

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, March 24, 2017
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 February 24, 2017, Minutes

Action Possible Action Information Minutes: 5

Presenter: Loyl Bussell, STTC Chair

Item Summary: Approval of the February 24, 2017, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

1:35 – 1:35

2. Consent Agenda

Action Possible Action Information Minutes: 0

2.1. 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 2017 revisions to the 2017-2020 TIP are provided as [Reference Item 2.1.1](#) for the Committee's consideration. Administrative amendments from the February 2017 cycle are provided for information in [Electronic Item 2.1.2](#). These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

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 FY2016 and FY2017 Unified Planning Work Program (UPWP) will be requested.

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 FY2016 and FY2017 UPWP identifies the activities to be carried out between October 1, 2015, and September 30, 2017. Amendments to this document are being proposed to reflect new projects, updates to existing projects, and funding adjustments. The proposed amendments are being presented to the public through the March 13, 15, and 20, 2017, public

meetings and are also included as [Reference 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.

1:35 – 1:45

3. **Critical Freight Corridors: Regional Connections**

Action Possible Action Information Minutes: 10

Presenter: Jeff Hathcock, NCTCOG

Item Summary: Staff will brief the Committee and seek a recommendation for Regional Transportation Council (RTC) approval of the proposed 2017 Critical Urban Freight Corridor designations that will provide enhanced connectivity to the State Freight Network and National Highway Freight Network (NHFN).

Background: Last month, staff briefed the Committee on the Texas Department of Transportation's request for Metropolitan Planning Organizations to propose approximately 100 miles of roadway corridors to be designated as Critical Urban Freight Corridors. Critical Urban Freight Corridors are vital freight corridors that provide critical connectivity to these other networks. By designating these important corridors, states can strategically direct resources toward improved system performance and efficient movement of freight. The designation of these systems will increase opportunities for National Highway Freight Program formula funds and Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies Grant Program funds. [Reference Item 3](#) shows the proposed facilities for designation as Critical Urban Freight Corridors.

1:45 – 1:55

4. **Transportation Development Credits: Category Renewals and Additions**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of proposed changes to the Regional Transportation Development Credit (TDC) program.

Background: In 2012, the RTC received an allocation of 465,486,222 TDCs from the Texas Department of Transportation. In the years since, 145,548,640 credits have been awarded to local agencies to be utilized in lieu of the local match on projects and programs with federal funding. North Central Texas Council of Governments staff has been exploring new ways to utilize TDCs and proposes to make changes and allocation adjustments to the program. Details of the proposed changes can be found in [Reference Item 4](#).

1:55 – 2:05

5. **Hemphill/Lamar Connector Project and Partnership with Tarrant County and Other Agencies**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request action on the partnership with the City of Fort Worth, the Texas Department of Transportation (TxDOT), Tarrant County, and the Regional Transportation Council (RTC) regarding the Hemphill/Lamar Connector project in Downtown Fort Worth including a funding exchange on TEXRail.

Background: After being defederalized by the RTC at the request of the City of Fort Worth in 2009, the Hemphill/Lamar Connector project has experienced rising costs over the years. The total cost is now \$53 million and the City has \$26.69 million available. In September 2016, the RTC approved part of a Hemphill/Lamar Connector partnership, with staff committing to bring back the final partnership for approval. Staff has since worked with the City and Tarrant County, among others, to identify the remaining funds and complete the partnership.

In order to construct this project using only local funds, staff proposes a partnership in which the City uses its remaining funds, along with an additional \$23 million from Tarrant County, a contribution of \$3.45 million in Regional Toll Revenue (RTR) funds from the RTC, and TxDOT payment of direct State costs for on-system portions of the project. As part of this effort, staff is proposing a swap of RTR funds from Kaufman County to the Tarrant County and regional accounts in exchange for federal funds. Further details on the partnership can be found in [Reference Item 5](#).

2:05 – 2:15

6. **Approval of Automated Vehicle Program Funding**

Action Possible Action Information Minutes: 10

Presenter: Tom Bamonte, NCTCOG

Item Summary: Staff will provide an overview and request a recommendation for Regional Transportation Council approval of Automated Vehicle Program funding.

Background: The North Central Texas Council of Governments established its Automated Vehicle Program in mid-2016. Staff will seek input and approval of a plan to fund a variety of automated vehicle initiatives in coming months. These initiatives are directly related to items discussed at past Surface Transportation Technical Committee meetings, including testing of automated vehicles and making traffic signal and other data accessible to support their operation. Details are provided in [Reference Item 6](#).

2:15 – 2:25 7. **Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program Project Funding Buckets**

Action Possible Action Information Minutes: 10

Presenter: Heather Haney, NCTCOG

Item Summary: Staff will provide information on the proposed project selection process for Fiscal Year (FY) 2017-2020 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funds scheduled to occur this year.

Background: During the 10-year planning effort, projects were programmed using Category 2 (Metropolitan Corridor Projects), Category 4 (Statewide Connectivity Corridor Projects), and Category 12 (Strategic Priority) funding. Category 5 (CMAQ) and Category 7 (STBG) funds were not programmed through that effort and instead were used as a potential backstop for the 10-Year Plan. Now that the Regional Transportation Council has approved that program in December 2016, it is time to program the CMAQ and STBG funds. The proposed process for awarding CMAQ and STBG funds will be presented at the meeting.

2:25 – 2:35 8. **Legislative Update**

Action Possible Action Information Minutes: 10

Presenter: Rebekah Hernandez, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions.

Background: The first session of the 115th United States (US) Congress convened on January 3, 2017, and the Texas Legislature convened on January 10, 2017. Transportation issues will be a focus for both the US Congress and Texas Legislature.

2:35 – 2:45 9. **High-Occupancy Vehicle Subsidy Report**

Action Possible Action Information Minutes: 10

Presenter: Berrien Barks, NCTCOG

Item Summary: Staff will provide an update on the most recent managed lane performance report.

Background: As part of the adoption of the Toll Managed Lane and High-Occupancy Vehicle/Express Managed Lane policies, the Regional Transportation Council requires regular reports provided by the Texas Department of Transportation regarding performance of the managed lane facilities and the North Texas Tollway Authority regarding customer service demands. Staff will present an overview of the performance of the operational managed lanes in the region.

2:45 – 2:55 10. **Texoma Area Paratransit System Wrap Up**

Action Possible Action Information Minutes: 10

Presenter: Sarah Chadderdon, NCTCOG

Item Summary: Staff will provide an update on efforts to close out funding agreements and manage assets that had been used to support transit service operated by Texoma Area Paratransit System (TAPS) in the south Collin County area between 2013

and 2015. Additional information is available in [Electronic Item 10](#).

Background: In 2013, TAPS was selected to provide transit service in most of Collin County. Following several federal and State reviews with negative findings and growing financial problems, TAPS stopped providing service in Collin County at the end of 2015. Throughout 2016, staff worked to close out TAPS agreements and redistribute vehicles.

2:55 – 3:05

11. **Start of Ozone Season and Other Air Quality Updates**

Action Possible Action Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide an update on a variety of air quality topics pertaining to North Central Texas as the 2017 ozone season begins.

Background: The 2017 ozone season began on March 1 for the North Central Texas 10-county nonattainment area. The region continues to monitor and work towards compliance for the 2008 ozone National Ambient Air Quality Standard (NAAQS) at the same time the Environmental Protection Agency (EPA) transitions to the more recent 2015 ozone NAAQS.

To aid in community outreach, North Central Texas Council of Governments staff recently updated the Air North Texas website. The revamped website offers a more user-friendly interface, helps raise awareness about air quality issues, includes information for becoming an Air North Texas partner, and lists upcoming outreach events. Further details can be found in [Electronic Item 11](#).

3:05 – 3:15

12. **Potential Transportation Alternatives Program Funds Lapse**

Action Possible Action Information Minutes: 10

Presenter: Ken Bunkley, NCTCOG

Item Summary: Staff will provide an update on Transportation Alternatives Program (TAP) funds apportioned in Fiscal Year (FY) 2014 that are at risk of lapsing if not utilized by September 30, 2017.

Background: Federal regulations state that TAP funds apportioned shall remain available for obligation for the year of apportionment plus three years. Any amounts that remain unobligated at the end of that period shall lapse. TAP funds apportioned in FY2014 are at risk of lapsing at the end of FY2017.

The region narrowly avoided a lapse of FY2013 funding as the remaining \$2.5 million from that year were obligated in the last month of FY2016. As of March 13, 2017, none of the FY2014 funding has obligated in FY2017 and \$7,931,775 in federal TAP funds could potentially lapse on September 30, 2017. North Central Texas Council of Governments (NCTCOG) staff is coordinating with local agencies to identify project status and their ability to obligate funds by September 30, 2017. A listing of all of the TAP projects and their current status is provided as [Electronic Item 12](#). NCTCOG staff requests that

Committee members coordinate within their cities/agencies to ensure that their project(s) are advancing as expeditiously as possible.

- 3:15 – 3:25** 13. **Resolution in Support for the Texas Hyperloop Challenge Entry**
 Action Possible Action Information Minutes: 10
Presenter: Tom Bamonte, NCTCOG
Item Summary: Staff will highlight Regional Transportation Council (RTC) support for the Texas entry in the Hyperloop One Global Challenge.
Background: Hyperloop is a mode of passenger and freight transportation that propels a pod-like vehicle through a near-vacuum tube. One of the companies developing the technology has sponsored the Hyperloop One Global Challenge to identify regions for the first deployment of the technology. Details are available in [Electronic Item 13.1](#). A Texas entry was selected as a semifinalist from a pool of 2,600 entries and is competing for finalist status. The RTC recently adopted a resolution of support for the Texas entry, provided in [Electronic Item 13.2](#).
- 3:25 – 3:40** 14. **Fast Facts**
 Action Possible Action Information Minutes: 15
Item Summary: Brief presentations will be made on the following topics:
1. *Michael Morris* – Partnership with the Texas Transportation Commission ([Electronic Item 14.1](#))
 2. *Michael Morris* – State Report on High-Speed Rail between Fort Worth and Dallas ([Electronic Item 14.2](#))
 3. *Carli Baylor* – April Public Meeting Notice (Handout)
 4. *Carli Baylor* – 2017 Spring Outreach Season ([Electronic Item 14.3](#))
 5. *Brian Wilson* – Mobility Matters ([Electronic Item 14.4](#))
 6. *Jenny Narvaez* – Southern Transportation and Air Quality Summit, August 29-30, 2017 ([Electronic Item 14.5](#))
 7. *Allix Philbrick* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 14.6](#))
 8. *Nancy Luong* – April Car Care Clinics ([Electronic Item 14.7](#))
 9. *Jenny Narvaez* – Metropolitan Transportation Plan, Transportation Improvement Program, and Conformity Schedule ([Electronic Item 14.8](#))
 10. *Travis Liska* – Transit Oriented Development Factsheets and DFW Zoning Guidebook: New Data Products ([Electronic Item 14.9](#))
 11. Written Progress Reports:
 - Local Motion ([Electronic Item 14.10](#))
 - Transportation Partners Progress Reports ([Electronic Item 14.11](#))
15. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
16. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on April 28, 2017, at the North Central Texas Council of Governments.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
February 24, 2017**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 24, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, David Boski, Kristina Brevard, Mohammed Bur, Loyl Bussell, Dave Carter, Kent Collins, Hal Cranor, Clarence Daugherty, Duane Hengst (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Gretchen Vasquez (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Joseph Jackson, David Jodray, Sholeh Karimi, Chiamin Korngiebel, Richard Larkins, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Cesar J. Molina Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, William Riley, Moosa Saghian, David Salmon, Elias Sassoon, Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Ron Brown, Ken Bunkley, Sarah Chadderdon, Lori Clark, Korey Coburn, Shawn Conrad, Michael Copeland, Brian Dell, Craig Elliott, Kevin Feldt, Brian Flood, Clifton Hall, Jill Hall, Heather Haney, Jeff Hathcock, Victor Henderson, Jesse Herrera, Mike Johnson, Dan Kessler, Ken Kirkpatrick, Garry Kraus, Dan Lamers, April Leger, Amanda Long-Rodriguez, James McLane, Mark Middleton, Mindy Mize, Amy Moore, Michael Morris, Jenny Narvaez, Nick Page, Erica Paige, Donald Parker, David Plutowski, Vercie Pruitt-Jenkins, Chris Reed, Amy Rideout, Christina Roach, Josh Robertson, Russell Schaffner, Dean Stuller, Gerald Sturdivant, Justin Thomey, Gretchen Vasquez, Greg White, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of January 27, 2017, Minutes:** The minutes of the January 27, 2017, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); Matthew Hotelling (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items included on the Consent Agenda.
3. **Dallas Area Rapid Transit/Regional Transportation Council Transit Related Improvement Program Funding Partnership:** Christie Gotti presented a proposed funding partnership with Dallas Area Rapid Transit (DART). In December 2016, DART staff requested assistance from the North Central Texas Council of Governments (NCTCOG) to develop a partnership to help assist in its Transit Related Improvement Program (TRIP). The TRIP is designed to help DART respond to concerns from member cities without rail service or rail service in the approved financial plan. Through this partnership, staff proposed to increase the Regional Transportation Council (RTC)/Local fund pool through an innovative funding exchange. It was proposed that DART and the RTC each contribute half the funds to the TRIP in two phases. The RTC would send to DART \$7,025,000 in Phase 1 and \$9,000,000 in Phase 2 as a contribution to the TRIP partnership. In addition, the RTC will send another \$10 million to DART in each phase (\$20 million total). In return, DART will send the same amount of local funds back to the RTC (\$20 million total). The local funds will repopulate the RTC/Local pool. The RTC/Local pool was established in 2005 with funds from several funding exchanges and is used to fund local air quality projects, innovative finance, leveraging, cash flow, and other regional transportation projects. As the existing RTC/Local balance is spent down, NCTCOG staff has been seeking opportunities to

repopulate the account. DART will utilize TRIP funds to build various street repairs, signal upgrades, radio system updates, road repairs, road reconstruction, and intersection improvements within the affected cities. The RTC's federal funds will be used on DART projects to offset its local expenditures on TRIP. This strategy concentrates federal money on a few larger projects versus several smaller projects. Projects proposed for federal funds include: 1) Phase 1: FY2018, \$17,025,000 for environmental and preliminary engineering on the Cotton Belt rail line, and 2) Phase 2: FY2021, \$19,000,000 for construction on the Cotton Belt rail line. The timeline of the effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the Dallas Area Rapid Transit/Regional Transportation Council Transit Related Improvement Program partnership with an exchange of \$17 million in federal funds for \$10 million in local funds in 2018 (Phase 1) and \$19 million in federal funds for \$10 million in local funds in 2021 (Phase 2). The recommendation includes approval to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the new projects. Chad Edwards (M); John Polster (S). The motion passed unanimously.

