S. Army Corps of Engineers to ensure that any and all potential environmental impacts resulting from widened or reconstructed bridges be identified and mitigated appropriately by law. As a needs assessment, the CCSR does not address those issues at this stage of project development...however, NCTCOG will remain committed to work with the implementing agencies, stakeholders, and the public when future development phases produce those analyses.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

10. G. Dan Mingea

The answer to traffic congestion is not “build more roads!”

Especially, no roads that displace established residents, no roads through established neighborhoods.

You would not support a thoroughfare through your neighborhood, and would not support roads that displace you or your families.

Instead, go out and buy every house that comes up for sale, and tear down the house. Then, by 2045, you will already own the ROW you need for new roadways.

Or, work on accessible and practical public transportation.

I’m proud of Rockwall’s plan for parks and trails; I’m proud of Murphy CC for saying “NO,” and I’m proud of Wylie CC for saying “NO.”

JUST SAY NO TO URBAN SPRAWL!!!

Response by Jeff Neal, NCTCOG

Mr. Mingea,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your input and concern pertaining to this study effort. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised January 2018 CCSRP recommendations map is based on the recent Resolutions passed by the cities of Murphy and Wylie, as well as other agency/public input we’ve received through this study. The proposed thoroughfares establish consistency with existing master thoroughfare plans produced by those cities as well as Collin County...but we’ve included several strategic connections and/or additions based on technical feasibility so that the system can more comprehensively/efficiently support and provide future alternate routes to current heavily-traveled facilities like FM 544 and State Highway (SH) 78 as rapid growth continues. We also state that those arterials may be four or six lanes depending on local consensus, which will be based on continuity/context with existing and/or connecting segments upstream or downstream, as well as compatibility with adjacent/nearby land uses.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

11. G. Dan Mingea

To whom it may concern,

I am fully against having an arterial corridor going through East Wylie and its neighborhoods. The proposed east-west path is lined with homes and families who chose that location because of what it has to offer. A busy road is not one of those things. I am aligned with the city of Murphy in saying NO to the extension of Renner Road, and I am also against the John King

Connector Bridge that would go over Lake Ray Hubbard and connect to Alanis Road in Wylie. This brings more congestion and traffic onto 544 and 78, and conflicts with your excellent plans to expand people-space, parks, and trails.

It simply does not make sense to promote urban sprawl. I believe that existing roadways should be augmented to help with traffic flow. Utilize roads that already have easements so people's land is not taken and front yards are not turned into busy roadways. New roads and bridges should not be created by carving up established neighborhoods and displacing residents. Put people first, and JUST SAY NO TO URBAN SPRAWL!

Response by Jeff Neal, NCTCOG

Mr. Mingea,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your input and concern pertaining to this study effort. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The proposed Hensley/Alanis/John King Connector thoroughfare between McCreary Road and State Highway (SH) 205/John King Boulevard, included among the latest CCSRP preliminary recommendations, is meant to be no wider or contain any additional lanes beyond what exists today between Ballard Avenue and FM 544 (Vinson Road). Our year 2040 travel demand modeling indicates that this thoroughfare, in combination with the other proposed enhanced roadways, will actually reduce future traffic on heavily-traveled facilities like FM 544 and SH 78 compared to a no-build condition. The model comparison also indicates that projected vehicle-miles of travel would remain nearly constant while vehicle-hours of travel and congestion delay decrease. This means that the improvements wouldn't induce more travel or add to sprawl...instead, they would effectively address major network gaps that alleviate traffic on FM 544, SH 78, and other existing facilities in areas that can't be widened/reconstructed without significant right-of-impacts and mobility disruptions. In addition, because the December 12, 2017 City of Wylie Resolution prohibits future freeways within city limits...and because recent capacity improvements to FM 544 or SH 78 represent substantial public investments...it's not at all practical from an asset (life-cycle) management standpoint to consider conversion of those corridors to larger facilities in the near-future. Therefore, we seek to concentrate on and augment local thoroughfare plans in areas where planned investments still haven't been made and create a more efficient and comprehensive thoroughfare system that can better accommodate and distribute future traffic.

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12. G. Dan Mingea

To whom it may concern,

I am fully against having an arterial corridor going through East Wylie and its neighborhoods. The proposed east-west path is lined with homes and families who chose that location because of what it has to offer. A busy road is not one of those things. I am aligned with the city of Murphy in saying NO to the extension of Renner Road, and I am also against the John King Connector Bridge that would go over Lake Ray Hubbard and connect to Alanis Road in Wylie. This brings more congestion and traffic onto 544 and 78, and conflicts with your excellent plans to expand people-space, parks, and trails.

It simply does not make sense to promote urban sprawl. I believe that existing roadways should be augmented to help with traffic flow. Utilize roads that already have easements so people's land is not taken and front yards are not turned into busy roadways. New roads and bridges should not be created by carving up established neighborhoods and displacing residents. Put people first, and JUST SAY NO TO URBAN SPRAWL!

13. Dr. Linda B. Knight

The area along the west side of Lake Ray Hubbard in the Wylie ETJ is a valuable wildlife habitat as well as the watershed source for the lake. This area should be protected from over-development and from the construction of roadways that encourage over-development. I am against the construction of new freeways and any bridge structures across the lake.

Response by Jeff Neal, NCTCOG

Ms. Knight,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

Any CCSR-Proposed roadways (or any major transportation projects regardless of mode) that are implemented using state and/or Federal funds are required to go through an intensive and interactive environmental assessment process before construction can be approved. The implementing agency (TxDOT, Collin County, etc...) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any potential impacts are identified and can be appropriately mitigated. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition.

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14. Darrin Boykin

I am INFAVOR of the Lavon Corridor Freeway with Option 4A, and I am OPPOSED to the City of Wylie Resolution REMOVING BRIDGE and CORRIDOR FREEWAY!

Response by Jeff Neal, NCTCOG

Mr. Boykin,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

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15. Sandra Ritzmann

I am opposed to a new road connecting John King to Alanis (in the Wylie area). It does not make sense to dump more traffic into the congested streets of 78 and 544 and all local roads in between. Since you cannot connect to Renner - drop all the East West routes. DO NOT USE IMMINENT DOMAIN TO TAKE PROPERTY for roads!!!! Thank you.

Response by Jeff Neal, NCTCOG

Ms. Ritzmann,

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

The revised January 2018 CCSR recommendations map is based on the recent Resolutions passed by the cities of Murphy and Wylie, as well as other agency/public input we've received through this study. The proposed thoroughfares establish consistency with existing master thoroughfare plans produced by those cities as well as Collin County...but we've included several strategic connections and/or additions based on technical feasibility so that the system can more comprehensively/efficiently support and provide future alternate routes to current heavily-traveled facilities like FM 544 and State Highway (SH) 78 as rapid growth continues. In combination with other proposed thoroughfares, the Hensley/Alanis/John King Connector thoroughfare would have multiple cross-street connections that can effectively re-distribute travelers to east-west facilities other than just FM 544 and SH 78, and our travel demand modeling suggests that future congestion and traffic volumes may be reduced on those roadways compared to doing nothing. We also state that those arterials may be four or six lanes depending on local consensus, which would be based on continuity/context with existing and/or connecting roadway segments upstream or downstream, as well as compatibility with adjacent/nearby land uses wherever possible.

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webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

16. Scott Welsh

Hello. I understand that the NCTCOG is wanting to connect John King in Rockwall to Alanis in Wylie. I am opposed to this addition as this will disrupt the wildlife on Lake Ray Hubbard and add to even more congestion, noise, and pollution on FM 544 and 78 in Wylie. The neighborhoods surrounding Alanis are peaceful and quiet and we want to keep it that way.

Response by Jeff Neal, NCTCOG

Mr. Welsh,

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

Any CCSRП-proposed roadways (or any major transportation projects regardless of mode) that are implemented using state and/or Federal funds are required to go through an intensive and interactive environmental assessment process before construction can be approved. The implementing agency (TxDOT, Collin County, etc...) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any potential impacts are identified and can be appropriately mitigated. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following

webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

17. Marsha Hamilton

The citizens of east Wylie DO NOT WANT A BRIDGE OVER LAKE RAY HUBBARD CONNECTING JOHN KING TO ALANIS OR ANYWHERE IN EAST WYLIE THROUGH ESTABLISHED NEIGHBORHOODS! The Murphy city council also opposes the Renner Rd extension. This makes no sense to force people out of their homes! Please don't take our homes away from us!!

Response by Jeff Neal, NCTCOG

Ms. Hamilton,

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

The revised January 2018 CCSRП recommendations map is based on the recent Resolutions passed by the cities of Murphy and Wylie, as well as other agency/public

input we've received through this study. The proposed thoroughfares establish consistency with existing master thoroughfare plans produced by those cities as well as Collin County...but we've included several strategic connections and/or additions based on technical feasibility so that the system can more comprehensively/efficiently support and provide future alternate routes to current heavily-traveled facilities like FM 544 and State Highway (SH) 78 as rapid growth continues. We also state that those arterials may be four or six lanes depending on local consensus, which would be based on continuity/context with existing and/or connecting segments upstream or downstream, as well as compatibility with adjacent/nearby land uses wherever possible.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

18. Sherry & John Worley

Please review the attached (updated) document. It contains (updated, more detailed) ideas for the route of the Collin County Lake Corridor Thoroughfare. Higher resolution images are available as well as my original Visio CAD files.

I would appreciate it if someone would acknowledge receipt of this email.

Response by Jeff Neal, NCTCOG

Mr. Worley,

Good morning...and Happy New Year. Your comment and attachment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your input and concern pertaining to this study effort. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As part of the decision to modify the proposed Lake Corridor facility recommendation to a thoroughfare, the general location of that facility corresponds to a proposed north-south thoroughfare indicated on the City of Princeton's 2017 update to its Master Thoroughfare Plan. However, please keep in mind that any of our preliminary CCSR recommendations at this time still reflect an indication of future need, and the lines shown on our maps do not suggest that a final alignment...particularly for any new-location corridor...has been formally identified or environmentally cleared for right-of-way acquisition or construction. Once a project sponsor (e.g. TxDOT, Collin County, etc...) is prepared to begin that process for the Lake Corridor thoroughfare, you can be certain that I will forward your conceptual alignment alternatives to that entity for consideration.

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

And please know that you may contact me at any time with additional questions and/or comments.

Response by John Worley

In the attached document, I compare the proposed routes of the Lake Corridor Thoroughfare through Princeton. As noted below, the route "corresponds to a proposed north-south thoroughfare on the City of Princeton's Update to its Master Thoroughfare Plan." The routes are close, but differ in many important areas.

I hope this document will facilitate discussions between Princeton and the NCTCOG on the various routes proposed for the Lake Corridor Thoroughfare. If this document needs to be copied to the Collin County Government, please feel free to do so.

Thank you for your consideration on these issues.