4. **Fixing America's Surface Transportation Act: East/West Equity Funding Distribution:**

Amanda Long-Rodriguez discussed approval of the latest effort to reassess the funding distribution between the eastern and western subregions as a result of Fixing America's Surface Transportation (FAST) Act. The Regional Transportation Council (RTC) Bylaws determine that when there is a new transportation funding bill, staff will reassess the eastern (Dallas and Paris Districts) and western (Fort Worth District) funding distributions for the region. Staff reevaluates the funding split for both the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (formerly Surface Transportation Program-Metropolitan Mobility). Ms. Long-Rodriguez noted that this does not apply to Transit Section 5307 funding, which is reassessed annually. Distributions approved by the RTC for previous funding bills were reviewed. The last reassessment of the distribution was for Moving Ahead for Progress in the 21st Century (MAP-21). The distribution for Surface Transportation Program-Metropolitan Mobility (STP-MM) was 32 percent in the west and 68 percent in the east. For CMAQ, the distribution was 34 percent in the west and 66 percent in the east. For the Fast Act, staff proposed the same methodology be used to determine the funding split as was used for MAP-21. Additional information was provided in Electronic Item 4.2. The Surface Transportation Block Grant Program (STBG) is designed for mobility and air quality projects and is eligible within the 12 county metropolitan planning area. Formula inputs of vehicle miles traveled, population, employment and activity are calculated using data from 2010 urbanized areas, 2014 demographics, and the 2014 roadway network. CMAQ is designed for air quality and transit projects that address attainment of National Ambient Air Quality Standards in the 10-county non-attainment area. The funding split is based on the ozone precursors of nitrogen oxides and volatile organic compounds. For this analysis, staff used the latest planning assumptions, the most recent 2016 conformity, and the 2017 roadway network. As an extension to this effort, staff looked at how environmental justice populations would be effected by the funding distribution. The distributions of these populations is in the 30-34 percent range for the west and 66-70 percent range for the east, similar to the proposed funding distribution for the FAST Act. Staff proposed the regional distribution of FAST Act funds at 32 percent in the western subregion and 68 percent in the eastern subregion for STBG, and 34 percent in the western subregion and 66 percent in the eastern subregion for CMAQ. Moving forward, the distribution percentages will apply to all FAST Act funding. The CMAQ distribution will apply to air quality programs such as the Transportation Alternatives Set Aside program and the STBG distribution will apply to all federal and State RTC selected mobility programs including Category 2, Texas Mobility Funds, and Proposition 12. This will not include Regional Toll Revenue funds, and as noted, transit funds are not included in this effort. The timeline for this effort was reviewed. A motion was

made to approve the regional distribution of Fixing America's Surface Transportation Act funds at 32 percent in the western subregion and 68 percent in the eastern subregion for Surface Transportation Block Grant Program funds, and 34 percent in the western subregion and 66 percent in the eastern subregion for Congestion Mitigation and Air Quality Improvement Program funds. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

5. **Volkswagen Mitigation Update and Correspondence to the State of Texas:** Jenny Narvaez provided an update on the Volkswagen settlement status and proposed correspondence to the Governor of Texas and Texas Attorney General. In early 2016, the Environmental Protection Agency (EPA) found that Volkswagen had installed illegal emissions defeat devices in its light-duty and heavy-duty diesel engines. Lawsuits were filed against Volkswagen, and in March 2016 the Regional Transportation Council (RTC) sent correspondence to the United States Department of Justice and the Texas Attorney General requesting that should a settlement be made, the funds should be earmarked to implement air quality projects and programs to offset the increase in emissions. Since that time, Volkswagen has agreed to a Partial Consent Decree with the United States which includes the creation of a Mitigation Trust of approximately \$2.9 billion nationwide to fund eligible mitigation actions. The State of Texas is set to receive approximately \$209 million and the administrative share is up to 15 percent. An overview of the mitigation process was highlighted and includes appointment of a trustee, designation of beneficiaries, acceptance of funds, creation of a mitigation plan, and administration of the mitigation trust. To ensure the appropriate allocation of funds, staff has reviewed all the council of government (COG) regions and made some determinations. Staff believes the benefits of the funding are greater for areas that fall within transportation management areas (TMAs), areas that will possibly be designated nonattainment under the 2015 ozone National Ambient Air Quality Standards (NAAQS), have existing vehicle inspection maintenance programs, and/or regions within Texas Clear Lanes. These areas have a greater percentage of the total vehicles that are affected by the mitigation, the greatest air quality challenges, and are the most congested. Staff's recommendation is that 90 percent of the State's \$209 million in mitigation funds be suballocated to the following five regions based on the total number of registered vehicles subject to the partial consent decree: 1) Alamo Area COG, 2) Capital Area COG, 3) Houston-Galveston Area Council, 4) Rio Grande COG, and 5) North Central Texas COG. Approximately 10 percent would be set aside for any other regions that may be interested in participating. If approved, the region could receive up to \$63 million to fund projects eligible for the mitigation funds. Staff proposed that correspondence be submitted to the Governor and the Texas Attorney General with recommendations for the mitigation fund. Recommendations include requesting the State of Texas pursue the receipt of funds and the lead agency be the Texas Commission on Environmental Quality (TCEQ). TCEQ has shown reliable capabilities in dispersal of its Texas Emission Reduction Plan funds and have the administrative and technical capacity to serve as the lead agency for Texas. Additional recommendations include directing that mitigation plan development include input from regions and other interested parties, emphasis on high nitrogen oxides reduction programs and projects that support what staff refers to as fair share funding disbursement based on the TMAs, ozone noncompliance, Texas Clear Lanes, and 10 percent of funds set aside for other regions. Use of funds is recommended to be determined by each COG area, since projects vary in their need based on each area. Streamlined, flexible, administrative functions to allow for quick project implementation is also recommended. Details were provided in Reference Item 5. Chad Edwards asked if there will be a call for projects to identify projects if funding is received. Ms. Narvaez noted that staff anticipates a call for projects is likely since funds are allocated through a reimbursement process initiated through the beneficiary. Paul Luedtke asked if staff considered whether some of the funds would be used for signal retiming. Ms. Narvaez noted that signal retiming does not fall within the realm of the Partial Consent Decree. Michael Morris noted that staff will lay out the

eligible items from the Partial Consent Decree at a future meeting. Staff's current effort is to recommend the State engage and the region receive its fair share of revenue. Mike Overton asked who would be the beneficiary of the funds. Ms. Narvaez noted staff believes the TCEQ would be the best State agency to serve as the beneficiary. Staff would work with the beneficiary to have the funds dispersed to the North Central Texas Council of Governments (NCTCOG). Projects must ultimately be approved by the trustee before the funds come to the region. Clarence Daugherty asked if the recommendation is an effort NCTCOG is proposing, if this has been worked out with the other council of governments, or if staff is simply trying to get the State involved. Ms. Narvaez noted that NCTCOG staff has been working extensively with other council of governments throughout the state, as well as the State. The Governor's office has been contacted and are aware of the funding. In addition, working groups are meeting and some have recommended that the funds be disbursed to all council of governments in the state based on the affected vehicles. NCTCOG staff believes the areas discussed earlier would receive greater benefit. Todd Plesko asked if there is a projected timeline for when the State would make a decision to pursue funding and when the funding may become available. Ms. Narvaez noted that those details are not known at this time. Cesar Molina asked if the \$63 million possible for the region included the 15 percent administrative cost. Ms. Narvaez noted the region should receive a total of \$63 million if approved. The 15 percent may be taken at the beneficiary level or possibly used by the NCTCOG, but remains to be seen. A motion was made to recommend Regional Transportation Council approval to submit correspondence to the Governor of Texas and the Texas Attorney General with recommendations for the approximately \$2.9 billion mitigation trust fund as detailed in Reference Item 5. John Polster (M); Claud Elsom (S). The motion passed unanimously.

6. **Modern Day "People-Mover" Technology Update and Request for Information:**

Michael Morris provided an update of recent progress regarding people-mover project initiatives for the Dallas-Fort Worth region. He noted additional information was provided in Electronic Item 6, but that an abbreviated presentation was distributed at the meeting in Reference Item 6.1. The Regional Transportation Council (RTC) has requested staff to issue a Request for Information (RFI) to the people-mover industry. Mr. Morris discussed North Central Texas Council of Governments (NCTCOG) efforts regarding people-mover systems. Staff is pursuing consultant assistance to discuss the interface of parking garages with other types of transportation decisions. Candidate parking garage locations have been identified. For example, in the Dallas medical district, a central parking garage connected to a people-mover system may be beneficial regarding movement people trying to access parking spaces in the area. He discussed the proposed Request for Information. The RFI will provide information regarding the conceptual technology for people-mover systems. In addition, staff has begun work to coordinate the system with regional transit connections and for a Mobility Plan needs assessment to determine the feasibility of options. The RFI has been divided into two components. The first is the cost benefit. The RFI will help determine if economies of scale for a single technology within the region can be realized. Cost benefits may also include optimization of structure designs, freight feasibility, feasibility of driverless vehicles, feasibility of battery technology, roles of freight, and access/line-haul/egress integration feasibility. The second component is the revenue benefits. Benefits may include secondary or tertiary benefits of having the new technology manufactured within the region, the role of public-private partnerships, potential revenue from freight, innovative funding components, and integration with parking garages as discussed. Members were encouraged to provide comments that could be incorporated into the RTC meeting material. Chad Edwards noted he was not clear on how the parking garages fit into this effort. Mr. Morris noted the parking garage would include technology and become the rail station for the people-mover system. This would help minimize the circulation that currently occurs with cars trying to locate parking spaces. The parking consultant is being hired to discuss the interface between a people-mover system and a parking garage.

Mobility Plan staff would then work to determine locations for these subsystems. Daniel Vedral mentioned the current APT system connected to the Dallas Area Rapid Transit Orange Line that goes to various parking garages, and noted Irving would like this system to be included in the study to determine if modernizing the current system would promote increased ridership. Mr. Morris discussed two options at Las Colinas to expand the current strategy or use a new technology. He noted City of Irving input regarding its desire is needed. Mr. Vedral noted the City of Irving would like to be included in the discussions. Chad Edwards asked what entity is expected to own and operate potential people-mover systems. Mr. Morris noted that this type of detail was not known and would likely be included in the RFI. Mr. Edwards noted that transit agencies already have commitments and a funding source, and that adding additional responsibilities to the transit agencies with no additional funds would be a challenge. Mr. Morris discussed the revenue benefits slide. He noted the RFI is intended to help determine if there are feasible options that may generate revenues that could be provided to transit agencies to help pay system operating costs. Clarence Daugherty discussed the economies of scale for a single technology and noted there is merit to a single technology even if implemented with separate systems. Kristina Brevard asked the timeline for releasing the RFI. Mr. Morris noted that if approved by the RTC at its March 9, 2017, meeting, it would likely be sent out within 30-45 days with 60 days given to respond.

7. **Waze Connected Citizens Program: Next Steps:** Tom Bamonte provided an update on the Waze Connected Citizens Program (CCP). In December 2016, the Regional Transportation Council (RTC) authorized the region's participation in the CCP and directed staff to issue a Request for Partners to allow parties to propose data sharing partnerships and to work with regional partners to optimize transportation data sharing. The CCP is moving forward, with many state departments of transportation, cities, toll roads, metropolitan planning organizations, and private-sector participants. The CCP is a data sharing program used to communicate road closures and other incidents of interest to the traveling public. Waze takes the information and enters it into its maps and routing recommendations. In turn, Waze shares roadway incidents, crashes, road condition, congestion, and other real time information reported by its users. CCP participants gain access to Waze map editing tools to update motorists regarding road closures and other local roadway information. He noted the North Central Texas Council of Governments will be cohosting an information and training session on the Waze program and editing tools in Southlake on Tuesday, February 28, 2017, at 9:00 am. Details were included in Reference Item 7.1, distributed at the meeting. Mr. Bamonte discussed other data-sharing companies and suppliers of transportation information to car navigation services who have also offered tools to the transportation community. Multiple services would mean agencies would be required to input data into several programs. In addition, the entire region may not be supporting the same travel navigation services. In an effort to create a one-stop shop where agencies can communicate to the public and know the data is being shared to all who are advising the public, staff proposed that use of the 511DFW portal would be beneficial to the region and allow for seamless data sharing. Staff will be transitioning 511DFW from Dallas Area Rapid Transit (DART) to the North Central Texas Council of Governments in the coming months. The 511DFW data entry tools must be updated to be more user friendly. Member comments regarding the effort were encouraged. Todd Plesko discussed the 511DFW portal and DART's use to share data with the outside public and within its own agency. He added it would be frustrating if the system was focused primarily on highways and the transit elements were handled differently; a format that everyone could use for all modes of transportation from the private sector and public entities of highway and transit systems would be preferable. Mr. Bamonte noted the goal is to make the system simple and uniform for all modes of travel. Sholeh Karimi asked if there was a verification methodology in place to confirm the accuracy of information. Mr. Bamonte noted that a user group will be

convened to address quality control issues and to simplify the inputting process in 511DFW to increase the likelihood that the information is accurate.

8. **Critical Freight Corridors:** Jeff Hathcock presented information regarding critical freight corridors and efforts to identify freight corridors that provide critical connectivity to the State Freight Network and the National Highway Freight Network. This effort will allow for expanded use of National Highway Freight program formula funds and Fostering Advancements in Shipping and Transportation for the Longer-term Achievement of National Efficiencies grant program funds for eligible projects that support national goods movement goals. An explanation of freight networks was provided. The Primary Highway Freight Systems includes a network of highways identified as the most critical highway portion of the United State freight transportation system (federal level). The Texas Freight Network is comprised of the State primary freight network and the secondary freight network (State level). Critical freight corridors consist of the urban freight corridors (MPO designated) and the rural freight corridors (state designated). In order to designate a Critical Urban Freight Corridor, the corridor must be in an urbanized area and meet one or more of the following elements: 1) connect an intermodal facility to the primary highway system, interstate system, or an intermodal freight facility, 2) located within a corridor or route of a primary highway freight system or provide an alternate option to important goods movement, 3) serves a major freight generator, logistics center, or manufacturing and warehouse/industrial land, or 4) is important to the movements of freight within the region as determined by the metropolitan planning organization and the state. Using regional performance measures, staff has reviewed the Critical Urban Freight Corridor designations and are evaluating all freight-related urban corridors in the region using a qualitative and quantitative approach to propose designations. Staff's goal is to develop a regional critical freight corridor system to align with the goals of the Metropolitan Transportation Plan, Transportation Improvement Program, and 10-Year Plan. Performance measures that consider truck travel data, intermodal facility locations and connections to freight oriented developments, the Primary Highway Freight System, and the Texas freight system are being utilized. Maps showing the Federal Highway Administration Primary Highway Freight System, Texas Department of Transportation (TxDOT) freight networks, and potential Critical Urban Freight Corridors were highlighted. The critical freight corridors provide important connections to the primary highway freight system and the state freight network system. These corridors total approximately 218 miles. To date, the State has not yet officially designated a total mileage, but has said there could be approximately 100 miles available for designation in the Dallas-Fort Worth Urban area. To develop its regional Critical Urban Freight Corridor recommendations, staff placed its potential corridors into a scorecard. Based on the scorecard rankings, corridors for proposal have been determined. Proposed corridors include FM 156, US 80, SH 78, Loop 9, Pleasant Run, SH 360, and others. These corridors connect to major freight generators, intermodal facilities, and the Dallas Fort Worth International Airport. A map showing the entire system and how the corridors align with the major primary freight system and the TxDOT secondary freight system were shown. Mr. Hathcock noted that proposed corridors are a draft and members were welcomed to provide comments. Additional information was made available at www.nctcog.org/cfc.
9. **High-Speed Rail Update:** Kevin Feldt provided a high-speed rail update, specifically related to the Dallas-Fort Worth Core Express Service between Dallas and Fort Worth. Staff has been coordinating with local governments to identify a governance entity to assist in implementing a high-speed rail system in the region. Coordination continues with the Texas Department of Transportation to work through a funding agreement to continue the environmental process to its completion. Various corridor alternatives are being analyzed and three station area planning studies are being managed. The North Central Texas Council of Governments' role is to identify the best corridor alignment between Dallas and

Fort Worth. This includes coordination with the consultant on the environmental document and to identify the best station location in each area. Staff is analyzing many potential alignments in various corridors. Analysis criteria includes corridor length, percent of corridor adjacent to transportation facility or residential areas, and others. Most critical is the percent of the corridor adjacent to the former Dallas Naval Air Station, meeting the one seat ride policy, and meeting the three-station policy of the RTC. The consultant's role is coordination with local governments, gathering input from the stakeholders, reviewing development potential, and identifying station access needs. The City of Dallas is conducting a station zone assessment. The Dallas station area study is a coordination and oversight effort. Efforts are being coordinated to ensure there is station area access moving westward to Arlington and Fort Worth. The Arlington station area study is being conducted for the City of Arlington. A project review committee has convened to identifying possible station locations and stakeholder input meetings are being conducted. Completion of the study is expected by July 1. For the Fort Worth station area study, a project review committee has also been convened. Possible station locations are being identified, and stakeholder meetings are being held. This study is also anticipated to be completed by July 1. These individual analyses will provide information to be included as part of the Dallas-Fort Worth Core Express Service environmental document from an alignment and station location standpoint.

10. **Transportation Development Credits: Category Renewals and Additions:** Brian Dell presented proposed updates to the region's Transportation Development Credit (TDC) program. Transportation Development Credits are earned by the region when toll revenues are used to fund capital projects on public highways and are eligible to serve as a local match for a federal funding award. In 2012, the region was allocated approximately 465 million TDCs, and as of September 30, 2016, the region has approximately 319 million remaining. Existing categories and the amount of credits allocated to date were highlighted. Details were provided in Electronic Item 10.2. Category 1 is Strategic Awards to Small Transit Providers. The goal is to support public transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide a local match. Staff proposed there be greater coordination between Transportation Improvement Program and Transit Operations staff when tracking TDCs and to increase the allocation of TDCs to this category by 16 million. Category 2 is Type 1 Call-RTC has Revenue. Goals include expediting project delivery and freeing up local or state funds on projects that could be expedited outside the federal process or those that would not be eligible for federal funds. Staff proposed to simplify the name to RTC has Revenue and to increase the allocation of TDCs to the category by 10.4 million. Category 3 is Type 3 Call-Local Agency has Revenue. Goals include capacity expansion of roadway, transit, and bike pedestrian projects, expediting multimodal project delivery, and demonstrating various innovative funding, partnering, or project delivery methods. Staff also proposed to simplify the name to Local Agency has Revenue, decrease the allocation by 73,484 to match the awarded amount, and to retire the category. Category 4 is Sell TDCs to the Texas Department of Transportation and Other Metropolitan Planning Organizations (MPO). The goal is to generate a local revolving fund to cash flow federal programs administered by the North Central Texas Council of Governments (NCTCOG). Staff proposed to increase the allocation of TDCs to the category by 50 million and correspond with other MPOs in the state to retest the market. The final category is Category 5, Regional Programs/Management and Operations. The original goal of the category was to support regional programs that improve air quality, congestion, and reliability. Staff proposed to increase the allocation of TDCs by 20 million in this category, refine the goal to reflect how TDCs have been used to date, and expand the category and utilize it to assist with strategic partnerships with regional agencies, future sustainable development projects, regional Turnback program efforts, land use and transportation integration efforts for military bases in the region, and programs/projects that improve safety. Staff also proposed the creation of a new category for the Metropolitan Transportation Plan Policy Bundle. The goal is to provide

support to agencies that implement policies that further Mobility Plan objectives. Staff proposed 100 million TDCs be allocated to this category, with the intention of using up to 50 million per year for at least the next two years depending on the interest level. Details regarding the eligibility for TDCs, the selection process and use requirements, and deadlines were highlighted. Additional information is available at www.nctcog.org/policybundle. Mr. Dell summarized the proposed categories, current allocations, and proposed changes. If approved, the NCTCOG would have approximately 123 million TDCs available for future allocation. As mentioned, NCTCOG received an initial allocation of approximately 465 million credits in 2012, but have not received any TDCs since. Staff plans to work with the Texas Department of Transportation to determine why no further allocations of TDCs have been received. It could be because the state is not meeting the federal maintenance of effort requirement or is meeting the requirement but not requesting approval of new credits. Staff proposed to send correspondence to the State requesting clarification of the issue. If additional TDCs are awarded, the Regional Transportation Council (RTC) will be asked to approve the adjusted allocation to the respective category at that time. The TDC balances will then be adjusted to reflect the new allocations. The timeline for this effort was highlighted, with Committee action anticipated in March and RTC action in April. Electronic Item 10.1 detailed proposed changes to the program.

11. **Schedule for the Metropolitan Transportation Plan, Transportation Improvement Program, and Air Quality Conformity:** Jenny Narvaez provided an overview of the schedule for development of the next Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and air quality conformity analysis. New Environmental Protection Agency motor vehicle emission budgets were found adequate in November 2016. As a result, the region has a two-year grace period after the budgets are found adequate to reach attainment, which expires November 2018. In addition, the new 2015 ozone standard designations are due to be released in October 2017. Staff proposed that air quality conformity for both deadlines be included into one conformity, as well as an update to the MTP, and conformity for the 2019-2022 TIP. Currently, ten counties in the region are designated as nonattainment under the 2008 standard. New designations could possibly include Hood County, which will also then be included in the conformity analysis. A timeline for future efforts was highlighted, with the final air quality conformity determination due by November 23, 2018. Action for the TIP is anticipated to be requested from the Surface Transportation Technical Committee in April 2018 and action on the 2045 MTP update and air quality conformity in May 2018. Staff has allowed approximately six months for interagency consultation partner review. Electronic Item 11.1 contained highlights of the schedule and includes explanation for the coordinated effort. Additional information was provided in Electronic Item 11.2.
12. **Legislative Update:** Rebekah Hernandez provided a federal legislative update. In December 2016, a continuing resolution on appropriations for the federal government, including transportation, was passed at Fiscal Year 2016 funding levels. Congress is expected to begin working on an appropriations solution since the continuing resolution expires April 28, 2017. In addition, she noted the new United States Secretary of Transportation, Elaine Chao. Ms. Hernandez also provided a State legislative update. The Regional Transportation Council (RTC) Legislative Program was reviewed and related bills and topics recently introduced were highlighted. The Senate and House have proposed draft budgets. The Senate has proposed overall spending of \$213.4 billion and general State spending of \$103.6 billion. This includes federal funding that is passed through to the State. An additional 1.5 percent reduction in general revenue funds is proposed. The House version of the budget differs in overall spending and general State spending, with proposed overall spending of \$221.3 billion and general State spending of \$108.9 billion. Both the House and Senate versions agree on the amount of transportation revenue, which is

\$28.2 billion for the two-year budget. She noted this total includes \$5.7 billion more than the previous Legislative Session so it includes Proposition 7. However, of the \$5.7 billion in new funding, \$600 million is taken off the top to begin repaying some of the Proposition 12 bonds. Ms. Hernandez also noted House Transportation Committees were recently announced. Senator Robert Nichols will continue as the Chair of the Senate Transportation Committee, and Senator Bob Hall from the Dallas-Fort Worth (DFW) region is the new Vice Chair. Other members were noted, specifically Senator Kelly Hancock, also from the DFW region. On the House Transportation Committee, Representative Geanie Morrison is the new Chair and replaces Representative Joe Pickett who remains on the committee. Continuing members from the region were also noted. Related to air quality, an AirCheckTexas program bill was filed that would modernize the program, make some needed updates, and add for some additional flexibility. Also related to air quality, bills have been filed related to the Texas Emission Reduction Plan (TERP) that would extend some of the expiring programs, make changes, or expand the program. Related to comprehensive development agreements (CDAs), a bill has been filed that would provide CDA authority for IH 635 East from US 75 to Royal/Miller. Similar to last session, a metropolitan planning organization bill that would limit voting members to elected officials has been filed. Bills related to red light cameras, shared mobility, and regulatory bills have also been filed. Related to transit, bills have been filed that would affect major projects in the Mobility Plan receiving funding. Ms. Hernandez highlighted some of the more than 20 high-speed rail bills that were filed on the same day. Bills would either restrict private entities from using eminent domain for a high-speed rail project, prevent the use of state funds, prohibit land surveys, or limit high-speed rail through additional regulations. Related to tolls, over 20 bills have been filed that would prohibit state funding, system financing, ending tolls once a project is paid, and other additional ways to restrict the use of tolled facilities. Committees are beginning to meet, but to date these bills have not been placed on committee schedules. Staff will continue to send weekly updates to members and request RTC correspondence or testimonies if necessary. Clarence Daugherty noted there has been a lot of discussion that CDAs will not be allowed. Mr. Morris noted that Representative Larry Philips is introducing the CDA bill for the region. There is a positive benefit that both the Texas Transportation Commission (TTC) and the Texas Legislature are meeting at the same time. It is difficult for the TTC to fund all of the urban transportation needs given the funding allocation, and the Legislature now understands that many of the urban transportation projects will not be allocated funding. It will be clearer there is not sufficient funding to implement the five large projects in the state; IH 45 in Houston, IH 35 in Austin, LBJ with a tolling component, IH 35E in Denton, and potentially another project in the region. Bills must be filed by March 10 and on the committee calendars in early May. More details will be known within the next 90 days.