Response by Michael Morris, NCTCOG

Sherry and John Worley,

The work we are doing is conceptual, is not a specific route, is not a specific alignment, it does not "clip" a school because it is not a specific recommendation. The map is intended to create a conversation about moving the Peninsula Lake Corridor to the east and the Regional Loop Freeway to the west. The alignments could be miles from here. If people think it is a good concept, we will work on a dozen alignments in a detailed environmental/design analysis. If people don't like the idea we will not bother. Do you want us to pursue this concept?

Response by John Worley

My thoughts are as follows:

- Most important to me is to use FM546 on the south end of this area rather than FM982.
- - FM546 is already in planning/construction for widening.
- - Using FM982 will negatively impact owners who were already negatively impacted in the last widening of FM982.
- - Most of the traffic on the Lake Corridor Thoroughfare will be heading southwest already. Most of the traffic will probably take the Spur 399 Extension to US75/SH121. Using FM982 rather than FM546 will add an extra mile or so to the route of the rest of the traffic.
- On the north end through Princeton, showing the conceptual route running through a city park, restaurants, a department store, and the middle of an existing subdivision as well as clipping a Junior High School, an Elementary School, and a medical center certainly has facilitated discussion, but not on the topic that you desire.

- - The conceptual route shown is distracting from the productive discussions that you desire.
- - I don't see where the Peninsula Lake Corridor has been moved east (nor do I believe it needs to move east). The route shown is well within a half mile of the original Lake Corridor Freeway route.

Response by Michael Morris, NCTCOG

Thank you for your comments. A map helps to present a concept but leads to unintended consequences. So I will try words.

We had a north/south corridor in the middle of the peninsula, crossed Lake Lavon east/west of the dam and headed further South. That route is no longer being considered due to city council opposition.

As a result this significant need is moving to an idea that takes us east of the Lake. The Regional Loop has low forecasted traffic volumes so that moves us west, as a concept. The two ideas are coming together in the general vicinity on Jeff's map. We have put a lot of money in SH 78 so we are north of those improvements. It is a general concept because we are not at the alignment engineering stage.

What ideas do you have about this concept? Is this worth us advancing the idea or no you don't like this idea of integrating the two corridors into a new conceptual route. The lines could move miles and the alignments would be a couple dozen if and when we get to that phase.

Response by John Worley

Thank you for your comments and questions. I appreciate the opportunity for input to the process. My ideas and responses are in the attached (2 page) document.

Thank you for your consideration.

19. Thomas G. Johnson

After surviving having my home of 38 years being proposed as a toll road bridge abutment and a freeway access road, I would suggest that the era of creating new major arteries thru the greater metroplex is winding down. I also would add plowing a huge bridge over the middle of Lavon to that list. It isn't as magnificent as we've made it out to be while fighting the aforementioned projects, but it's about all Collin County has left besides McMansions, Starbucks and Dollar Stores. I have been a sailing enthusiast based in Collin Park Marina since the late 80's, and many of us would be devastated to have Lavon truncated. I think at this point priority one should be identifying locations where important sections of thoroughfares of the

future can be built out and interconnected while land is still available. (This would be like extending Renner to 78 thirty years ago.) The greatest potential in developed areas now is going to be making existing roads work better. Left turn lanes are archaic and the biggest obstacle. Hopefully IT will have traffic moving as timed modules that will address such engineering conundrums. I commute about 25 miles to work down 78 and west on Arapaho, a great example of a usable suburban thoroughfare. I average about 33 mph. That's completely acceptable and is safer and cheaper than trying to go 70 (while others go 85) on PGBT. Removing the weak links in existing suburban thoroughfares and using the best IT to manage the flow will conserve land, resources, funds and save lives.

20. Robert and Becky Bernardi

I AM IN FAVOR OF THE LAVON CORRIDOR FREEWAY. I AM AGAINST THE WYLIE RESOLUTION THAT WAS PASSED DEC 2017. I AM IN FAVOR OF THE COLLIN COUNTY RESOLUTION THAT AS PASSED 10/23/17 REQUESTING ALL FREEWAYS AND CORRIDORS TO INCLUDE THE LAVON CORRIDOR FREEWAY

21. Denise Hoiver

We do not need or want the lake corridor

22. Jared Larew

Dear Sir or Madam:

I am writing you to provide comments to the NCTCOG plans for future road improvements/expansions in the Wylie area. I am specifically commenting on 1) the proposed expansion of Kreymer and Troy Roads as an arterial road and 2) the bridge across Lake Ray Hubbard originating at SH 205/John King. Regarding Kreymer and Troy road as an arterial, I feel there is a better solution by utilizing Eubanks to WA Allen to FM 544 to Vinson. WA Allen and FM 544 are already 4 lane in some locations and have utility setbacks already in place. Kreymer and Troy do not have any utility or road setbacks for future expansions save of the short area of the newly constructed Bozman Farm subdivision. FM 544 is currently tied into Vinson which provides for the eventual access to the George Bush Tollway. There are a lot of houses along both the FM 544 route as well as the Kreymer/Troy route with Troy having numerous driveways, but the FM 544 route seems much better suited as planners have already made provisions for future expansion as well as development entrances rather than driveways. There would be homes destroyed on the Kreymer/Troy route where Kreymer meets Troy. Regarding the bridge across Lake Ray Hubbard, without the extension of Renner Road in Murphy, this expansion becomes much less impactful. There now is the potential for more traffic to come onto an already congested SH78 and FM 544 with no improved outlet to the east. Traffic can flow from the bridge and down the newly proposed arterial corridor running to the south to George Bush. I can see how this would alleviate congestion in Rockwall and Rowlett for those trying to get to I 30 or to George Bush. However, if this is the intention and with the Renner extension block, then the bridge should not run from 205/John King to Wylie in a northwesterly direction but to Wylie in a southwesterly direction. This would allow for a less impactful and more efficient route to I 30 and George Bush. Thank you for your consideration and soliciting public input. I understand there are needs for new and expanded roads to keep up with population growth. I just feel that there are better solutions than those currently being presented.

23. Carl Glaze

Do not build the Lake Corridor Proposal Hwy at all. The people living in the area to be disrupted do not need it. The only reason to build it is to subsidize the intermodal rail terminal in Wylie. You should not sacrifice your constituents on that altar. Do not build this Hwy on FM 1827 corridor. It is an ecologically significant and sensitive area crisscrossed and bounded by creeks and associated wetlands. It is also a historically significant area with, for example, multigenerational and historic cemeteries. Listen to the voice of the people. Do not allow yourselves to be made pawns.

24. Jan Rushing

Please do not put Lake Corridor on FM RD1827.

25. Barbi Donehoo

Running a huge highway down 1827 would ruin the beauty of the country and take away many people's farmland. We really don't need another huge highway!

26. Mark James Volpi

I am opposed to the idea of making Troy Road an "arterial corridor" without additional public input. The proposed "arterial corridor" was only announced less than a month ago, so the community has had less than a month to provide feedback on the proposed arterial corridor. This is much less time than the Lake Corridor Freeway was given. Local governments have not had time (especially given the Christmas break) to be able to respond to the new arterial corridor plan. Additionally, it does not make sense for NCTCOG to fight to secure a right of way for a widened Troy road when FM 544 already appears to have a much wider ROW already in place, especially if the length of Troy Road to be widened is really only about a mile long before it would turn Southwest (the same length parallel to 544). Listen to the citizens who live here now! Quit pandering to citizens that do not exist because they have not moved there. Expand existing roads using existing Right of Ways if you must, but realize that expanding roadways CREATEs the demand for more citizens. The NCTCOG is creating their own self-licking ice-cream cone by claiming growth requires new roads, but then new roads drive growth. Respect people's property rights.

27. Andrew Glaze

I oppose the creation of the Lake Corridor across FM 1827. It will negatively impact current residents of the area without the promised long term benefits and only serves the economic interests of future developers at the expense of current landowners.

28. Linda Brewer

Please do not put the lake corridor on FM 1827. This family farm has been around for at least 120 years. There's also a natural spring there. Thank you.

29. Kate Glaze

I am opposed to putting the Lake Corridor along FM 1827.

30. Waynette Stone

Do not put the Lake Corridor on FM 1827. Our family farm is an environmental, archeological and historical treasure and you must not touch it. You must not hurt a single tree in our 120-year-old orchard. You must not disturb the hill above the native springs here on our farm. You must agree with the Austin Judge who agreed our farm was a treasure to save. Just sent to Public Comments - NCTCOG.org I have read this is the last day to make a comment. Do you have time? Thanks.

31. Margaret Bewley

As a Collin County property owner and descendant of a pioneering Collin County family, I would like to register my OPPOSITION to the Lake Corridor roadway. And specifically to the use of FM 1827 for any project that will increase traffic through this area. The impact to members of my family who own property along 1827 and Sister Grove would be devastating. And I further believe that other family property in the general area would be negatively impacted. Growth has already changed the character of North Eastern Collin County and impacted the native environment, which includes century old orchards, natural springs, wildlife habitat, etc.

32. Melissa Glaze

Any proposed project must include a thorough study of environmental impact. Do not put the Lake Corridor on FM 1827.

33. Julie Kilgore

I am against a new bridge across Ray Hubbard connecting Rockwall to Wylie.

34. Brenda Skyles

Do not put the Lake Corridor on FM 1827. You will be destroying land that is a family farm - it is an environmental, archeological and historical treasure and you must not touch it. You must not hurt a single tree in the orchard. An Austin Judge, who agreed our farm was a treasure to save, should be listened to!!!! We don't need this!!!!

35. Dixon Glaze

Do not put the Lake Corridor on FM 1827. Our family farm is an environmental, archeological and historical treasure and you must not touch it. You must not hurt a single tree in our 120 year old orchard. You must not disturb the hill above the native springs here on our farm. You must agree with the Austin Judge who agreed our farm was a treasure to save.

36. Alisa Volpi

Hello! Thank you for allowing public comment. I am a resident in the Wylie ETJ. I am opposed to routing traffic through residential areas, and most especially when those routes mean taking land by eminent domain. I understand that Collin County is growing, but why should you be so eager to sacrifice the rights of those of us who are already here?

37. Taylor Jackson

I am opposed to a John King extension bridge that dead ends into a rural community. If you are unable to carry those drivers onto Renner rd due to Murphy rejecting the proposal then this is now a pointless route that will only cause more congestion in the rural communities. These people would be better served by a 205 expansion taking them straight to 30 faster.

38. Christopher Hubley

Hello,

I am writing to provide comments on Mobility 2045, specifically the projects associated with the Collin County Strategic Regional Plan. One of the possible corridors currently being offered as a potential solution is the "John King-Renner Connector" which includes a bridge across Lake Ray Hubbard. I am writing to state my OPPOSITION to this corridor in its entirety.