13. **Fast Facts:** Michael Morris highlighted correspondence to the United States Secretary of Transportation, Elaine Chao, approved by the Regional Transportation Council (RTC) at its February 9 meeting. Electronic Item 13.1 welcomes the Secretary and lays out areas in which the region is a good example for the rest of the country and a funding request for the capital expenditure for high-speed rail between Fort Worth, Arlington, and Dallas.

Dan Lamers noted the final submittal deadline for the Mobility 2040 Policy Bundle survey is March 3, 2017, to qualify for the initial round of the policy bundle.

Jill Hall noted development of the FY2018 and FY2019 Unified Planning Work Program has begun. The deadline for submittals from organizations is March 24, 2017. Letters with more details and forms on which agencies may submit their projects were recently mailed.

Heather Haney noted in May 2016, the RTC approved a short-term \$80 million cash-flow loan to the Fort Worth Transportation Authority for the TEXRail project while a full funding grant agreement was pending. This past December, an agreement was signed and the loan

option is no longer needed. North Central Texas Council of Governments (NCTCOG) staff will remove the funds through the February Transportation Improvement Program modification cycle.

Bailey Muller noted the City of Euless was featured in the Winter 2017 edition of *Fuel Fix* Magazine for its idle-reduction efforts. The article highlights the fire department's work in idle reduction that is estimated to have reduced over 20,000 hours in idle reduction since the installation of electrification pools for its vehicles. Details were provided in Electronic Item 13.2.

Jenny Narvaez announced the Southern Transportation and Air Quality Summit scheduled for August 29-30, 2017, hosted by NCTCOG.

Jenny Narvaez also noted the comments submitted to the Environmental Protection Agency for its 2015 Ozone National Ambient Air Quality Standards implementation rule, provided in Electronic Item 13.3.

Kimberlin To announced the Alternative Fuel Vehicle First Responder Safety Training scheduled for March 6 and 7, 2017, in Electronic Item 13.4 has been canceled due to an unforeseen emergency. Details regarding new dates and times will be made available at www.dfwcleancities.org.

Kenny Bergstrom reminded members the deadline for the Dallas-Fort Worth (DFW) Clean Cities Annual Report is March 1, 2017. NCTCOG hosts the DFW Clean Cities Coalition, a Department of Energy program that helps reduce petroleum consumption and improve air quality in the region. Every spring, information from fleets in the region are collected to determine how much petroleum has been reduced and emissions saved. Details were provided in Electronic Item 13.5.

Rachel Linnewiel highlighted current air quality funding opportunities for vehicles. The Texas Emissions Reduction Plan (TERP) rebate grants program is now open and \$10 million is available to repower or replace on-road vehicles and select non-road, heavy-duty equipment. Funding is awarded on a first-come, first-served basis until May 26 or until all funds are allocated. In addition, the deadline for the TERP Texas Natural Gas Vehicle Grants program is May 26, 2017. Details were provided in Electronic Item 13.6.

Carli Baylor noted that public meetings will be held on March 13, 15, and 20, 2017. Staff will present information on the Unified Planning Work Program, Transportation Development Credits, and the regional east/west equity update. Details were distributed at the meeting in Reference Item 13.9.

The current Local Motion was provided in Electronic Item 13.7 and transportation partner progress reports were provided in Electronic Item 13.8.

14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 24, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:30 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 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55168 **Facility:** US 69 **Location/Limits From:** NORTH OF FM 1562 **Modification #:** 2017-0003
Impementing Agency: TXDOT-PARIS **Location/Limits To:** FM 272
County: HUNT **CSJ:** 0901-22-116
City: CELESTE **Desc:** CONSTRUCT 0 TO 2 LANE RURAL UNDIVIDED ROADWAY
Request: ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENV	0901-22-116	SBPE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2018	ENG	0901-22-116	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2018	ROW	0901-22-116	S102:	\$1,440,000	\$360,000	\$0	\$0	\$0	\$1,800,000
2018	UTIL	0901-22-116	S102:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
Grand Total:				\$1,920,000	\$1,780,000	\$0	\$0	\$0	\$3,700,000

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 40011 **Facility:** VA **Location/Limits From:** ALONG N SIDE OF COLLEGE AVE FROM COMMUNITY PARK TO N 2ND ST, ALONG N SIDE OF MCKINNEY AVE FROM N 4TH ST TO N 6TH ST **Modification #:** 2017-0135
Impementing Agency: PRINCETON **Location/Limits To:** ALONG WEST SIDE OF N 6TH ST (FM 1377) TO E WILLOW LN AND ALONG E PRINCETON DR (US 380) FROM N 4TH ST TO W OF FM 458
County: COLLIN **CSJ:** 0918-24-215
City: PRINCETON **Desc:** SAFE ROUTES TO SCHOOL PROJECT; SIDEWALKS
Request: REVISE LIMITS TO FM 75 FROM CR 461 TO COLLEGE ST, COLL ST FRM COM PRK TO 4TH ST, 4TH FRM COLL ST TO CHERRY DR, CHRY DR FROM 4TH TO 6TH; 6TH ST FROM COLLEGE AVE TO CR 461, COLLEGE AVE FROM PARKPLACE RDG TO DALTON DR, US 380 FROM 4TH ST TO PHS; INCREASE ENGINEERING AND CONSTRUCTION FUNDING IN FY2017 WITH LOCAL FUNDS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-24-215	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,000	\$5,000
2017	ENG	0918-24-215	Cat 9 TAP:	\$108,000	\$0	\$0	\$27,000	\$0	\$135,000
Phase Subtotal:				\$108,000	\$0	\$0	\$27,000	\$5,000	\$140,000
2017	CON	0918-24-215	Cat 9 TAP:	\$303,304	\$0	\$0	\$75,826	\$0	\$379,130
2017	CONENG	0918-24-215	Cat 9 TAP:	\$28,696	\$0	\$0	\$7,174	\$0	\$35,870
Grand Total:				\$440,000	\$0	\$0	\$110,000	\$5,000	\$555,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-24-215	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,000	\$5,000
2017	ENG	0918-24-215	Cat 9 TAP:	\$108,000	\$0	\$0	\$27,000	\$0	\$135,000
Phase Subtotal:				\$108,000	\$0	\$0	\$27,000	\$5,000	\$140,000
2017	CON	0918-24-215	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$104,130	\$104,130
2017	CON	0918-24-215	Cat 9 TAP:	\$303,304	\$0	\$0	\$75,826	\$0	\$379,130
Phase Subtotal:				\$303,304	\$0	\$0	\$75,826	\$104,130	\$483,260
2017	CONENG	0918-24-215	Cat 9 TAP:	\$28,696	\$0	\$0	\$7,174	\$0	\$35,870
Grand Total:				\$440,000	\$0	\$0	\$110,000	\$109,130	\$659,130

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11669 **Facility:** VARIOUS **Location/Limits From:** SMART STATE IMPLEMENTATION **Modification #:** 2017-0252
Impementing Agency: NCTCOG **Location/Limits To:** DALLAS-FORT WORTH AREA INCLUDING UTA CAMPUS, ARLINGTON STREETS, IH 30 FROM IH 35W IN FORT WORTH TO IH 35E IN DALLAS

County: VARIOUS **CSJ:** N/A
City: VARIOUS **Desc:** SMART STATE IMPLEMENTATION; WORK WITH TXDOT, THE UT, AND TEXAS A&M UNIVERSITY SYSTEMS, SOUTHWEST RESEARCH INSTITUTE, CITIES, AND TRANSPORTATION AGENCIES THROUGHOUT THE STATE TO IMPLEMENT SMART STATE OPPORTUNITIES
Request: ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Grand Total:				\$0	\$0	\$50,000	\$0	\$0	\$50,000

TIP Code: 11723 **Facility:** CS **Location/Limits From:** ON DALLAS PKWY FROM SH 121 **Modification #:** 2017-0258
Impementing Agency: FRISCO **Location/Limits To:** WARREN PARKWAY

County: COLLIN **CSJ:** 0918-24-184
City: FRISCO **Desc:** WIDEN NORTHBOUND & SOUTHBOUND FRONTAGE ROADS FROM 2 TO 3 LANES AND INTERSECTION IMPROVEMENTS
Request: CANCEL PROJECT AS REQUESTED BY THE CITY OF FRISCO

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-24-184	Cat 7:	\$110,237	\$0	\$0	\$27,559	\$0	\$137,796
2020	CON	0918-24-184	Cat 7:	\$1,889,763	\$0	\$0	\$472,441	\$0	\$2,362,204
Grand Total:				\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-24-184	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
2020	CON	0918-24-184	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11675 **Facility:** VA **Location/Limits From:** VARIOUS **Modification #:** 2017-0260
Impementing Agency: NCTCOG
County: DENTON **CSJ:** 5000-00-950
City: VARIOUS **Desc:** UTILIZATION OF FHWA'S SELF-EVALUATION TOOL (INVEST) AND IMPLEMENTATION OF BEST PRACTICES ON THE DENTON COUNTY OUTER LOOP/GREENBELT PARKWAY CORRIDOR
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AS PART OF GROUPED CSJ 5000-00-950
Comment: CAT 10 FUNDING SOURCE IS Z445

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	5000-00-950	Cat 10:	\$50,000	\$0	\$0	\$0	\$0	\$50,000
2017	IMP	5000-00-950	Cat 3 - RTC/Local:	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Phase Subtotal:				\$50,000	\$0	\$50,000	\$0	\$0	\$100,000
Grand Total:				\$50,000	\$0	\$50,000	\$0	\$0	\$100,000

TIP Code: 11916 **Facility:** VA **Location/Limits From:** DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM OAK CLIFF TO BISHOP ARTS DISTRICT (PHASE II); COLORADO/BECKLEY **Modification #:** 2017-0262
Impementing Agency: DALLAS **Location/Limits To:** ZANG/DAVIS
County: DALLAS **CSJ:** 0918-47-086
City: DALLAS **Desc:** CONSTRUCT DALLAS CBD STREETCAR EXTENSION SOUTH
Request: INCREASE CONSTRUCTION FUNDING IN FY2015; OFFSETS DECREASE FROM TIP 20134/CSJ 0918-45-887

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-086	Cat 3 - TMF:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2015	CON	0918-47-086	Cat 3 - TMF:	\$0	\$17,500,000	\$0	\$0	\$0	\$17,500,000
Grand Total:				\$0	\$19,500,000	\$0	\$0	\$0	\$19,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-086	Cat 3 - TMF:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2015	CON	0918-47-086	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$3,904,000	\$0	\$0	\$3,904,000
2015	CON	0918-47-086	Cat 3 - TMF:	\$0	\$17,500,000	\$0	\$0	\$0	\$17,500,000
Phase Subtotal:				\$0	\$17,500,000	\$3,904,000	\$0	\$0	\$21,404,000
Grand Total:				\$0	\$19,500,000	\$3,904,000	\$0	\$0	\$23,404,000

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 40007 **Facility:** VA **Location/Limits From:** UNIVERSITY TRAIL PHASE II ON WATERVIEW PARKWAY FROM DRIVE A **Modification #:** 2017-0263
Impementing Agency: RICHARDSON **Location/Limits To:** SYNERGY PARK DRIVE AND ON SOUTH SIDE OF SYNERGY PARK DRIVE FROM WATERVIEW PARKWAY TO NORTH FLOYD ROAD
County: COLLIN **CSJ:** 0918-24-216
City: RICHARDSON **Desc:** CONSTRUCT BIKE/PEDESTRIAN TRAIL
Request: DELAY ENGINEERING PHASE TO FY2016; DELAY CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES TO FY2018 THEREBY ADDING PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-24-216	Cat 5:	\$173,473	\$0	\$0	\$74,345	\$0	\$247,818
2016	ROW	0918-24-216	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,000	\$6,000
2016	CON	0918-24-216	Cat 5:	\$376,532	\$0	\$0	\$161,372	\$0	\$537,904
2016	CONENG	0918-24-216	Cat 5:	\$38,373	\$0	\$0	\$16,445	\$0	\$54,818
Grand Total:				\$588,378	\$0	\$0	\$252,162	\$6,000	\$846,540

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-24-216	Cat 5:	\$173,473	\$0	\$0	\$74,345	\$0	\$247,818
2016	ROW	0918-24-216	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,000	\$6,000
2018	CON	0918-24-216	Cat 5:	\$376,532	\$0	\$0	\$161,372	\$0	\$537,904
2018	CONENG	0918-24-216	Cat 5:	\$38,373	\$0	\$0	\$16,445	\$0	\$54,818
Grand Total:				\$588,378	\$0	\$0	\$252,162	\$6,000	\$846,540