The City of Murphy has passed a resolution stating that it opposes extending Renner Road through its city limits. This makes connecting John King to Renner Road impossible. Continuing with a bridge across Lake Ray Hubbard would be counterproductive to the goals of the CCSRP. The bridge would dump thousands of cars per day on local roads in East Wylie, where they would have to use existing thoroughfares (SH 78 and FM 544) once across. As NCTCOG itself has stated, these roadways are already congested, and a lake crossing would serve no purpose. All the lake crossing would do is cause small, local neighborhoods and local roads to become congested.

Please use and improve the existing rights of way we have to improve traffic flow, the residents of both Murphy and Wylie have made this desire clear. If you fix the SH 205/SH 78 intersection, and improve signal timing on SH 78 and FM 544, capacity could be increased without causing additional congestion in local neighborhoods. Moreover, this approach would eliminate the need to destroy habitat and pollute the waters and wetlands of Lake Ray Hubbard. We do not need new bridges that would only serve to make congestion worse in neighborhoods while harming what little of the clean environment we have left. If we are to be dealing with congestion either way (which in previous presentations NCTCOG has said will be the case, roads will be at LOS F regardless), at least preserve the environment and focus on improving and maintaining existing rights of way. The state, counties and local governments cannot currently afford to maintain existing roads, why would we build new roads, especially expensive bridges, if we cannot maintain the existing road network we have?

New roads are not the answer, they just encourage people to move farther away from employment centers. The best solutions for the future are to improve and MAINTAIN the roads we currently have and to adopt approaches more in line with the future, such as encouraging people to live closer to work or work from home.

39. Christine Hubley

Hello,

I would like to submit the following comments:

The Renner - John King Connector does not make any sense. Murphy opposed connecting to Renner with a formal resolution of opposition on January 2nd so the route should be dropped if you are serious about not putting roads where they aren't wanted. If you can't connect to Renner, building a bridge across Ray Hubbard and bringing in more traffic into Wylie and the surrounding areas is not going to help. That traffic would have to flow through the same existing roads that you are claiming to want to relieve congestion on. Knowing that you can't connect to Renner but that you still want to propose the bridge from John King across Lake Ray Hubbard, makes it look like you want to flood the area with more traffic from the East so you can come back in 3 years-time and say we need another highway. There are already plenty of

opportunities to cross lake Ray Hubbard. Cars can go 2 miles north to 78, which has been improved and is no longer a bottleneck. Or they could go a few miles south and cross at 66. Putting roads so close together degrades the integrity of communities and is harmful to the environment, especially when you want to cross a body of water that is a drinking water supply. No more lake crossings. Especially not when there is no good place for traffic to flow once it reaches the other side. Widen 66 or 30, you have existing bridges you can use. Each time you put a new bridge or a new road you are increasing the number of people whose lives you ruin.

Please focus on improving existing roads. The roads in East Collin County are full of deep potholes that don't get repaired. If we can't afford to repair old roads, I don't think we can afford to build new ones.

40. Krystle Jackson

JOHN KING BRIDGE:

The proposed option for a new bridge over the lake from John King Blvd is not logical since Murphy opposed the Renner extension. It only brings people over the lake to dump them in a rural area and then they have to maneuver through back roads to reach their destination. It makes more sense and will cost a great deal less to consider improving 205 even more to handle the traffic. It is not that much further north to 78 to go west and with the new improvements on 78, traffic is no longer the same concern as a year ago.

TROY AS AN ARTERIAL:

The route proposed for the arterial corridor on Troy Rd also does not make sense. This is not an existing high traffic thoroughfare whereas .8 of a mile to the west, E FM 544/Allen Blvd is an existing thoroughfare. You would be taking a small country road HEAVILY lined with trees that makes it a beautiful country drive to just another improved road. If I wanted that, I would have stayed in my HOA community. But that is not what we wanted.

Just an .8 of a mile West though, THIS is where the current traffic is each and every day. People are accustomed to taking this route and it makes logical sense to expand where people are already using the roadway. If you drive out and look you can tell that property was built to be set back enough for future expansion of the road per the current easements. There are businesses off of FM 544 already whereas it's residential off of Troy. Bypassing commercial to cut through residential makes no sense. We want traffic to through where it can benefit the City of Wylie and their businesses as well.

Myself and the residents of East Wylie understand that population will continue to grow and actions will have to be taken due to that. We can't just stick our heads in the ground. It's going to take a lot of out of the box thinking though and not just what a program spits out as options. Unfortunately these proposed routes are 20 years too late for the convenience of that option.

Just like on 635, no higher and no wider was part of their restrictions on the latest expansion and therefore now there is an underground highway. Amazing! Let's have some of that same thinking here. Tunnel under Allen Blvd near Stone Road where there is a neighborhood like Spring Valley goes under 75 as a suggestion. And even on working on relieving north/south traffic, take that same thought process for 635 to improve 75 as potentially a double decker highway like they are looking at for 35 in San Antonio.

What should be considered is looking at the timing of the lights on 78. That is one of the most frustrating things for a commuter is to speed up and stop at the next light. Then rinse and repeat over and over and over trying to get home. Changing the timing of the lights alone, could make a huge impact on the flow of traffic east and west each day.

41. Carla McCroan

Collin County desperately needs an east/west bridge across Lake Lavon. The wide loops that are proposed are going to put an undue hardship on commuters and cause gridlock and pollution.

42. Kathy Lotzer

Thank you for listening to our concerns regarding a bridge over Lake Lavon. Please continue to prioritize modernization of current roads. Avoiding new pass through roads through Wylie. I know growth is inevitable and we need to address the issue of the congestion that will come with it if it happens without planning ahead. But the thoroughfares we have are the best suited for expansion. Please avoid roads like Troy where people bought for the seclusion. Maybe you should use part of the money to secure land for the future so families will not build around these future needs. AND TELL THEM ABOUT THE INTENTIONS. I bought a duplex where we had stary, quiet nights close to the lake. Then the Intermodal was built right behind my home. I have a deck in my backyard that we don't use because of the noise and bright lights from across the tracks. It was wrong for these homes to be built here knowing that land was bought with the intentions of it being built almost 20 years ago. Please be considerate. BTW,I am okay with a bridge along side Walmart and through our neighborhood just be respectful of the people's homes along the path. Chose the path with the fewest homes taken so you can give A MORE THAN fair price to help these people relocate. Cut corners where you have to and pay these people for the lack of planning and lack of forth rightness the zoning has done.

High Speed Rail

Email

1. Gary Hennessey

We currently have a proposal to build a high speed rail system between Dallas-Fort Worth and Houston. This is a reasonable distance for rail but it is a short distance for the existing air service between these areas. I would like to see the airlines be allowed to join with the rail service to sell tickets on each other's brands so they will be supporting the rail service rather than competing with the rail service on the short flight distances. Are there existing regulations that limit cooperation between a rail service and an airline? This could free up departure slots at DAL for longer flights that are currently needed to go to HOU or the same could be done to reduce ticket prices when DFW and IAH are in direct competition for flights to Europe and Japan without having to worry about missing a flight due to congestion in the air between Dallas-Fort Worth and Houston.

Twitter

1. I-20 & I-35 discussion panel on higher and true high speed rail at Southwestern Rail Conference #swrc18 Kevin Feldt @NCTCOGtrans @OKDOT @TxDOT – Peter J LeCody (@railadvo)



@OKDOT and @TxDOT should play hardball with @Amtrak re: the #HeartlandFlyer contract. More frequencies and expansion are needed urgently. – Passenger Rail OK (@PassRailOK)

Would have liked to be there today but I have a new employer. – Passenger Rail OK (@PassRailOK)

Innovative Vehicles & Technology

Facebook

1. According to NCTCOG Transportation Department there are three Model 3s registered in North Texas. Thirteen across the state.

<https://www.dfwcleancities.org/evnt> – Tesla Owners Club of North Texas

Project Planning

Email

1. G. Dan

Upgrade existing roads, use existing road ROW, use powerline ROW. Displacing residents for road ROW is not the answer...imagine YOU and YOUR FAMILY were being displaced for a road!!! Address traffic problems by limiting new housing developments, not by building more roads. Create jobs that don't require commute. Improve public transportation. Building new roads is not the answer.

2. Lisa Becker

We have so little natural beauty preserved so it's important that our neighbors and lakes stay secure for our future. Expand existing roadways to accommodate growth.

3. Ishmael

STOP THE URBAN SPRAWL, STOP THE URBAN BLIGHT!!! MORE ROADS IS NOT THE ANSWER. I CAN'T AFFORD TO BE A DISPLACED, HOMELESS, PERSON. STOP IT, NOW!!

4. Mark Mecum

1 -Why is gas tax revenue not being exclusively used for road construction and maintenance? 2 - Why do toll roads not have a sunset for the tolls? If bonds had been issued, they would be paid off at some point.

5. Kim Duncan

I'm not sure if this is a valid way of adding input for public comment, but I'd like to add a suggestion to add a train stop around Swisher Road, on the north side of Lake Lewisville. It's not convenient for anyone who lives in this area to go up to Mayhill to head south and definitely defeats the purpose of avoiding the bridge to have to park at the Highland Village station.

6. Randy Calhoun

What is being considered to alleviate the increasingly bad congestion on IH 75 between IH 635 and downtown? In particular, is there any plan to address the bottleneck at IH 635 and IH 75

Twitter

1. Does @NCTCOGtrans have any plans to address safety issues w/ our transportation infrastructure? 🤔 Early Data Shows Progress at Four High-Crash Intersections <http://www.austinchronicle.com/news/2017-12-29/early-data-shows-progress-at-four-high-crash-intersections/> ... via @austinchronicle – Wylie H Dallas (@Wylie_H_Dallas)



2. Possibly a idea 💡 for @NCTCOGtrans @TollTagNews @TxDOT @TxDPS – Shawn Eric Gray (@ShawnEricGray)



Public Meetings & Forums

Twitter

1. @NCTCOGtrans 72 hour notice and then you'll send some intern to shuttle me to a meeting from a TRE station miles away. You people are clueless. I get that you exist solely to hand out fed money to highway builders but you should at least office downtown to feign transit interest. – DTDallasite (@dtdallasite)
2. Dan Lamers: "Managed Lanes started out as a poor person's rail network, now moving toward automated transit and driverless trucks" #TRBAM #trb2018 @NCTCOGtrans @ManagedLanes – Nick Wood (@nickwood)



3. Join us in Dallas on 1/22 for the first Socrata Texas Community of Practice. We'll discuss the impact of changing demographics on transportation and mobility with Austin's CPO, @ksolivares0910 and @NCTCOGtrans's Director of Transportation, Michael Morris. – Socrata (@socrata)



Open to all govies in Texas! Be sure to register ASAP. Looking forward to seeing you all there! – Jessica Carsten (@JessicaCarsten)

4. Happy New Year! Please join us tomorrow, Wednesday, Jan. 3, for the first meeting of the year. @NCTCOGtrans – TRTC (@trtcmobility)