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11645 **Facility:** VA **Location/Limits From:** DISADVANTAGED COMMUNITY TRAINING, EMPLOYMENT, & MINORITY CONTRACTING PROGRAM **Modification #:** 2017-0264
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0918-00-904
City: VARIOUS **Desc:** DISADVANTAGED COMMUNITY TRAINING, EMPLOYMENT, & MINORITY CONTRACTING PROGRAM
Request: REVISE PROJECT LIMITS AND SCOPE TO CONSTRUCTION WORKFORCE DEVELOPMENT PROGRAM; DELAY IMPLEMENTATION FUNDING IN FY2016 TO FY2017; DELAY IMPLEMENTATION FUNDING IN FY2017 TO FY2018

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0918-00-904	Cat 7:	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2017	IMP	0918-00-904	Cat 7:	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Grand Total:				\$300,000	\$0	\$0	\$0	\$0	\$300,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-904	Cat 7:	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2018	IMP	0918-00-904	Cat 7:	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Grand Total:				\$300,000	\$0	\$0	\$0	\$0	\$300,000

TIP Code: 11668 **Facility:** SH 161 **Location/Limits From:** CONFLANS ROAD **Modification #:** 2017-0267
Impementing Agency: NCTCOG **Location/Limits To:** BELT LINE ROAD
County: DALLAS **CSJ:** N/A
City: IRVING **Desc:** PROVIDE STAGING OF WRECKERS FOR NORMAL HOURS OF OPERATION AND AS REQUESTED FOR SPECIAL EVENTS IN ORDER TO CLEAR NON-RECURRENT CONGESTION QUICKLY
Request: 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
2018	IMP	N/A	Cat 7:	\$173,333	\$43,333	\$0	\$0	\$0	\$216,666
2019	IMP	N/A	Cat 7:	\$173,334	\$43,333	\$0	\$0	\$0	\$216,667
2020	IMP	N/A	Cat 7:	\$173,333	\$43,334	\$0	\$0	\$0	\$216,667
Grand Total:				\$520,000	\$130,000	\$0	\$0	\$0	\$650,000

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54062 **Facility:** IH 820 **Location/Limits From:** SH 121/SH 183 INTERCHANGE **Modification #:** 2017-0268
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** RANDOL MILL ROAD
County: TARRANT **CSJ:** 0008-13-221
City: FORT WORTH **Desc:** RECONST FROM 4 TO 6 LN PLUS AUX FROM RANDOL MILL RD TO TRINITY BLVD, REPLACE TRINITY RIVER RELIEF STRUCTURE, & CONST IH 820/SH 121 DIRECT CONNECTORS FROM TRINITY BLVD TO N INTER WITH SH 121/SH 183, WIDEN FROM 9 TO 11 LN & 4/6 DISC TO 2/6 CONT FRONTAGE RDS
Request: REVISE SCOPE TO INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM); REVISE CONSTRUCTION FUNDING; REMOVE CAT 6 FUNDING IN FY2017; MOVE CONSTRUCTION PHASE TO FY2018
Comment: CAT 11 AND CAT 12 ARE CONGESTION RELIEF PROGRAM FUNDING; RELATED TO 53101.1, 53101.2, 53101.3, 53101.4, 55171, 54133 (ALL INTERIM)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENV	0008-13-221	SBPE:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
2016	ENG	0008-13-221	SBPE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2017	CON	0008-13-221	Cat 11:	\$37,170,000	\$4,130,000	\$0	\$0	\$0	\$41,300,000
2017	CON	0008-13-221	Cat 12:	\$97,760,000	\$24,440,000	\$0	\$0	\$0	\$122,200,000
2017	CON	0008-13-221	Cat 6:	\$9,200,000	\$2,300,000	\$0	\$0	\$0	\$11,500,000
Phase Subtotal:				\$144,130,000	\$30,870,000	\$0	\$0	\$0	\$175,000,000
2017	CONENG	0008-13-221	Cat 11:	\$4,500,000	\$500,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$149,110,000	\$31,490,000	\$0	\$0	\$0	\$180,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENV	0008-13-221	SBPE:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
2016	ENG	0008-13-221	SBPE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2018	CON	0008-13-221	Cat 11:	\$37,170,000	\$4,130,000	\$0	\$0	\$0	\$41,300,000
2018	CON	0008-13-221	Cat 12:	\$69,308,000	\$17,327,000	\$0	\$0	\$0	\$86,635,000
Phase Subtotal:				\$106,478,000	\$21,457,000	\$0	\$0	\$0	\$127,935,000
2018	CONENG	0008-13-221	Cat 11:	\$4,500,000	\$500,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$111,458,000	\$22,077,000	\$0	\$0	\$0	\$133,535,000

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 83297.1 **Facility:** CS **Location/Limits From:** ON DEBBIE LANE FROM BUS 287 **Modification #:** 2017-0271
Impementing Agency: MANSFIELD **Location/Limits To:** FM 157
County: TARRANT **CSJ:** 1330-02-046
City: MANSFIELD **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 LANE DIVIDED URBAN ROADWAY
Request: INCREASE FUNDING AND ADVANCE CONSTRUCTION PHASE FROM FY2018 TO FY2017
Comment: LOCAL CONTRIBUTION PAID BY MANSFIELD; RELATED TO 0902-90-047

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1330-02-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2018	CON	1330-02-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,175,000	\$1,175,000
Grand Total:				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,475,000</u>	<u>\$1,475,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1330-02-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2017	CON	1330-02-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,600,000	\$5,600,000
Grand Total:				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$5,900,000</u>	<u>\$5,900,000</u>

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55009 **Facility:** IH 820 **Location/Limits From:** NORTH INTERCHANGE AT SH 121 **Modification #:** 2017-0275
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** RANDOL MILL ROAD
County: TARRANT **CSJ:** 0008-13-124
City: VARIOUS **Desc:** RECONSTRUCT FROM SH 121/183 INTERCHANGE TO TRINITY BLVD, 9 TO 11 MAIN LANES WITH 2 MANAGED LANES AND 2/6 LANE CONTINUOUS FRONTAGE ROADS; AND TRINITY BLVD TO RANDOL MILL RD 4 TO 10 MAIN LANES (ULTIMATE)
Request: REVISE SCOPE AS FROM SH 121/183 INTERCHANGE TO TRINITY BLVD: RECONST 9 TO 11 MAIN LANES WITH 2 CONCURRENT MANAGED TOLL LANES AND 2/6 LANE CONT FRONTAGE RDS; FROM TRINITY BLVD TO RANDOL MILL RD: RECONST 4 TO 10 MAIN LANES (ULTIMATE)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0008-13-124	Cat 3 - Prop 12 V2:	\$0	\$11,600,000	\$0	\$0	\$0	\$11,600,000
2025	ROW	0008-13-124	S102:	\$0	\$17,572,000	\$0	\$0	\$0	\$17,572,000
2025	CON	0008-13-124	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$236,734,614	\$236,734,614
Grand Total:				\$0	\$29,172,000	\$0	\$0	\$236,734,614	\$265,906,614

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0008-13-124	Cat 3 - Prop 12 V2:	\$0	\$11,600,000	\$0	\$0	\$0	\$11,600,000
2025	ROW	0008-13-124	S102:	\$0	\$17,572,000	\$0	\$0	\$0	\$17,572,000
2025	CON	0008-13-124	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$236,734,614	\$236,734,614
Grand Total:				\$0	\$29,172,000	\$0	\$0	\$236,734,614	\$265,906,614

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54133 **Facility:** SH 121 **Location/Limits From:** IH 820 **Modification #:** 2017-0277
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** HANDLEY-EDERVILLE
County: TARRANT **CSJ:** 0363-03-051
City: RICHLAND HILLS **Desc:** RECONSTRUCT FACILITY FROM 5/6 MAIN LANES WITH 4 LANE FRONTAGE ROADS TO 6 GENERAL PURPOSE LANES WITH 2/6 FRONTAGE ROADS AND 2 MANAGED TOLL LANES
Request: REVISE SCOPE TO RECONSTRUCT FROM 5/6 GP LANES TO 6 GP LANES; 4 LANE CONT FRONTAGE ROADS TO 2/6 LANE CONT FRONTAGE ROADS AND 2 CONCURRENT MANAGED TOLL LANES (ULTIMATE); DELAY ENGINEERING PHASE TO FY2023 (THEREBY REMOVING PROJECT FROM 4 YEAR WINDOW OF STIP)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0363-03-051	Cat 3 - Prop 12 V2:	\$0	\$3,166,669	\$0	\$0	\$0	\$3,166,669
2023	ROW	0363-03-051	S102:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
Grand Total:				\$2,000,000	\$3,666,669	\$0	\$0	\$0	\$5,666,669

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0363-03-051	Cat 3 - Prop 12 V2:	\$0	\$3,166,669	\$0	\$0	\$0	\$3,166,669
2023	ROW	0363-03-051	S102:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
Grand Total:				\$2,000,000	\$3,666,669	\$0	\$0	\$0	\$5,666,669

TIP Code: 11672 **Facility:** VA **Location/Limits From:** UNIVERSITY PARTNERSHIP PROJECT **Modification #:** 2017-0280
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** N/A
City: VARIOUS **Desc:** DIRECT EMPLOYMENT IMPACTS OF AUTOMATED VEHICLES (JANUARY 2019 TRB)
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$40,000	\$0	\$0	\$40,000
Grand Total:				\$0	\$0	\$40,000	\$0	\$0	\$40,000

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11673 **Facility:** VA **Location/Limits From:** UNIVERSITY PARTNERSHIP PROJECT **Modification #:** 2017-0281
Impementing Agency: NCTCOG
County: DALLAS **CSJ:** N/A
City: VARIOUS **Desc:** INFOGRAPHIC ON AUTOMATED TRANSPORTATION TECHNOLOGY
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Grand Total:				\$0	\$0	\$50,000	\$0	\$0	\$50,000

TIP Code: 19005 **Facility:** VA **Location/Limits From:** PLANO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES **Modification #:** 2017-0282
Impementing Agency: PLANO
County: COLLIN **CSJ:** N/A
City: PLANO **Desc:** PLANO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: PART OF COLLIN COUNTY LIRAP/LIP FUNDING PARTNERSHIP; 373,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$373,400	\$0	\$0	\$0
2017	CON	N/A	Cat 5:	\$1,867,000	\$0	\$0	\$0	\$0	\$1,867,000
Phase Subtotal:				\$1,867,000	\$0	\$373,400	\$0	\$0	\$1,867,000
Grand Total:				\$1,867,000	\$0	\$0	\$0	\$0	\$1,867,000

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 19006 **Facility:** VA **Location/Limits From:** FRISCO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES **Modification #:** 2017-0283
Impementing Agency: FRISCO
County: COLLIN **CSJ:** N/A
City: FRISCO **Desc:** FRISCO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION PROGRAM (STIP)
Comment: PART OF COLLIN COUNTY LIRAP/LIP FUNDING PARTNERSHIP; 280,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$280,000	\$0	\$0	\$0
2017	CON	N/A	Cat 5:	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000
Phase Subtotal:				\$1,400,000	\$0	\$280,000	\$0	\$0	\$1,400,000
Grand Total:				\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000

TIP Code: 11922 **Facility:** VA **Location/Limits From:** RAIL VEHICLE PURCHASE FOR DALLAS STREETCAR **Modification #:** 2017-0284
Impementing Agency: DALLAS
County: DALLAS **CSJ:** 0918-47-088
City: DALLAS **Desc:** PURCHASE 2 VEHICLES
Request: INCREASE FUNDING IN FY2015; OFFSET BY A DECREASE ON TIP 53066/CSJ 0918-47-053

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	0918-47-088	Cat 3 - TMF:	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
Grand Total:				\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	0918-47-088	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$710,000	\$0	\$0	\$710,000
2015	CON	0918-47-088	Cat 3 - TMF:	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
Phase Subtotal:				\$0	\$8,000,000	\$710,000	\$0	\$0	\$8,710,000
Grand Total:				\$0	\$8,000,000	\$710,000	\$0	\$0	\$8,710,000

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 19007 **Facility:** SH 121 FRTG RD **Location/Limits From:** CUSTER **Modification #:** 2017-0285
Impementing Agency: PLANO **Location/Limits To:** SPRING CREEK PKWY
County: COLLIN **CSJ:** N/A
City: PLANO **Desc:** SIGNAL CONTROLLER AND SOFTWARE UPGRADES
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: PART OF COLLIN COUNTY LIRAP/LIP FUNDING PARTNERSHIP; 80,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$80,400	\$0	\$0	\$0
2017	CON	N/A	Cat 5:	\$402,000	\$0	\$0	\$0	\$0	\$402,000
Phase Subtotal:				\$402,000	\$0	\$80,400	\$0	\$0	\$402,000
Grand Total:				\$402,000	\$0	\$0	\$0	\$0	\$402,000

TIP Code: 11917 **Facility:** VA **Location/Limits From:** DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM UNION STATION/HOUSTON STREET **Modification #:** 2017-0286
Impementing Agency: DALLAS **Location/Limits To:** YOUNG AT THE CONVENTION CENTER HOTEL
County: DALLAS **CSJ:** 0918-47-087
City: DALLAS **Desc:** DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM OAK CLIFF TO DOWNTOWN DALLAS (PHASE III); CONSTRUCT DALLAS CBD STREETCAR EXTENSION NORTH
Request: INCREASE FUNDING IN FY2017; OFFSET BY A DECREASE ON TIP 53066/CSJ 0918-47-053

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-087	Cat 3 - TMF:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2017	CON	0918-47-087	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$3,000,000	\$0	\$0	\$3,000,000
2017	CON	0918-47-087	Cat 3 - TMF:	\$0	\$2,370,000	\$0	\$0	\$0	\$2,370,000
Phase Subtotal:				\$0	\$2,370,000	\$3,000,000	\$0	\$0	\$5,370,000
Grand Total:				\$0	\$3,370,000	\$3,000,000	\$0	\$0	\$6,370,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-087	Cat 3 - TMF:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2017	CON	0918-47-087	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$3,750,000	\$0	\$0	\$3,750,000
2017	CON	0918-47-087	Cat 3 - TMF:	\$0	\$2,370,000	\$0	\$0	\$0	\$2,370,000
Phase Subtotal:				\$0	\$2,370,000	\$3,750,000	\$0	\$0	\$6,120,000
Grand Total:				\$0	\$3,370,000	\$3,750,000	\$0	\$0	\$7,120,000

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11670 **Facility:** VA **Location/Limits From:** TEXAS AUTOMATED VEHICLES PROVING GROUND ALONG THE IH 30 CORRIDOR **Modification #:** 2017-0289
Impementing Agency: NCTCOG
County: TARRANT **CSJ:** 0902-90-941
City: VARIOUS **Desc:** TEXAS AUTOMATED VEHICLES PROVING GROUND ALONG THE IH 30 CORRIDOR
Request: 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
2018	IMP	0902-90-941	Cat 7:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
Grand Total:				\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000

TIP Code: 11775 **Facility:** VA **Location/Limits From:** FRISCO/NTTA FIBER OPTIC CONNECTION **Modification #:** 2017-0290
Impementing Agency: FRISCO **Location/Limits To:** FRISCO TMC TO NTTA - DNT
County: COLLIN **CSJ:** 0918-24-182
City: FRISCO **Desc:** CONSTRUCT A COMMUNICATION LINK BETWEEN AGENCIES, PROVIDE REDUNDANCY IN COMMUNICATIONS, AND TRAFFIC SIGNAL SYSTEMS INFRASTRUCTURE
Request: REVISE COUNTY FROM COLLIN TO VARIOUS; REVISE LIMITS TO FRISCO/NTTA COMMUNICATION LINK FROM FRISCO TMC TO NTTA & FRISCO TMC TO TRAFFIC SIGNAL SYSTEM INFRASTRUCTURE; REVISE SCOPE TO CONSTRUCT A COMMUNICATION LINK BETWEEN FRISCO AND NTTA, TRAFFIC SIGNAL COMMUNICATIONS CITYWIDE, AND TRAFFIC SIGNAL SYSTEM INFRASTRUCTURE CITYWIDE; ADVANCE CONSTRUCTION PHASE TO FY2018

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	CON	0918-24-182	Cat 5:	\$260,878	\$0	\$0	\$65,220	\$0	\$326,098
Grand Total:				\$260,878	\$0	\$0	\$65,220	\$0	\$326,098

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0918-24-182	Cat 5:	\$260,878	\$0	\$0	\$65,220	\$0	\$326,098
Grand Total:				\$260,878	\$0	\$0	\$65,220	\$0	\$326,098

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 53101.2 **Facility:** IH 820 **Location/Limits From:** AT SB IH 820 OVER WEST FORK TRINITY **Modification #:** 2017-0291
Impementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0008-13-235
City: FORT WORTH **Desc:** REPLACE 2 LANE BRIDGE WITH ULTIMATE WIDTH BRIDGE (4 LANES INTERIM, 5 LANES ULTIMATE) AS PART OF IH 820 CORRIDOR IMPROVEMENTS

Request: REVISE SCOPE TO REPLACE 2 LANE BRIDGE WITH ULTIMATE BRIDGE (STRIPED AS 3 LANES PLUS 1 AUX LANE INTERIM; STRIPED AS 5 LANES ULTIMATE) AS PART OF IH 820 CORRIDOR IMPROVEMENTS; INCREASE CONSTRUCTION PHASE FUNDING IN FY2018
Comment: RELATED TO 53101.1, 53101.3, 53101.4, 54062, 55171 (ALL INTERIM)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-235	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-235	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-235	Cat 6:	\$3,548,804	\$887,201	\$0	\$0	\$0	\$4,436,005
Grand Total:				\$3,845,414	\$1,393,994	\$0	\$0	\$0	\$5,239,408

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-235	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-235	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-235	Cat 6:	\$4,990,922	\$1,247,731	\$0	\$0	\$0	\$6,238,653
Grand Total:				\$5,287,532	\$1,754,524	\$0	\$0	\$0	\$7,042,056

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 53101.3 **Facility:** IH 820 **Location/Limits From:** AT SB IH 820 OVER WEST FORK TRINITY RELIEF **Modification #:** 2017-0292
Impementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0008-13-236
City: FORT WORTH **Desc:** REPLACE 2 LANE BRIDGE WITH ULTIMATE WIDTH BRIDGE (4 LANES INTERIM, 5 LANES ULTIMATE) AS PART OF IH 820 CORRIDOR IMPROVEMENTS

Request: REVISE SCOPE TO REPLACE 2 LANE BRIDGE WITH ULTIMATE BRIDGE (STRIPED AS 3 LANES PLUS 1 AUX LANE INTERIM; STRIPED AS 5 LANES ULTIMATE) AS PART OF IH 820 CORRIDOR IMPROVEMENTS AND DECREASE CONSTRUCTION FUNDING IN FY2018
Comment: RELATED TO 53101.1, 53101.2, 53101.4, 54062, 55171 (ALL INTERIM)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-236	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-236	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-236	Cat 6:	\$3,548,804	\$887,201	\$0	\$0	\$0	\$4,436,005
Grand Total:				\$3,845,414	\$1,393,994	\$0	\$0	\$0	\$5,239,408

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-236	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-236	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-236	Cat 6:	\$3,420,296	\$855,074	\$0	\$0	\$0	\$4,275,370
Grand Total:				\$3,716,906	\$1,361,867	\$0	\$0	\$0	\$5,078,773

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 53101.4 **Facility:** IH 820 **Location/Limits From:** AT NB IH 820 OVER WEST FORK TRINITY RELIEF **Modification #:** 2017-0293
Impementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0008-13-237
City: FORT WORTH **Desc:** REPLACE 2 LANE BRIDGE WITH ULTIMATE WIDTH BRIDGE (4 LANES INTERIM, 5 LANES ULTIMATE) AS PART OF IH 820 CORRIDOR IMPROVEMENTS
Request: REVISE SCOPE TO REPLACE 2 LANE BRIDGE WITH ULTIMATE BRIDGE (STRIPED AS 3 LANES PLUS 1 AUX LANE INTERIM; STRIPED AS 5 LANES ULTIMATE) AS PART OF IH 820 CORRIDOR IMPROVEMENTS AND INCREASE CONSTRUCTION PHASE FUNDING IN FY2018
Comment: RELATED TO 53101.1, 53101.2, 53101.3, 54062, 55171 (ALL INTERIM)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-237	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-237	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-237	Cat 6:	\$3,548,804	\$887,201	\$0	\$0	\$0	\$4,436,005
Grand Total:				\$3,845,414	\$1,393,994	\$0	\$0	\$0	\$5,239,408

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-237	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-237	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-237	Cat 6:	\$3,399,697	\$879,924	\$0	\$0	\$0	\$4,279,621
Grand Total:				\$3,696,307	\$1,386,717	\$0	\$0	\$0	\$5,083,024

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55171 **Facility:** SH 121 **Location/Limits From:** WEST OF HANDLEY-EDERVILLE ROAD **Modification #:** 2017-0294
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 820
County: TARRANT **CSJ:** 0363-03-054
City: RICHLAND HILLS **Desc:** CONSTRUCT RAMPS FOR DIRECT CONNECTORS FROM EASTBOUND SH 121 TO SOUTHBOUND IH 820 AND FROM NORTHBOUND IH 820 TO WESTBOUND SH 121, RECONSTRUCT AND WIDEN FROM 5/6 GP LANES TO 6 GP LANES ON SH 121 FROM HANDLEY-EDERVILLE TO IH 820

Request: REVISE LIMITS AS FROM HANDLEY-EDERVILLE RD TO IH 820; REVISE SCOPE AS INTERIM PROJECT TO CONSTRUCT RAMPS FOR DIRECT CONNECTORS FROM EASTBOUND SH 121 TO SOUTHBOUND IH 820 AND FROM NORTHBOUND IH 820 TO WESTBOUND SH 121; RECONSTRUCT AND WIDEN FROM 5/6 GP LANES TO 6 GP LANES ON SH 121 FROM HANDLEY-EDERVILLE TO IH 820; ADD ENGINEERING PHASE IN FY2017; ADVANCE CONSTRUCTION PHASE TO FY2018; FUNDS OFFSET BY DECREASE ON TIP 54062/CSJ 0008-13-221; ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: RELATED TO 53101.1, 53101.2, 53101.3, 53101.4, 54062 (ALL INTERIM)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	CON	0363-03-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$43,364,835	\$43,364,835
Grand Total:				\$0	\$0	\$0	\$0	\$43,364,835	\$43,364,835

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0363-03-054	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2018	CON	0363-03-054	Cat 12:	\$34,692,000	\$8,673,000	\$0	\$0	\$0	\$43,365,000
Grand Total:				\$34,692,000	\$9,673,000	\$0	\$0	\$0	\$44,365,000

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20050 **Facility:** CS **Location/Limits From:** ON SPRING CREEK PARKWAY AT INDEPENDENCE PARKWAY AND CUSTER ROAD **Modification #:** 2017-0296

Impementing Agency: PLANO

County: COLLIN **CSJ:** 0918-24-157

City: PLANO **Desc:** DUAL LEFT LANES, DEDICATED RIGHT LANES, CONSOLIDATE SPLIT INTERSECTIONS INTO A NORMALIZED INTERSECTION

Request: ADD LOCAL CONTRIBUTION FUNDING TO ENGINEERING IN FY2010 AND CONSTRUCTION IN FY2013; ADD ROW PHASE IN FY 2013; ADD \$70,279 RTR 121-CC1 (\$56,223 REGIONAL AND \$14,056 LOCAL) INTEREST EARNED TO CONSTRUCTION FUNDING IN FY2013 DUE TO COST OVERRUNS; CHANGES BASED UPON ADJUSTMENTS IDENTIFIED AT PROJECT CLOSEOUT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0918-24-157	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$233,972	\$58,493	\$0	\$292,465
2013	CON	0918-24-157	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,189,975	\$547,494	\$0	\$2,737,469
Grand Total:				\$0	\$0	\$2,423,947	\$605,987	\$0	\$3,029,934

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0918-24-157	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$109,555	\$109,555
2010	ENG	0918-24-157	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$233,972	\$58,493	\$0	\$292,465
Phase Subtotal:				\$0	\$0	\$233,972	\$58,493	\$109,555	\$402,020
2013	ROW	0918-24-157	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$66,653	\$66,653
2013	CON	0918-24-157	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,686,005	\$2,686,005
2013	CON	0918-24-157	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,246,198	\$561,550	\$0	\$2,807,748
Phase Subtotal:				\$0	\$0	\$2,246,198	\$561,550	\$2,686,005	\$5,493,753
Grand Total:				\$0	\$0	\$2,480,170	\$620,043	\$2,862,213	\$5,962,426

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20061 **Facility:** CS **Location/Limits From:** ON INDEPENDENCE PARKWAY FROM 15TH STREET **Modification #:** 2017-0297
Impementing Agency: PLANO **Location/Limits To:** PARKER ROAD
County: COLLIN **CSJ:** 0918-24-153
City: PLANO **Desc:** REALIGN TRAFFIC LANES TO INCREASE TRAFFIC FLOW, OPTIMIZE SIGNAL TIMING, AND ADD DUAL LEFT & RIGHT TURN LANES ALONG CORRIDOR
Request: ADD LOCAL CONTRIBUTION FUNDING TO ENGINEERING IN FY2009 AND CONSTRUCTION IN FY2014; DECREASE ROW FUNDING BY \$252,719 RTR 121-CC1 (\$202,175 REGIONAL AND \$50,544 LOCAL) FY2009 AND ADD FUNDS TO CONSTRUCTION FUNDING IN FY2014; ADD \$60,048 RTR 121-CC1 (\$48,038 REGIONAL AND \$12,010 LOCAL) INTEREST EARNED TO CONSTRUCTION FUNDING IN FY2014; CHANGES DUE TO ADJUSTMENTS IDENTIFIED AT PROJECT CLOSEOUT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0918-24-153	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$129,792	\$32,448	\$0	\$162,240
2009	ROW	0918-24-153	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$432,640	\$108,160	\$0	\$540,800
2014	CON	0918-24-153	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$854,897	\$213,724	\$0	\$1,068,621
Grand Total:				\$0	\$0	\$1,417,329	\$354,332	\$0	\$1,771,661