A composite image featuring a portrait of Dan Kessler on the left and a meeting announcement slide on the right. The slide text is as follows:

Dan Kessler
Assistant Director of Transportation
North Central Texas Council of Governments

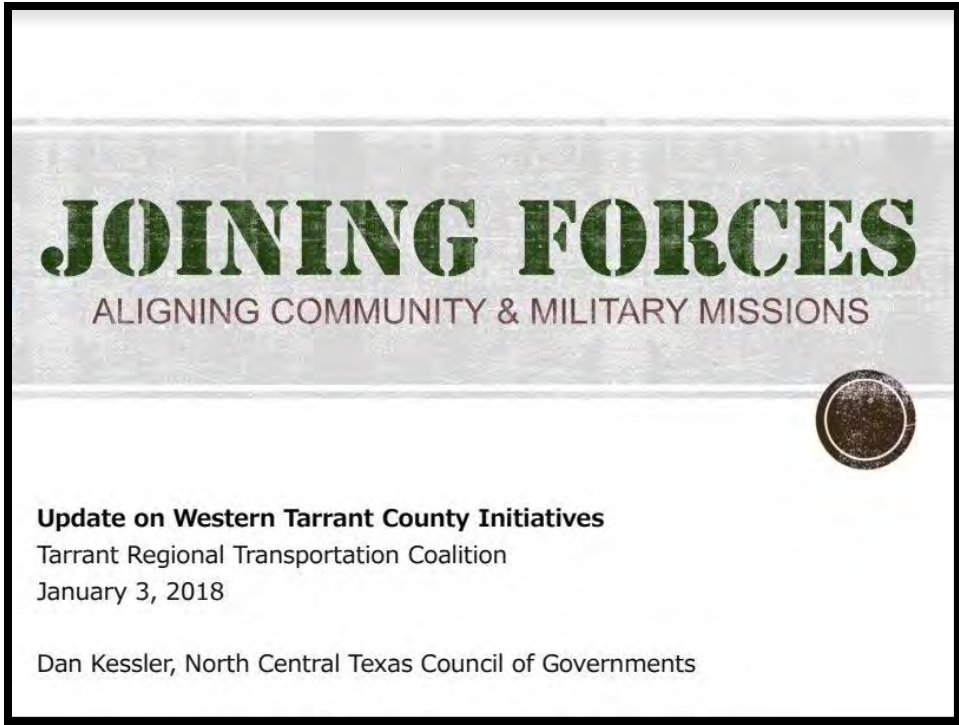
He will provide an update on several west Fort Worth transportation projects that the Metropolitan Planning Organization has been working to advance.

Wednesday, Jan. 3, 2018

8:00 a.m. Networking and Coffee
8:30 a.m. Meeting Begins

Fort Worth Intermodal Transportation Center
2nd Floor Community Meeting Room
1001 Jones Street
Fort Worth, Texas 76102

5. We had a great turn out at today's meeting! Thank you Dan Kessler, @NCTCOGtrans for giving us an update on western Tarrant County initiatives. If you weren't able to join us this morning, you can view the presentation here: <https://www.trtcmobility.org/resources> – TRTC (@trtcmobility)



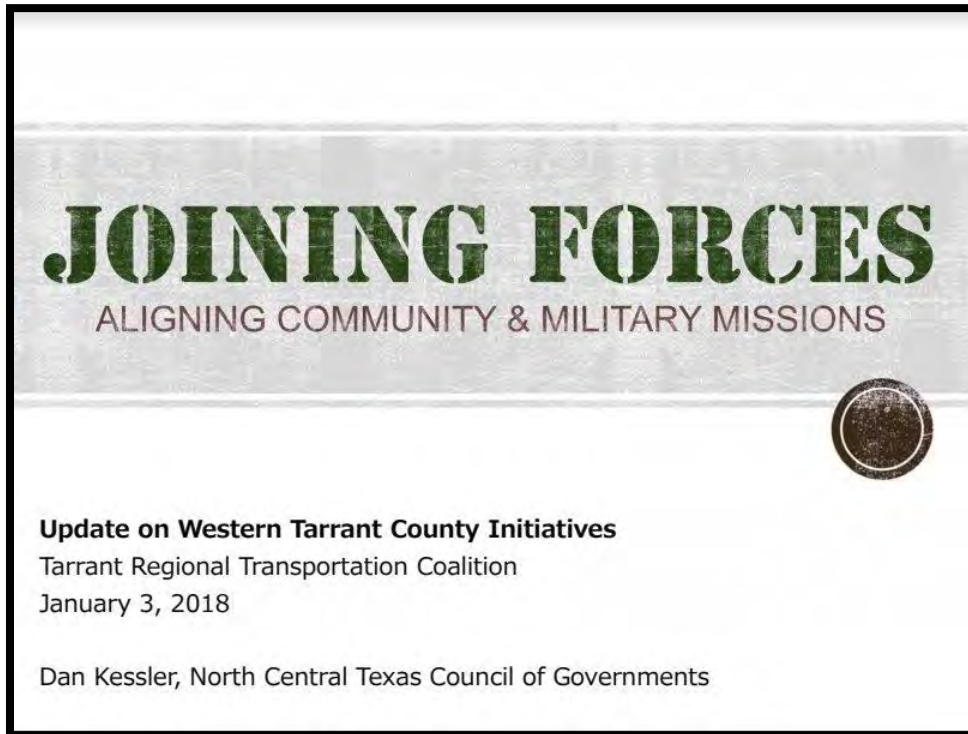
Facebook

1. Happy New Year! Please join us tomorrow, Wednesday, Jan. 3, for the first meeting of the year. NCTCOG Transportation Department – Tarrant Regional Transportation Coalition

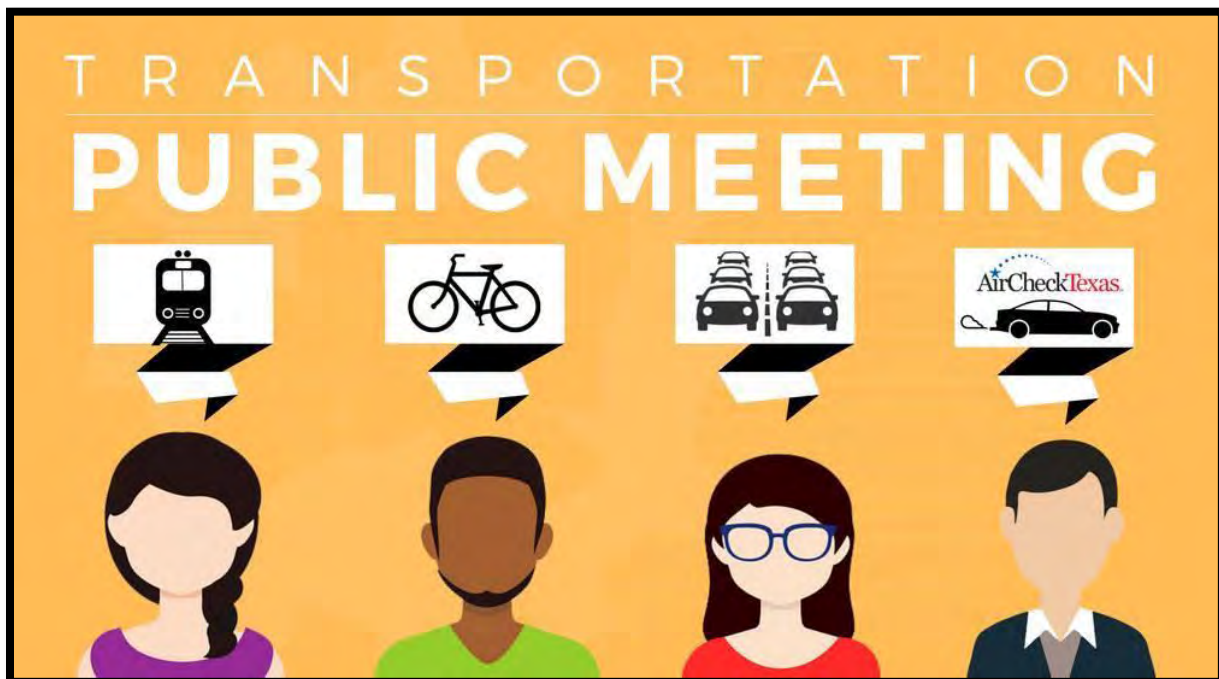


2. We had a great turn out at today's meeting! An excellent way to start the new year. Thank you Dan Kessler, NCTCOG Transportation Department for giving us an update on western Tarrant County initiatives. If you weren't able to join us this morning, you can view the

presentation here: <https://www.trtcmobility.org/resources> – Tarrant Regional Transportation Coalition



3. Got an opinion or recommendations on Transportation issues in North Texas? Let the NCTCOG Transportation Department hear about your thoughts today during their public meeting! – City of Denton Sustainability



Safety

Twitter

1. Happy Monday! Join us in welcoming the newest @RoadToZeroUS Coalition Members:

@NCTCOGtrans

@TAMU

@ORBCOMM_Inc

@MottChildren

@CityofBA

@TobaccoFreeKids

Not a member yet? Join 550+ stakeholder organizations committed to ending roadway fatalities by 2050. – Road to Zero (@RoadToZeroUS)



Road to Zero Coalition Membership Form

You are invited to join Road to Zero Coalition, which includes hundreds of organizations working to develop a coordinated safe systems approach to highway safety...

docs.google.com

The graphic includes logos for FHWA, NHTSA, CDC, and the Road to Zero Coalition logo.

2. @DENTONPD @CarrolltonTXPD @FBTXPD @DallasPD @PlanoPoliceDept @FriscoPD @NCTCOGtrans @fortworthpd @DFWAirportPD Y'all keep safe ! – Shawn Eric Gray (@ShawnEricGray)



Texas Department of Transportation @TxDOT

As winter weather begins to impact parts of Texas, remember to slow down, use extra caution on bridges and visit DriveTexas.org for the latest information on road conditions. #BeSafeDriveSmart #txwx

The graphic features a speed limit sign for 65 mph and a video player interface with a 0:05 duration.

3. We should be doing this here. #SpeedKills. There are absolutely ZERO reasons to exceed 20mph in a residential area. – Loren S. (@txbornviking)

Streetsblog USA @StreetsblogUSA

Portland may lower speeds on most residential streets to 20 miles per hour
#20isplenty portlandtribune.com/pt/9-news/3838...

I agree with that, but what about 70 & 75 Mph speeds on congestion filled highways
@NCTCOGtrans @TxDOT @TollTagNews I-35 & 635 , US 380 , 75 , Loop 12 , DNT ,
SRT never have 60+ mph speeds in Denton, Dallas, Collin , Tarrant counties ! – Shawn
Eric Gray (@ShawnEricGray)

Other

Twitter

1. Spending some quiet time this holiday season in fellowship with @NCTCOGtrans & Dallas
Citizens Council, listening to wise words from Michael Morris.

Come join us. – Wylie H Dallas (@Wylie_H_Dallas)



2. During this holiday season, it is important to remember that the only true road to happiness is
the tolled express lanes on our regional highway system. Let's all give thanks to
@NCTCOGtrans's Michael Morris! 🙏🙏🙏 – Wylie H Dallas (@Wylie_H_Dallas)



THERE REALLY IS A road to happiness.
LEARN MORE BY VISITING www.WhyTEXpress.com
#TEXpressLanes #WhyTEXpress

LBJ Express Project @lbjexpress
Is there a road to HAPPINESS? Yes! Learn more at [WhyTEXpress.com](http://www.WhyTEXpress.com)
#TEXpressLanes #WhyTEXpress

3. Cruise past traffic using the TEXpress Lanes! Use <http://www.TEXpressLanes.com> to plan your next trip. – NCTCOGTransportation (@NCTCOGtrans)

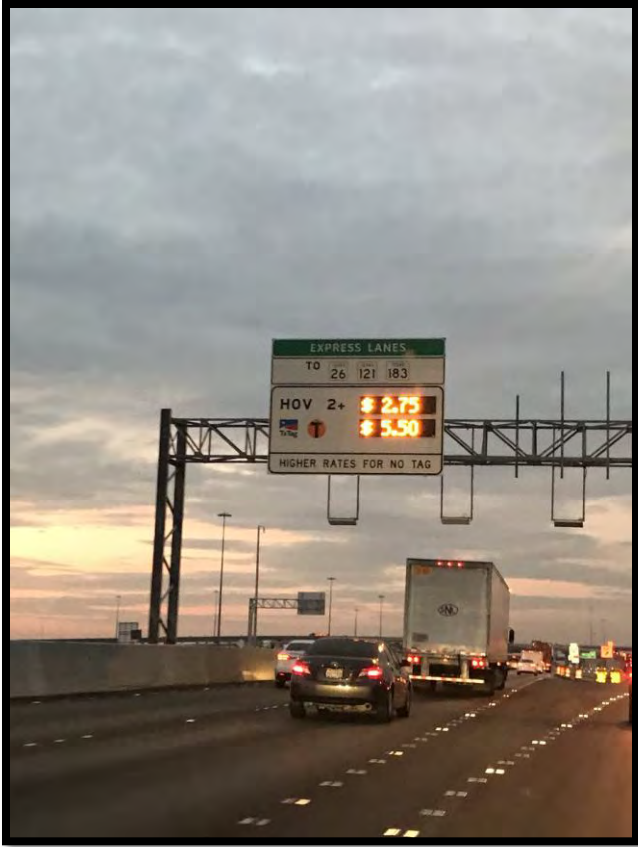


**TOLL TAG USERS
AND CARPOOLERS
GET THE LOWEST
RATES.**

**DOWNLOAD THE DRIVE ON
TEXPRESS APP AND SAVE!**



Nobody wants to drive on it anymore due to the prices! #TrueHighwayRobbery – Meny Ventura (@IamMenyfresh)



4. @CCGDDallas President Paul Ridley asks @NCTCOGEP Mike Eastland on future of transportation. @NCTCOGtrans – Judge Clay Jenkins (@JudgeClayJ)



Facebook

1. Thanks to a partnership with Fort Worth City Hall (City of Fort Worth), NCTCOG Environment & Development, Fort Worth Parks Keep Fort Worth Beautiful and Downtown Fort Worth we now have 12 new recycling bins beside some of our downtown and Trinity Trails stations! The bins were loaded up and installed a couple of weeks ago. We're glad to be in a city that prioritizes taking care of the environment. – Fort Worth Bike Sharing



2. NEW MUSIC ALERT! NCTCOG Transportation is dropping a Christmas album! Be looking out for the video TOMORROW. Here are some of the songs: – NCTCOG Transportation Department



Whaaaaat? Hahaha – Suzanne Townsdin

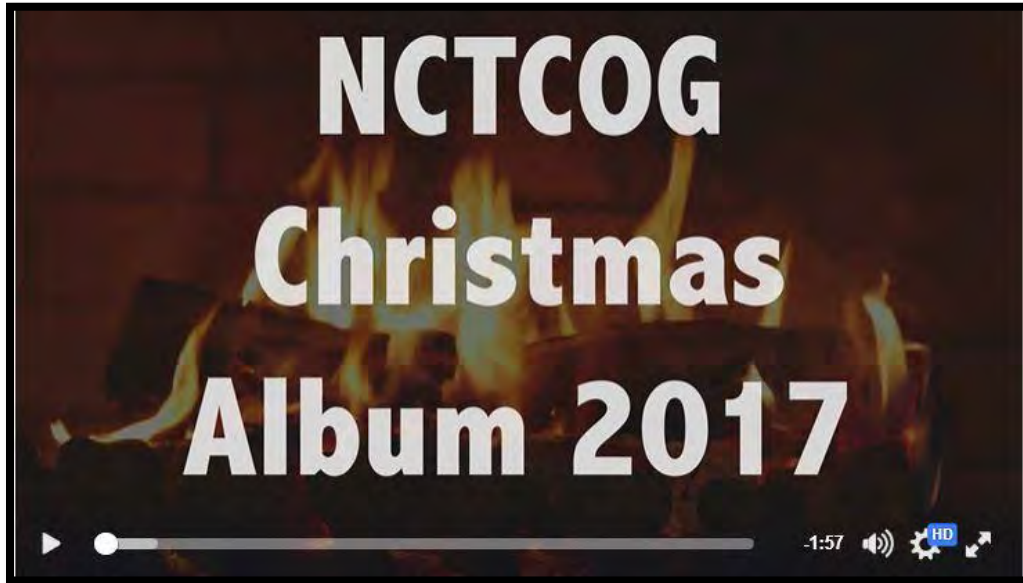
3. Cruise past traffic using the TExpress Lanes! Use www.TExpressLanes.com to plan your next trip. – NCTCOG Transportation Department



Provide incentives for people to switch to electric cars and hybrids by making express lanes toll free for them. Thanks. – Ranjana Bhandari

4. It's here! Our first album is out now! Throw "Transportation Trax" into your Christmas playlist. You won't regret it! 😊

Lyrics are in the comments. – NCTCOG Transportation Department



Merry Christmas 🎄🎅 Happy New Year 🎆🎇 2018 Transportation Planning & Build for the NCTCOG's future needs 🚗🚙🚘🚚🚛🚝🚞🚟🚠🚡🚢🚣🚤🚥🚦🚧🚨🚩🚪🚫🚬🚭🚮🚯🚰🚱🚲🚳🚴🚵🚶🚷🚸🚹🚺🚻🚼🚽🚾🚿🛖🛗🛘🛙🛚🛛🛜🛝🛞🛟🛠🛡🛢🛣🛤🛥🛦🛧🛨🛩🛪🛫🛬🛭🛮🛯🛰🛱🛲🛳🛴🛵🛶🛷🛸🛹🛺🛻🛼🛽🛾🛿🚊🚋🚌🚍🚎🚏🚐🚑🚒🚓🚔🚕🚖🚗🚘🚙🚚🚛🚜🚝🚞🚟🚠🚡🚢🚣🚤🚥🚦🚧🚨🚩🚪🚫🚬🚭🚮🚯🚰🚱🚲🚳🚴🚵🚶🚷🚸🚹🚺🚻🚼🚽🚾🚿 – Cletis Millsap

Why are flowering grasses being planted all over the place? Is that ONLY to make respiratory illnesses worse, or is there some other rationale? – Susan Durham

5. Reminder, friends, to safely move over or slow down when you see flashing emergency vehicle lights. Safety first! – NCTCOG Transportation Department



I can't tell you how much I HATE north TX. The lack of public transportation is only ONE HIDEOUS DISASTER. – Susan Durhams



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

February 2018

Calendar

February 1, 10 am

DRMC-TRTC

Joint Meeting

Noah's

6101 Campus Circle Drive
Irving, TX 75063

February 5, 2:30 pm

Public Meeting

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

February 7, 6 pm

Public Meeting

Haltom City Library
4809 Haltom Road
Haltom City, TX 76117

February 8, 1 pm

Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

February 13, 6 pm

Public Meeting

Richardson Civic Center
411 W. Arapaho Road
Richardson, TX 75080

February 23, 1:30 pm

Surface Transportation

Technical Committee

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

DFW Clean Cities recognizes leaders in fuel efficiency

DFW Clean Cities recently recognized 19 partners for their work to embrace alternatives to traditional gasoline as part of the third annual Fleet Recognition Awards. Three levels of awards – Gold, Silver and Bronze – were possible.

The cities of Carrollton, Denton, Euless, Grapevine, Lancaster, Richardson and Southlake, as well as the Town of Addison, earned Silver awards. Eleven entities, the cities of Allen, Coppell, Fort Worth, Lewisville, North Richland Hills, Plano, Rockwall and Wylie, along with Dallas Area Rapid Transit, Denton ISD, and the Town of Flower Mound were awarded Bronze status.

Participating governing bodies were required to provide information on their progress via the DFW Clean Cities Annual Report. Entities were scored on a 100-point scale based on their work to embrace clean vehicle technologies, partner with the North Central Texas Council of Governments and DFW Clean Cities, and educate their drivers. A maximum of 30 points were awarded for emissions reduction, 30 for fuel savings, 20 for partnering with NCTCOG and DFWCC, and 20 for educating drivers and operators. Fleets earning Silver status scored 70-84 points, while Bronze winners received 55-69 points. There were no Gold awardees in Dallas-Fort Worth. The winners contributed to the region-wide reduction of more than 25 million gallons of gasoline in 2016, which represented the largest savings on record. Alternative fuel vehicles accounted for the vast majority of gallons (97 percent) and greenhouse gas emissions (75 percent) reduced, according to the report. Other contributors were: electric and plug-in vehicles, improvements to fuel economy, hybrids, idle reduction, off-road vehicles and a reduction in vehicle miles traveled. For information on how your fleet may qualify for recognition, visit www.dfwcleancities.org.

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



\$28 million immediately available for vehicle repairs, replacements



Approximately \$28 million is immediately available to help qualifying motorists repair or replace vehicles with emissions issues or older vehicles through the AirCheckTexas Drive a Clean Machine Program.

Applicants who meet income and vehicle guidelines may qualify for up to \$3,500 for a vehicle replacement or up to \$600 for vehicle repairs. Repair assistance may be available when a vehicle has failed an emissions inspection.

Replacement assistance may be available either following a failed emissions inspection or for a vehicle that is at least 10 years old. Plenty of funding is still available, but is set to run out if there is no further legislative action. Carryover funds of approximately \$28 million will allow the program to continue, but only until the end of August 2019.