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0918-24-153	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$121,177	\$121,177
2009	ENG	0918-24-153	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$129,792	\$32,448	\$0	\$162,240
Phase Subtotal:				\$0	\$0	\$129,792	\$32,448	\$121,177	\$283,417
2009	ROW	0918-24-153	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$230,465	\$57,616	\$0	\$288,081
2014	CON	0918-24-153	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$518,573	\$518,573
2014	CON	0918-24-153	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,105,110	\$276,278	\$0	\$1,381,388
Phase Subtotal:				\$0	\$0	\$1,105,110	\$276,278	\$518,573	\$1,899,961
Grand Total:				\$0	\$0	\$1,465,367	\$366,342	\$639,750	\$2,471,459

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20057 **Facility:** SH 289 **Location/Limits From:** AT HEADQUARTERS ROAD, HEDGCOXE ROAD, SPRING CREEK PARKWAY, PARKER RD AND TENNYSON PKWY **Modification #:** 2017-0298

Impementing Agency: PLANO

County: COLLIN **CSJ:** 0091-05-057, 0091-05-063

City: PLANO **Desc:** ADD DUAL LEFT LANES FOR BOTH EAST AND WEST BOUND TRAFFIC AT EACH INTERSECTION ON PRESTON INCLUDING TENNYSON PARKWAY, CREATE DEDICATED RIGHT LANE FOR SOUTHBOUND (PRESTON ROAD) TRAFFIC AT TENNYSON PARKWAY

Request: ADD LOCAL CONTRIBUTION FOR ENGINEERING IN FY2010 AND ROW IN FY2012; DECREASE LOCAL CONTRIBUTION FOR CONSTRUCTION IN FY2014; DECREASE CONSTRUCTION FUNDING BY \$216,320 RTR-121 CC1 (\$173,056 REGIONAL AND \$43,264 LOCAL) IN FY2014 AND MOVE FUNDING TO ENGINEERING PHASE IN FY2010; ADD \$15,282 RTR 121-CC1 (\$12,226 REGIONAL AND \$3,056 LOCAL) INTEREST EARNED TO CONSTRUCTION FUNDING IN FY2014; CHANGES DUE TO ADJUSTMENTS IDENTIFIED PROJECT CLOSEOUT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0091-05-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$216,320	\$216,320
2012	ROW	0091-05-063	S102:	\$0	\$1,011,819	\$0	\$112,424	\$0	\$1,124,243
2014	CON	0091-05-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,443,535	\$4,443,535
2014	CON	0091-05-057	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,606,362	\$651,590	\$0	\$3,257,952
Phase Subtotal:				\$0	\$0	\$2,606,362	\$651,590	\$4,443,535	\$7,701,487
Grand Total:				\$0	\$1,011,819	\$2,606,362	\$764,014	\$4,659,855	\$9,042,050

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0091-05-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$382,090	\$382,090
2010	ENG	0091-05-057	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$173,056	\$43,264	\$0	\$216,320
Phase Subtotal:				\$0	\$0	\$173,056	\$43,264	\$382,090	\$598,410
2012	ROW	0091-05-063	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$90,124	\$90,124
2012	ROW	0091-05-063	S102:	\$0	\$1,011,819	\$0	\$112,424	\$0	\$1,124,243
Phase Subtotal:				\$0	\$1,011,819	\$0	\$112,424	\$90,124	\$1,214,367
2014	CON	0091-05-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,547,044	\$1,547,044
2014	CON	0091-05-057	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,445,532	\$611,382	\$0	\$3,056,914
Phase Subtotal:				\$0	\$0	\$2,445,532	\$611,382	\$1,547,044	\$4,603,958
Grand Total:				\$0	\$1,011,819	\$2,618,588	\$767,070	\$2,019,258	\$6,416,735

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11850 **Facility:** CS **Location/Limits From:** ON 15TH STREET FROM AVENUE G **Modification #:** 2017-0299
Impementing Agency: PLANO **Location/Limits To:** CHISHOLM TRAIL AT 15TH STREET
County: COLLIN **CSJ:** 0918-24-144
City: PLANO **Desc:** ENHANCE PEDESTRIAN CROSSING, RECONSTRUCT EXISTING PAVEMENT, IMPROVE BUS STOP LOCATIONS, OPTIMIZE TRAFFIC SIGNALS, MODIFY SIDEWALKS AND DRIVEWAY APRONS, BIKE TRAIL, PROVIDE WAYFINDING SIGNAGE, AND LANDSCAPING
Request: ADD LOCAL CONTRIBUTION FOR ENGINEERING IN FY2013, ROW IN FY2013, AND UTILITIES IN FY2014; INCREASE LOCAL CONTRIBUTION FOR CONSTRUCTION IN FY2014; ADD \$28,916 RTR 121-CC1 (\$23,133 REGIONAL AND \$5,783 LOCAL) INTEREST EARNED TO CONSTRUCTION FUNDING IN FY2014; CHANGES DUE TO ADJUSTMENTS IDENTIFIED AT PROJECT CLOSEOUT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ROW	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$200,000	\$0	\$0	\$200,000
2014	UTIL	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
2014	CON	0918-24-144	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,051,957	\$1,051,957
2014	CON	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,360,000	\$290,000	\$0	\$1,650,000
Phase Subtotal:				\$0	\$0	\$1,360,000	\$290,000	\$1,051,957	\$2,701,957
Grand Total:				\$0	\$0	\$2,060,000	\$290,000	\$1,051,957	\$3,401,957

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0918-24-144	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$375,993	\$375,993
2013	ROW	0918-24-144	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$203,430	\$203,430
2013	ROW	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$200,000	\$0	\$0	\$200,000
Phase Subtotal:				\$0	\$0	\$200,000	\$0	\$203,430	\$403,430
2014	UTIL	0918-24-144	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$463,306	\$463,306
2014	UTIL	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Phase Subtotal:				\$0	\$0	\$500,000	\$0	\$463,306	\$963,306
2014	CON	0918-24-144	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,823,780	\$2,823,780
2014	CON	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,383,133	\$295,783	\$0	\$1,678,916
Phase Subtotal:				\$0	\$0	\$1,383,133	\$295,783	\$2,823,780	\$4,502,696
Grand Total:				\$0	\$0	\$2,083,133	\$295,783	\$3,866,509	\$6,245,425

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 53101.5 **Facility:** IH 820 **Location/Limits From:** SH 183 (OVER IH 820) **Modification #:** 2017-0304
Impementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0008-13-179
City: FORT WORTH **Desc:** REPLACE EXISTING 2 BRIDGES (3 LNS EB, 2 LNS WB) INTO ONE BRIDGE (3 LNS IN EACH DIRECTION)
Request: ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0008-13-179	SBPE:	\$0	\$171,000	\$0	\$0	\$0	\$171,000
2017	ROW	0008-13-179	S102:	\$240,000	\$60,000	\$0	\$0	\$0	\$300,000
2018	CON	0008-13-179	Cat 6:	\$4,928,315	\$1,232,078	\$0	\$0	\$0	\$6,160,393
Grand Total:				<u>\$5,168,315</u>	<u>\$1,463,078</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$6,631,393</u>

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11745 **Facility:** CS **Location/Limits From:** ON COCKRELL HILL RD FROM NORTH OF MOLER STREET **Modification #:** 2017-0305
Impementing Agency: DALLAS COUNTY **Location/Limits To:** DAVIS STREET
County: DALLAS **CSJ:** 0918-47-035
City: COCKRELL HILL **Desc:** RECONSTRUCT ROADWAY; RECONFIGURATION OF INTERSECTION WITH JEFFERSON BLVD INCLUDING APPROACHES
Request: INCREASE ENGINEERING FUNDING IN FY2013 WITH LOCAL CONTRIBUTION; MOVE \$636,150 RTR 121-DA1 (\$508,920 REGIONAL AND \$127,230 LOCAL) FUNDING FROM ROW PHASE IN FY2014 TO CONSTRUCTION PHASE IN FY2017; INCREASE LOCAL CONTRIBUTION FUNDING FOR CONSTRUCTION IN FY2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$800,000	\$200,000	\$0	\$1,000,000
2014	ROW	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$580,450	\$145,112	\$0	\$725,562
2017	CON	0918-47-035	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,563,062	\$3,563,062
2017	CON	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$3,149,550	\$787,388	\$0	\$3,936,938
Phase Subtotal:				\$0	\$0	\$3,149,550	\$787,388	\$3,563,062	\$7,500,000
Grand Total:				\$0	\$0	\$4,530,000	\$1,132,500	\$3,563,062	\$9,225,562

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-47-035	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,976,830	\$1,976,830
2013	ENG	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$800,000	\$200,000	\$0	\$1,000,000
Phase Subtotal:				\$0	\$0	\$800,000	\$200,000	\$1,976,830	\$2,976,830
2014	ROW	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$71,530	\$17,882	\$0	\$89,412
2017	CON	0918-47-035	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,024,180	\$4,024,180
2017	CON	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$3,658,470	\$914,618	\$0	\$4,573,088
Phase Subtotal:				\$0	\$0	\$3,658,470	\$914,618	\$4,024,180	\$8,597,268
Grand Total:				\$0	\$0	\$4,530,000	\$1,132,500	\$6,001,010	\$11,663,510

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55182 **Facility:** IH 20 **Location/Limits From:** IH 820 **Modification #:** 2017-0306
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** CHISHOLM TRAIL PARKWAY
County: TARRANT **CSJ:** 0008-16-042
City: FORT WORTH **Desc:** RECONSTRUCT 6 TO 8 MAIN LANES
Request: REVISE LIMITS AS FROM WINSCOTT ROAD TO BRYANT IRVIN ROAD; REVISE SCOPE TO CONSTRUCT 1 AUX LANE IN EACH DIRECTION AND RAMP MODIFICATIONS; ADD ENGINEERING AND ROW PHASES TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	0008-16-042	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$45,000,000	\$45,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$45,000,000	\$45,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0008-16-042	SBPE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2019	ROW	0008-16-042	S102:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
2024	CON	0008-16-042	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$45,000,000	\$45,000,000
Grand Total:				\$1,000,000	\$2,750,000	\$0	\$0	\$45,000,000	\$48,750,000

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 53101.1 **Facility:** IH 820 **Location/Limits From:** AT IH 820 NB OVER WEST FORK OF TRINITY **Modification #:** 2017-0307
Impementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0008-13-210
City: FORT WORTH **Desc:** REPLACE 3 LANE BRIDGE WITH ULTIMATE WIDTH BRIDGE (4 LANES INTERIM, 5 LANES ULTIMATE) AS PART OF IH 820 CORRIDOR IMPROVEMENTS
Request: REVISE SCOPE TO REPLACE 2 LANE BRIDGE WITH ULTIMATE BRIDGE (STRIPED AS 3 LANES PLUS 1 AUX LANE INTERIM; STRIPED AS 5 LANES ULTIMATE) AS PART OF THE IH 820 CORRIDOR IMPROVEMENTS
Comment: RELATED TO 53101.2, 53101.3, 53101.4, 54062, 55171 (ALL INTERIM)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-210	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-210	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-210	Cat 6:	\$3,548,804	\$887,201	\$0	\$0	\$0	\$4,436,005
Grand Total:				\$3,845,414	\$1,393,994	\$0	\$0	\$0	\$5,239,408

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-210	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-210	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-210	Cat 6:	\$3,548,804	\$887,201	\$0	\$0	\$0	\$4,436,005
Grand Total:				\$3,845,414	\$1,393,994	\$0	\$0	\$0	\$5,239,408

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20084 **Facility:** US 75 **Location/Limits From:** NORTH OF FM 455 INTERCHANGE **Modification #:** 2017-0310
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** CR 375 (GRAYSON COUNTY LINE)
County: COLLIN **CSJ:** 0047-14-053
City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS
Request: REVISE LIMITS TO US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0047-14-053	SBPE:	\$0	\$750,000	\$0	\$0	\$0	\$750,000
2018	ROW	0047-14-053	S102:	\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000
2018	CON	0047-14-053	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
Grand Total:				\$16,000,000	\$4,750,000	\$5,000,000	\$1,250,000	\$0	\$27,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0047-14-053	SBPE:	\$0	\$750,000	\$0	\$0	\$0	\$750,000
2018	ROW	0047-14-053	S102:	\$16,000,000	\$2,000,000	\$0	\$2,000,000	\$0	\$20,000,000
2018	CON	0047-14-053	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
Grand Total:				\$16,000,000	\$2,750,000	\$5,000,000	\$3,250,000	\$0	\$27,000,000

TIP Code: 13025 **Facility:** US 75 **Location/Limits From:** NORTH OF FM 455 **Modification #:** 2017-0311
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** CR 370
County: COLLIN **CSJ:** 0047-14-084
City: ANNA **Desc:** CONSTRUCT INTERCHANGE
Request: CLARIFY LIMITS THAT WERE APPROVED BY THE RTC ON DECEMBER 8, 2016; ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON DECEMBER 8, 2016

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0047-14-084	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2017	ROW	0047-14-084	S102:	\$3,360,000	\$420,000	\$0	\$420,000	\$0	\$4,200,000
2018	CON	0047-14-084	Cat 2M:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$20,960,000	\$6,320,000	\$0	\$420,000	\$0	\$27,700,000