The AirCheckTexas Drive a Clean Machine Program is designed to help vehicle owners comply with vehicle emissions standards by offering financial incentives to repair or replace vehicles, and allows local residents to contribute to the regional air quality solution.

Income and vehicle information can be found on the program's newly redesigned website, www.airchecktexas.org. Income requirements vary by household size. As an example, a family of four earning \$73,800 a year may qualify for assistance.



NCTCOG staff members are spreading the word about AirCheckTexas and how it can help improve air quality, at events throughout the region.

The program has helped repair more than 34,000 and replace over 33,000 vehicles since its inception in 2001. Vehicle repairs and sales help the local economy as well as the State treasury. An estimated \$38.25 million has been generated in motor vehicle sales tax from the replacement vehicles purchased.

High-emitting vehicles are a significant source of ozone precursors, and reducing the number of such vehicles is critical to the region's strategy to meet federal ozone standards. Lowering ozone levels also positively impact human health, especially for those suffering with respiratory illnesses, such as asthma.

ART CONTEST

Cedar Hill ISD students help illustrate report

The NCTCOG Transportation Department is partnering with Cedar Hill Independent School District on an art contest to determine the cover design of Progress North Texas 2018, the annual state of the region report.

Ten middle school students submitted artwork illustrating this year's theme of Healthy Communities: Transportation and the Natural Environment.

The theme will be carried through the document, which uses data to illustrate the performance of the region's transportation system and the state of its air quality.

This is the seventh year of the art contest, which seeks to involve younger North Texans, those who will be making decisions in 20-25 years, in the transportation discussion. The art contest is one of several NCTCOG efforts connected with schools.

A combination of NCTCOG staff, art teachers and Regional Transportation Council officers will be asked to help determine the winner of the competition. The report will be published this spring and available at www.nctcog.org/ourregion.

REGIONALNews

Comments sought on HSR draft EIS

The planned Dallas-to-Houston high-speed rail project continues to progress toward the goal of providing bullet train service between the State's two most populous regions.

The Federal Railroad Administration has been conducting public hearings on the Draft Environmental Impact Statement, including two in the 12-county Dallas-Fort Worth metropolitan planning area in January. There were hearings January 29 in Dallas and January 30 in Ennis. Public comments on the Draft EIS will be accepted until February 20.

The document lays out a preferred alignment with potential stations located in downtown Dallas, Grimes County and north Houston. Texas Central Partners plans to build the line, which would have no grade crossings and be at or above grade for the entire route.

Separate efforts to develop high-speed rail connections between Fort Worth and Dallas, and Oklahoma and South Texas are also underway as planners seek to develop a system of high-speed trains.

The draft EIS is available at www.fra.dot.gov/Page/P1078.

SolSmart making region solar ready

North Texas cities are continuing efforts to turn one of the region's most abundant resources — sunshine — into an electricity option for consumers. Congratulations to all the North Texas cities that have participated in SolSmart—a national designation and technical assistance program that works with cities to become more solar friendly.

NCTCOG is proud to recognize the cities of Cedar Hill, Kennedale, Denton, Plano, Lewisville and Corinth for participating in the program. The City of Cedar Hill obtained the highest designation of Gold, Kennedale obtained Silver, and Denton, Lewisville and Plano obtained Bronze. The commitment and effort shown by these cities is not only making the region more solar friendly, but is helping to improve air quality. For more about the program or to get involved, visit www.gosolartexas.org/solsmart.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

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

**Texas Department
of Transportation**
TxDOT.gov

By the Numbers

\$38.25 million

The amount generated in motor vehicle sales tax from the replacement vehicles purchased through AirCheckTexas.

PUBLIC *Involvement*

NCTCOG requests input on mobility plan, funding

NCTCOG staff will present an update on Mobility 2045 during public meetings in February. Residents can provide input on Mobility 2045, the Metropolitan Transportation Plan for North Central Texas, as well as several other transportation initiatives at public meetings on February 5 (Arlington), February 7 (Haltom City) and February 13 (Richardson).

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

In addition to developing a Metropolitan Transportation Plan, NCTCOG staff is responsible for assisting with funding initiatives and identifying transportation needs. The Sustainable Development Phase 4 Program will be presented for public review and comment. This program awards funding to projects such as transit-oriented development elements and Access North Texas, which documents the transportation needs of older adults, individuals with disabilities and individuals with lower incomes.

Staff will also provide proposed modifications to the FY 2018 and FY 2019 Work Program. The UPWP for regional transportation planning provides a summary of transportation and related air quality planning tasks to be conducted by the metropolitan planning organization within a two-year period. Finally, modifications to the list of funded projects and the AirCheckTexas Program will be highlighted.

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

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

TEXAS DEPARTMENT OF TRANSPORTATION

FORT WORTH DISTRICT PARTNERS



SH 360 South Nears Substantial Completion

PRESERVE *our assets*


As one of its goals, TxDOT is maintaining our existing infrastructure.

Estimated district funding for FY 2018:

\$120 million for preventative, routine and rehabilitative maintenance

Milestone Events

Several high priority projects totaling over \$3.4 billion will have milestone events this year in the Tarrant County area. This includes ribbon cuttings for Interstate 35W, the SH 121/360 interchange, SH 360 South and the Midtown Express. Groundbreakings will be held for the Interstate 820 East Loop and the SH 121 interchanges at FM 2499 and Interstate 635. More information will be forthcoming as event dates are set.

 txdot.gov • fort worth projects

Safety Projects

Fifteen projects in the Fort Worth District were selected this year for \$4 million in federal funding from the Highway Safety Improvement Program. For Tarrant County, this includes intersection improvements on Business 287 and SH 170; rumble strips on the I-820 West Loop; and other various safety improvements on Business 114, SH 121, Glade Road, Hulen Street, Meacham Boulevard and William D. Tate Avenue.

Winter Weather Preparedness

On multiple occasions in December and January, TxDOT maintenance crews treated the bridges and overpasses as winter weather

threatened driving conditions. Icy conditions have been brief so far this season, but the TxDOT Fort Worth District continues to be prepared with 140 vehicles equipped and ready and 167 drivers on standby. TxDOT reminds drivers to check weather forecasts and visit DriveTexas.org or call 1-800-452-9292 to check highway conditions and notices for road closures due to snow or ice.

NE Tarrant Transportation Summit

The 9th annual Northeast Tarrant Transportation Summit will be held at the Hurst Conference Center on Feb. 16 from 8:30 a.m. to 1:30 p.m. This year's summit will focus on how emerging technologies including Smart City initiatives, Uber Elevate, Hyperloop and autonomous vehicles are impacting North Texas today.

Texas Transportation Forum

TxDOT has elected to hold the Texas Transportation Forum every other year. The next forum will be held at the JW Marriott in Austin on Jan. 6-8, 2019.

INSIDE: **360** UPDATE
TEXAS

February 2018

PARTNERS *in construction*

PROJECTED PROJECTS

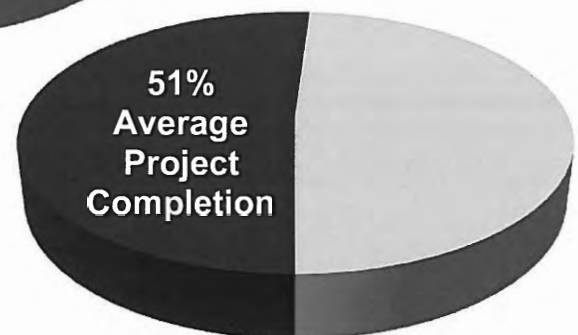
	Hwy	Limits	Type of Work	Estimate (millions)
FEB	SH 360	Abram St to I-20, Arlington	Widen from 6 to 8 lanes	\$60.1
	US 287	At Miller Ave	Intersection improvements	\$0.9
	US 380	US 281 to the Wise County Line, Jack County	Pavement overlay & repairs	\$4.1
	I-20/30 frontage rd	Linkcrest Dr to FM 1187	Pavement overlay & repairs	\$2.8
MAR	SH 108	Huckabay to the Palo Pinto County Line, Erath County	Add shoulders	\$8.0
	Lynn Creek Trail	Buttercup Ln to New York Ave, Arlington	Hike & bike trail	\$1.6
	FM 1187	US 377 to FM 1902	Pavement overlay & repairs	\$2.5
	FM 1938	Rumfield Rd to Birchwood Dr, North Richland Hills	Pavement overlay & repairs	\$2.7
	SH 360	Ave K to the Trinity River Bridge, Grand Prairie	Concrete pavement repairs	\$2.1
APR	SH 199	FM 51 to the Wise County Line, Parker County	Pavement overlay & repairs	\$4.4
	US 180	Jack Borden Way to Lakeshore Dr Hudson Oaks & Weatherford	Pavement overlay & repairs	\$4.5
	FM 2552	US 180 to I-20, Weatherford	Pavement overlay & repairs	\$1.7
	FM 51/SH 171	FM 1884 to Water St, Weatherford	Pavement overlay & repairs	\$1.5



\$830 M PROPOSED LETTING



FY 2018 CONSTRUCTION*



TOTAL CONTRACTS \$3.7 B

*includes CDAs

Construction begins this summer on an approximately \$60 million project to widen SH 360 from Abram Street to south of Interstate 20 from six to eight lanes.

The five-mile project will add one mainlane each direction by widening to the center median. Over 170,000 vehicles a day travel this segment of SH 360. This project will improve safety and mobility along this corridor.

To accommodate the expansion of this corridor, the Abram Street bridge will be replaced and five other bridges will be widened. Some ramp improvements will also be made to provide better access to the Arlington central business district.

Right-of-way acquisition is complete for the project with some utilities that must be relocated before construction starts. During construction, traffic will be maintained on the same number of lanes during peak travel times. Lane closures should be minimal with much of the work occurring in the median.

TxDOT will coordinate with the I-30/SH 360 interchange project, which is located at the north end of the SH 360 widening project. To the south, the SH 360 South toll road is estimated to be open to traffic by this spring.

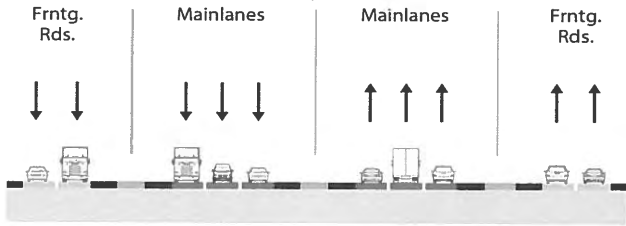
The widening of SH 360 is a partnership between TxDOT, the city of Arlington, the city of Grand Prairie and the North Central Texas Council of Governments. The project is estimated for completion in 2021.

 txdot.gov • SH 360

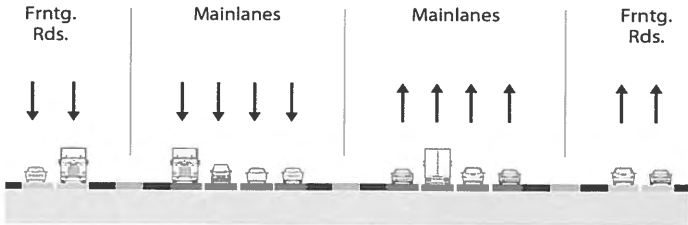


SH 360 from Abram St to I-20

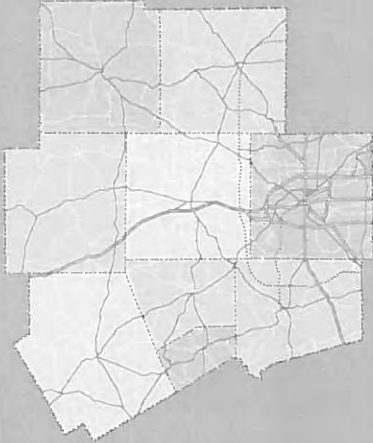
Existing



Post Construction



SH 360 in Arlington



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



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

txdot.gov • Fort Worth

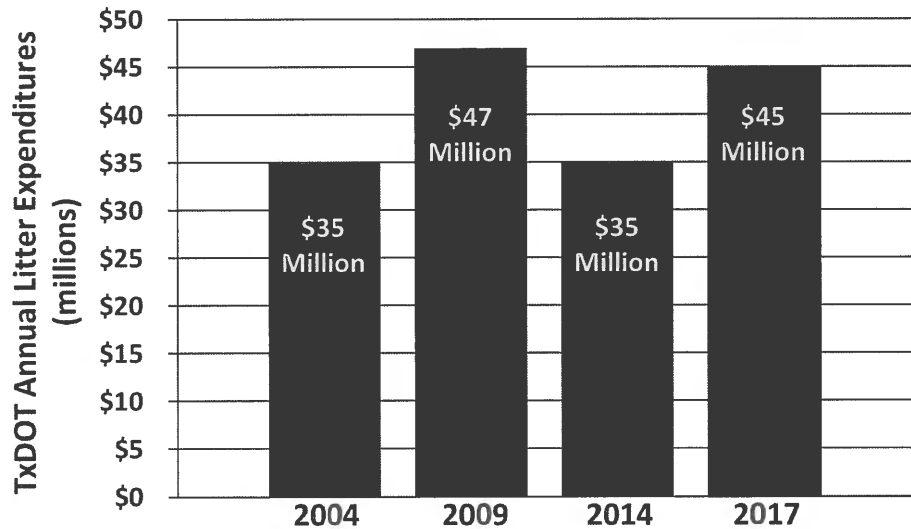


Small trash adds up to big mess on Texas highways

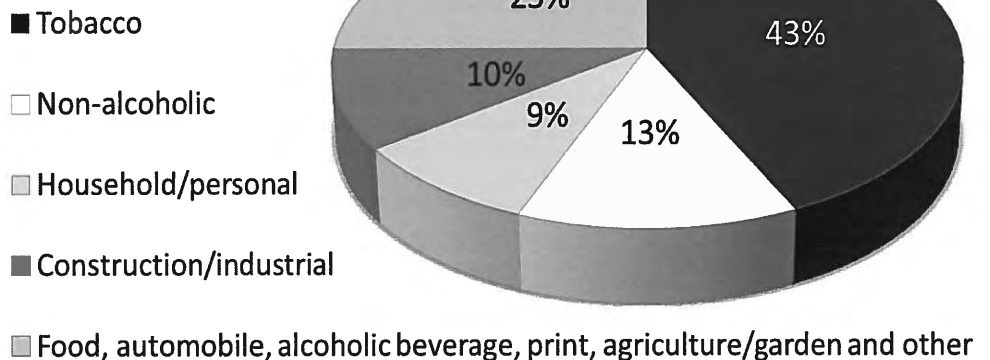
In 2017, nearly a half-billion pieces of visible litter piled up along state-maintained highways, costing taxpayers \$45 million to clean up. Small trash, including napkins, fast food wrappers and cigarette butts make up 71 percent of the litter found along Texas roads.

With the state's population rapidly growing, the *Don't Mess with Texas* campaign reminds new and long-time Texans that littering not only is unsightly, but also is unlawful. **Fines for littering range from \$500 to \$2,000.**

As Texas grows every day, the *Don't Mess with Texas* campaign is letting new Texans know about the importance of litter prevention, to keep the amount of litter pickup costs down and save taxpayer dollars.



Litter Items Found on Texas Roadways



dontmesswithtexas.org

DALLAS DISTRICT

PROGRESS

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

KEY CORRIDOR STUDY NEARS COMPLETION I-30 THROUGH ROCKWALL TO ENTER INTO A NEW ERA SOON

Rockwall, Texas — The I-30 corridor study from Bass Pro Drive to the Hunt County Line just west of FM 2642 is nearing its final planning stages for the first phase of construction. A public hearing is expected Spring 2018 with construction beginning on the Phase I frontage roads as early as Fall 2021.

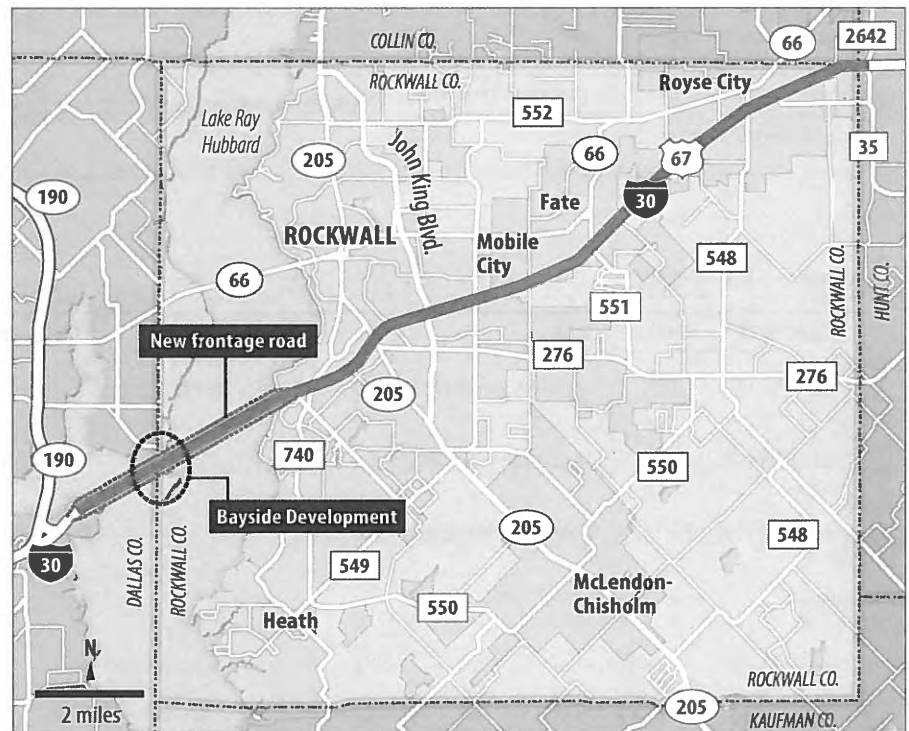


The study examines widening I-30 to eight lanes from Bass Pro Drive to SH 205 and widening to six lanes from SH 205 to west of FM 2642. That is the ultimate design and the schematic approval is expected this March.

The first phase will include constructing three-lane frontage road bridges over Lake Ray Hubbard from Bass Pro Drive to Dalrock Road. The existing interchange at Dalrock Road will be reconstructed along with the frontage roads and ramps. This phase will also address the construction of the new Bayside Drive interchange for the Bayside development.

The environmental clearance is expected to be received in Fall 2018.

The project ultimately is an added capacity project with significant importance placed on improving safety and emergency access. At this time there is no alternate route across the Lake. With new frontage roads it will be possible



SOURCE: Texas Department of Transportation.

TxDOT graphic

to exit traffic in the occurrence of an accident or medical emergency as well as better direct emergency responders to the site within this location.

With added mainlane capacity, the new lanes and shoulders will be constructed to help reduce traffic congestion, improve access, and improve mobility throughout the region.

The project will cross Rockwall and

eastern Dallas Counties through the City of Garland, City of Rockwall, Mobile City, City of Fate and Royse City.

The preliminary project cost for the ultimate buildout is estimated to be \$742 million which includes estimated Right Of Way, construction, and utility relocation costs. The preliminary Phase 1 breakout project construction cost is estimated at \$314 million. ■

JANUARY 2018 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M) ^o	CONTRACTOR	
1	0047-14-084**	US 75	North of FM 455 to CR 370	Reconstruct freeway and construct interchange	\$21.94	\$20.11	-8.35	\$23.79	Austin Bridge & Road Services, LP
2	0197-11-013	FM 1390	US 175 to FM 148	Restore existing pavement and add shoulders	\$5.22	\$4.72	-9.59	\$5.95	D. L. Lennon Incorporated – Contractor
3	1567-02-031	FM 423	SH 121 to Stewarts Creek Road	Landscape highway	\$0.86	\$0.74	-12.71	\$0.89	Central North Construction, LLC
4	0081-13-063	I-35W	Tarrant County Line to I-35E	Full depth pavement repair, overlay, and pavement markings	\$13.28	\$11.36	-14.44	\$15.62	Jagoe-Public Company
	0918-00-283*	VA	Various locations in the Dallas District	Installation of traffic signals	\$1.49	\$1.47	-1.85	\$2.06	Durable Specialties, Inc.
				ESTIMATED JANUARY 2018 TOTALS	\$42.79	\$38.40	-10.25	\$48.31	
				DISTRICT FY ACCUMULATIVE LETTINGS	\$75.57	\$68.23	-9.72		
				DALLAS DISTRICT FY LETTING VOLUME CAP	\$287.84***				

*Not mapped.

** Project is an A+B bidding project.

***District FY 2018 Letting Volume Cap does not include the following: 1) Southern Gateway (\$565 million); 2) Previous Prop 1 commitments that have been funded through NCTCOG 10 year plan swap (\$103.2 million).

^oEstimated Total Project Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

FEBRUARY 2018 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
1	0048-03-091	US 77	0.1 mile north of FM 55 to US Bus 287-R in Waxahachie	Base repair and overlay	\$1.27
2	0173-03-040	SH 34	FM 1388 to 1.2 miles north of SH 243	Spot base repair, level up mill and inlay	\$1.82
3	1012-03-018	FM 981	At Bear Creek and Bear Creek Relief	Replace bridge and approaches	\$2.71
				ESTIMATED TOTAL	\$5.80

*Not mapped.

COMPLETED CONSTRUCTION PROJECTS (FROM JANUARY 1 – 31, 2018)

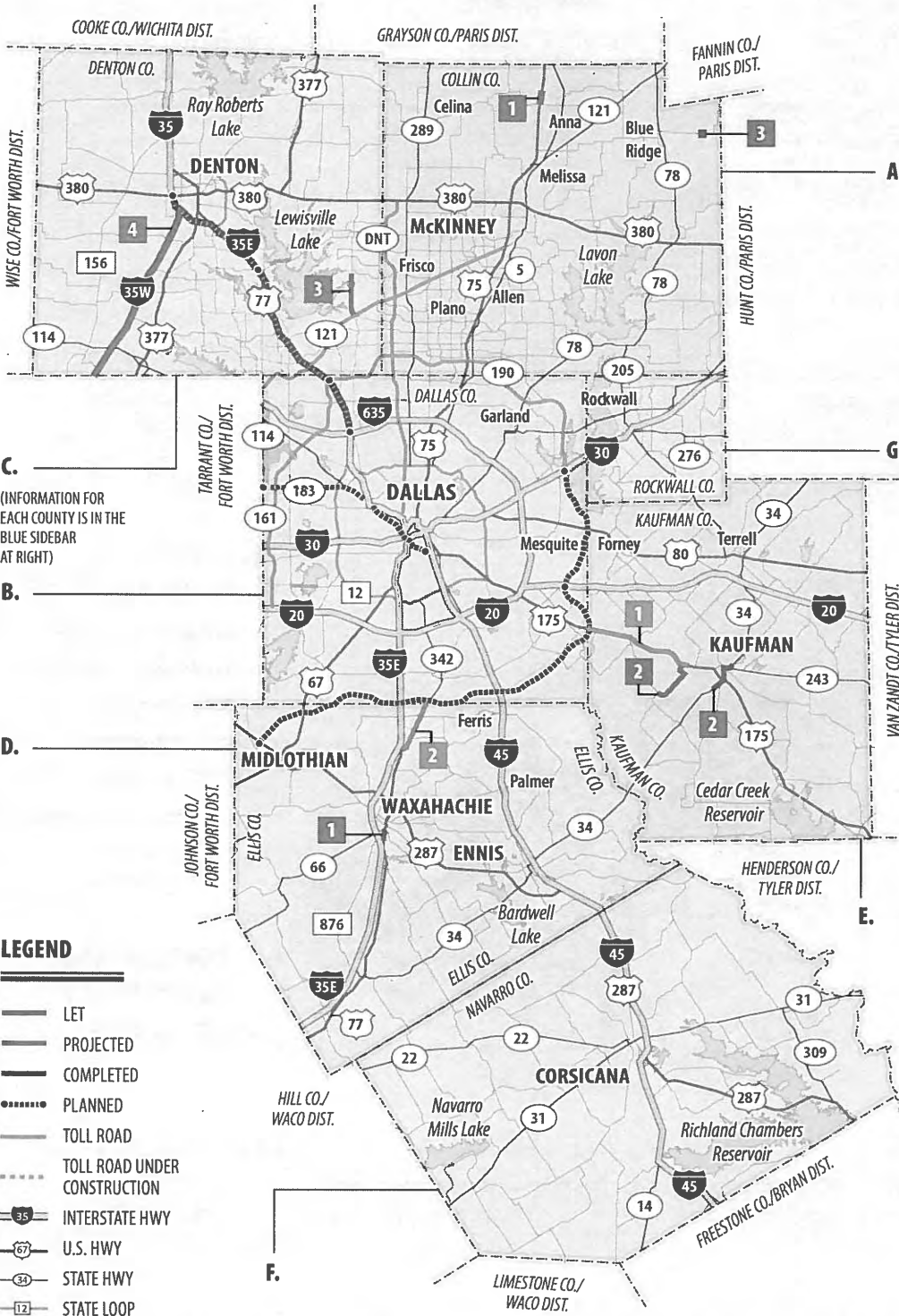
CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST (M)	COMPLETION DATE	
1	0197-03-075	US 175	Dallas C/L to Brushy Creek Relief	Rehab Existing Mainlanes	\$4.05	1/3/2018
2	0048-03-093	SH 342	District Wide: US 77 to Dallas C/L	Seal Coat	\$11.36	1/30/2018
				ESTIMATED TOTAL	\$15.41	

SOURCE: Texas Department of Transportation.

TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

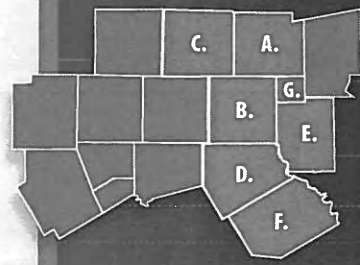
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in January, are projected to let in February, or have recently been completed.



LEGEND

- LET
- PROJECTED
- COMPLETED
- PLANNED
- TOLL ROAD
- TOLL ROAD UNDER CONSTRUCTION
- INTERSTATE HWY
- U.S. HWY
- STATE HWY
- STATE LOOP

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2017 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 3,806,303
*POPULATION ESTIMATE | 4,681,210
LANE MILES | 10,493,628

A. COLLIN COUNTY

VEHICLE REGISTRATION: 729,624
*POPULATION ESTIMATE: 932,530
LANE MILES: 1,373,829

B. DALLAS COUNTY

VEHICLE REGISTRATION: 2,064,783
*POPULATION ESTIMATE: 2,502,270
LANE MILES: 3,366,158

C. DENTON COUNTY

VEHICLE REGISTRATION: 603,332
*POPULATION ESTIMATE: 814,560
LANE MILES: 1,488,733

D. ELLIS COUNTY

VEHICLE REGISTRATION: 165,813
*POPULATION ESTIMATE: 173,410
LANE MILES: 1,523,910

E. KAUFMAN COUNTY

VEHICLE REGISTRATION: 109,180
*POPULATION ESTIMATE: 116,140
LANE MILES: 1,201,810

F. NAVARRO COUNTY

VEHICLE REGISTRATION: 51,056
*POPULATION ESTIMATE: 49,170
LANE MILES: 1,192,820

G. ROCKWALL COUNTY

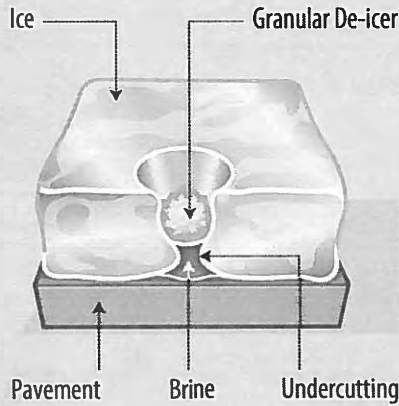
VEHICLE REGISTRATION: 82,515
*POPULATION ESTIMATE: 93,130
LANE MILES: 346,368

TxDOT PREPARED FOR WINTER WEATHER

HOW DO THE CHEMICALS WORK?

Granular De-Icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice – melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.



Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.

WHAT MATERIALS ARE USED ON THE ROADS?

Before an ice/Snow Event



- Liquid salt-based anti-icers help prevent ice formation

During an ice/Snow Event



- Various salt-based granular de-icers are used to help melt ice already formed on the road

AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (Potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

1. FUNDING SOURCES



Motor Fuel Taxes



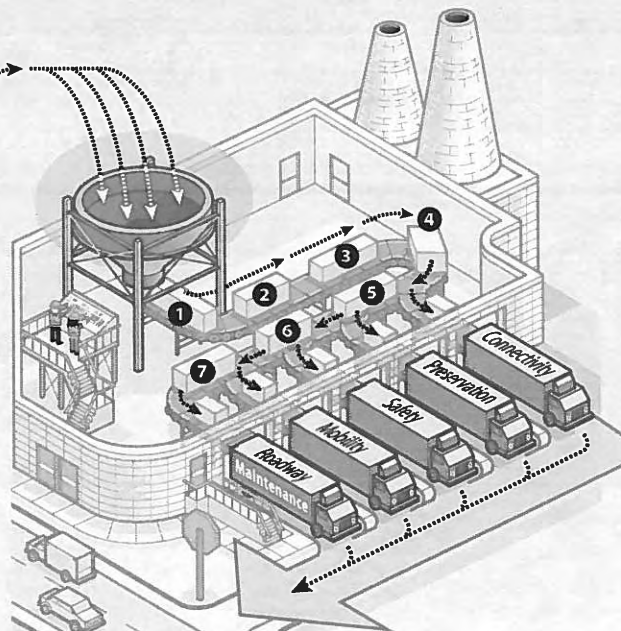
Vehicle Registration Fees



Prop 1/Prop 7



Federal Reimbursements



2. ADVANCED PLANNING

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

3. MOBILITY AND MAINTENANCE PROJECTS



KAREN V. OF FRISCO, TX: "Thank you for the bright stripes between the lanes of SH 121 between FM 423 (in the Colony) and I-35E. This is such a fantastic safety feature especially when wet."

SOURCE: Texas Department of Transportation.

TxDOT graphics

DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF
TRANSPORTATION
4777 E. Highway 80
Mesquite, TX
75150-6643

FOR MORE INFORMATION:

214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/formhtml?form=Report a Pothole](http://www.txdot.gov/contact-us/formhtml?form=Report+a+Pothole) or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>



9th Annual Northeast Tarrant Transportation Summit



Commissioner Gary Fickes • Tarrant County • Precinct 3

Friday, February 16, 2018 | 8:00 a.m. – 1:30 p.m.
Hurst Conference Center | 1600 Campus Drive, Hurst, Texas

The Future of Transportation is Looking Up ↑



Robert T. Hastings, Jr., Keynote Speaker
Executive Vice President, Strategic Communications and Chief of Staff, Bell Helicopter

Nathan Roth, Special Guest Speaker
Assistant General Counsel, Virgin Hyperloop One

This annual summit has become one of the largest transportation events in Texas and showcases a variety of speakers discussing the future of transportation in Tarrant County, the state of Texas and the United States as a whole. The event features presenters from architecture, planning and development firms, as well as transportation visionaries. They will discuss how innovative technologies including, autonomous vehicles, Uber Elevate and Hyperloop, are impacting North Texas today. Also hear progress updates from local leaders about important transportation projects in the area. This summit promises to be the can't-miss transportation event of the year!

Sessions

- The Future of Smart Cities in America
- The Sky's the Limit... or is it?
A discussion about Uber Elevate
- Nobody's killed the electric car... and now it's driving itself!

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RESERVATION REQUIRED: \$50 PER PERSON

Please register with the following chambers
(You are not required to be a member)

Colleyville Area
(817) 488-7148
colleyvillechamber.org

Grapevine
(817) 481-1522
grapevinechamber.org

Hurst-Euless-Bedford
(817) 283-1521
heb.org

Greater Keller
(817) 431-2169
kellerchamber.org

Northeast Tarrant
(817) 281-9376
netarrant.org

Northwest Metroport
(817) 837-1000
nwmetroportchamber.org

Southlake
(817) 481-8200
southlakechamber.com

For Information: www.NETransportationSummit.com or call 817-581-3600