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54130 **Facility:** US 80 **Location/Limits From:** IH 635 **Modification #:** 2017-0313
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH GALLOWAY AVENUE
County: DALLAS **CSJ:** 0095-02-102
City: MESQUITE **Desc:** RAMP MODIFICATIONS AND ADDITION OF AUXILIARY LANE ON FRONTAGE ROAD
Request: INCREASE CONSTRUCTION FUNDING IN FY2016; INCREASE NECESSITATED BY COST OVERRUN AT LETTING AND CHANGE ORDERS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0095-02-102	SBPE:	\$0	\$189,863	\$0	\$0	\$0	\$189,863
2015	ROW	0095-02-102	S102:	\$0	\$151,500	\$0	\$0	\$0	\$151,500
2016	CON	0095-02-102	Cat 7:	\$3,099,810	\$774,953	\$0	\$0	\$0	\$3,874,763
Grand Total:				\$3,099,810	\$1,116,316	\$0	\$0	\$0	\$4,216,126

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0095-02-102	SBPE:	\$0	\$189,863	\$0	\$0	\$0	\$189,863
2015	ROW	0095-02-102	S102:	\$0	\$151,500	\$0	\$0	\$0	\$151,500
2016	CON	0095-02-102	Cat 7:	\$4,085,687	\$1,021,422	\$0	\$0	\$0	\$5,107,109
Grand Total:				\$4,085,687	\$1,362,785	\$0	\$0	\$0	\$5,448,472

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54086.1 **Facility:** US 67 **Location/Limits From:** BELT LINE ROAD **Modification #:** 2017-0315
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** NEAR WHEATLAND RD
County: DALLAS **CSJ:** 0261-02-074
City: VARIOUS **Desc:** WIDEN FREEWAY FROM FOUR TO SIX LANES
Request: INCREASE CONSTRUCTION FUNDING IN FY2017 BY \$18,824,475 TOTAL DUE TO HIGHER COST ESTIMATE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0261-02-074	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2017	ROW	0261-02-074	S102:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2017	CON	0261-02-074	Cat 1 - Prop 1:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2017	CON	0261-02-074	Cat 1:	\$1,489,499	\$372,375	\$0	\$0	\$0	\$1,861,874
2017	CON	0261-02-074	Cat 2M - Prop 1:	\$0	\$39,000,000	\$0	\$0	\$0	\$39,000,000
Phase Subtotal:				\$1,489,499	\$40,372,375	\$0	\$0	\$0	\$41,861,874
Grand Total:				\$1,489,499	\$40,972,375	\$0	\$0	\$0	\$42,461,874

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0261-02-074	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2017	ROW	0261-02-074	S102:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2017	CON	0261-02-074	Cat 1 - Prop 1:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2017	CON	0261-02-074	Cat 1:	\$1,429,079	\$357,270	\$0	\$0	\$0	\$1,786,349
2017	CON	0261-02-074	Cat 2M - Prop 1:	\$0	\$58,000,000	\$0	\$0	\$0	\$58,000,000
Phase Subtotal:				\$1,429,079	\$59,357,270	\$0	\$0	\$0	\$60,786,349
Grand Total:				\$1,429,079	\$59,957,270	\$0	\$0	\$0	\$61,386,349

TIP Code: 14000 **Facility:** CS **Location/Limits From:** ON PRAIRIE CREEK RD FROM N OF MILITARY PKWY **Modification #:** 2017-0317
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF FORNEY ROAD
County: DALLAS **CSJ:** 0918-47-971
City: DALLAS **Desc:** CONSTRUCT GRADE SEPARATION OVER UPRR
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: REPURPOSE EARMARK TO DESIGN THIS PROJECT

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-47-971	Cat 10 - Cong Earmark:	\$1,602,360	\$0	\$0	\$400,590	\$0	\$2,002,950
Grand Total:				\$1,602,360	\$0	\$0	\$400,590	\$0	\$2,002,950

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20076 **Facility:** SH 121 **Location/Limits From:** NORTH OF FM 455 **Modification #:** 2017-0318
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** CR 635 (FANNIN COUNTY LINE)
County: COLLIN **CSJ:** 0549-03-021
City: MELISSA **Desc:** RECONSTRUCT AND WIDEN FROM TWO LANE TO FOUR LANE RURAL DIVIDED; CONSTRUCT 0 TO 2 LANE DISCONTINUOUS FRONTAGE ROADS AND FM 2862 INTERCHANGE
Request: DELAY PROJECT TO FY2040 THEREBY MOVING IT TO APPENDIX D OF THE 2017-2020 TIP/STIP

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0549-03-021	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
2019	ROW	0549-03-021	S102:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$1,000,000	\$5,000,000	\$2,250,000	\$0	\$16,250,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0549-03-021	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
2040	ROW	0549-03-021	S102:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$1,000,000	\$5,000,000	\$2,250,000	\$0	\$16,250,000

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54119 **Facility:** SL 9 **Location/Limits From:** SL 9 (SOUTHEAST CORRIDOR) FROM IH 35E **Modification #:** 2017-0319
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 45
County: DALLAS **CSJ:** 2964-10-005
City: VARIOUS **Desc:** CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS
Request: REVISE SCOPE TO CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6); DELAY ROW PHASE TO FY2018 AND ADD PHASE TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); DELAY CONSTRUCTION PHASE TO FY 2021

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2964-10-005	SBPE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2015	ROW	2964-10-005	S102:	\$0	\$45,000,000	\$0	\$0	\$0	\$45,000,000
2020	CON	2964-10-005	Cat 2M:	\$16,800,000	\$4,200,000	\$0	\$0	\$0	\$21,000,000
2020	CON	2964-10-005	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$18,940,000	\$0	\$0	\$18,940,000
2020	CON	2964-10-005	Cat 5:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Phase Subtotal:				\$24,800,000	\$6,200,000	\$18,940,000	\$0	\$0	\$49,940,000
Grand Total:				\$24,800,000	\$56,200,000	\$18,940,000	\$0	\$0	\$99,940,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2964-10-005	SBPE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2018	ROW	2964-10-005	S102:	\$0	\$45,000,000	\$0	\$0	\$0	\$45,000,000
2021	CON	2964-10-005	Cat 12:	\$74,400,000	\$18,600,000	\$0	\$0	\$0	\$93,000,000
2021	CON	2964-10-005	Cat 2M:	\$16,800,000	\$4,200,000	\$0	\$0	\$0	\$21,000,000
2021	CON	2964-10-005	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$18,940,000	\$0	\$0	\$18,940,000
2021	CON	2964-10-005	Cat 5:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Phase Subtotal:				\$99,200,000	\$24,800,000	\$18,940,000	\$0	\$0	\$142,940,000
Grand Total:				\$99,200,000	\$74,800,000	\$18,940,000	\$0	\$0	\$192,940,000

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11727 **Facility:** CS **Location/Limits From:** ON MEDICAL DISTRICT DR, FROM IH 35E **Modification #:** 2017-0320
Impementing Agency: DALLAS COUNTY **Location/Limits To:** HARRY HINES BLVD
County: DALLAS **CSJ:** 0918-45-884
City: DALLAS **Desc:** RECONSTRUCT AND WIDEN FROM 4-LANE TO 6-LANE DIVIDED
Request: INCREASE CONSTRUCTION FUNDING IN FY2018; REMOVE CONSTRUCTION ENGINEERING PHASE IN FY2018

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-45-884	Cat 10 - Cong Earmark:	\$2,790,400	\$0	\$0	\$697,600	\$0	\$3,488,000
2015	ROW	0918-45-884	Cat 10 - Cong Earmark:	\$1,216,090	\$0	\$0	\$304,023	\$0	\$1,520,113
2016	UTIL	0918-45-884	Cat 10 - Cong Earmark:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2018	CON	0918-45-884	Cat 7:	\$13,370,000	\$0	\$0	\$3,342,500	\$0	\$16,712,500
2018	CONENG	0918-45-884	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$679,845	\$679,845
Grand Total:				\$17,776,490	\$0	\$0	\$4,444,123	\$679,845	\$22,900,458

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-45-884	Cat 10 - Cong Earmark:	\$2,790,400	\$0	\$0	\$697,600	\$0	\$3,488,000
2015	ROW	0918-45-884	Cat 10 - Cong Earmark:	\$1,216,090	\$0	\$0	\$304,023	\$0	\$1,520,113
2016	UTIL	0918-45-884	Cat 10 - Cong Earmark:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2018	CON	0918-45-884	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,329,952	\$2,329,952
2018	CON	0918-45-884	Cat 7:	\$14,970,000	\$0	\$0	\$3,742,500	\$0	\$18,712,500
Phase Subtotal:				\$14,970,000	\$0	\$0	\$3,742,500	\$2,329,952	\$21,042,452
Grand Total:				\$19,376,490	\$0	\$0	\$4,844,123	\$2,329,952	\$26,550,565

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 83297.2 **Facility:** CS **Location/Limits From:** ON DEBBIE LANE FROM BUS 287 **Modification #:** 2017-0323
Impementing Agency: MANSFIELD **Location/Limits To:** FM 157
County: TARRANT **CSJ:** 0902-90-047
City: MANSFIELD **Desc:** INTERSECTION IMPROVEMENTS AT 4 LOCATIONS WITH BIKE PATH, SIDEWALKS, AND LANDSCAPING
Request: REMOVE CAT 5 FUNDING FROM FY2018; PROJECT WILL BE LOCALLY FUNDED

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0902-90-047	Cat 5:	\$3,300,000	\$0	\$0	\$825,000	\$0	\$4,125,000
Grand Total:				\$3,300,000	\$0	\$0	\$825,000	\$0	\$4,125,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0902-90-047	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,728,476	\$4,728,476
Grand Total:				\$0	\$0	\$0	\$0	\$4,728,476	\$4,728,476

TIP Code: 11630.3 **Facility:** VA **Location/Limits From:** VARIOUS LOCATIONS IN TARRANT COUNTY **Modification #:** 2017-0325
Impementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0902-90-055, 0902-90-056, 0902-90-916, 0902-90-918, 0902-90-930
City: VARIOUS **Desc:** REGIONAL ITS QUALITY IMPLEMENTATION - ENSURE EFFECTIVE USE OF ITS DEVICES, INCLUDING FOR DATA COLLECTION
Request: REVISE SCOPE TO ENSURE EFFECTIVE USE OF ITS DEVICES, INCLUDING FOR DATA COLLECTION; REVISE LIMITS AS FROM ALL LIMITED ACCESS FREEWAYS IN TARRANT COUNTY; REVISE FUNDING FROM CAT 5 TO CAT 7

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0902-90-916	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2017	IMP	0902-90-056	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2018	IMP	0902-90-055	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
Grand Total:				\$120,000	\$30,000	\$0	\$0	\$0	\$150,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-90-916	Cat 7:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2018	IMP	0902-90-056	Cat 7:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2019	IMP	0902-90-055	Cat 7:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
Grand Total:				\$120,000	\$30,000	\$0	\$0	\$0	\$150,000

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11630.4 **Facility:** VA **Location/Limits From:** VARIOUS LOCATIONS IN DALLAS COUNTY; REGIONAL ITS QUALITY IMPLEMENTATION **Modification #:** 2017-0326
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 0918-00-966, 0918-00-971, 0918-00-989
City: VARIOUS **Desc:** ENSURE EFFECTIVE USE OF ITS DEVICES, INCLUDING FOR DATA COLLECTION
Request: REVISE LIMITS TO ALL LIMITED ACCESS FREEWAYS IN DALLAS COUNTY; REVISE FUNDING FROM CAT 5 TO CAT 7; DELAY CSJ 0918-00-966 TO FY2017; DELAY CSJ 0918-00-971 TO FY2018; DELAY CSJ 0918-00-989 TO FY2019

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0918-00-966	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2017	IMP	0918-00-971	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2018	IMP	0918-00-989	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
Grand Total:				\$120,000	\$30,000	\$0	\$0	\$0	\$150,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-966	Cat 7:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2018	IMP	0918-00-971	Cat 7:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2019	IMP	0918-00-989	Cat 7:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
Grand Total:				\$120,000	\$30,000	\$0	\$0	\$0	\$150,000

TIP Code: 25039 **Facility:** VA **Location/Limits From:** TEXAS AUTOMATED VEHICLE PROVING GROUND IN ARLINGTON **Modification #:** 2017-0328
Impementing Agency: ARLINGTON
County: TARRANT **CSJ:** 0902-90-939
City: ARLINGTON **Desc:** TEXAS AUTOMATED VEHICLE PROVING GROUND IN ARLINGTON
Request: ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0902-90-939	Cat 5:	\$350,000	\$0	\$0	\$87,500	\$0	\$437,500
Grand Total:				\$350,000	\$0	\$0	\$87,500	\$0	\$437,500

PROPOSED MAY 2017 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11671 **Facility:** VA **Location/Limits From:** MULTIPURPOSE AUTOMATED VEHICLE DESIGN, DEVELOPMENT, TESTING, AND DEPLOYMENT **Modification #:** 2017-0329
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0902-00-984
City: VARIOUS **Desc:** MULTIPURPOSE AUTOMATED VEHICLE DESIGN, DEVELOPMENT, TESTING, AND DEPLOYMENT
Request: ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0902-00-984	Cat 3 - TDC (MPO):	\$0	\$0	\$110,000	\$0	\$0	\$0
2018	IMP	0902-00-984	Cat 7:	\$550,000	\$0	\$0	\$0	\$0	\$550,000
Phase Subtotal:				\$550,000	\$0	\$110,000	\$0	\$0	\$550,000
Grand Total:				\$550,000	\$0	\$0	\$0	\$0	\$550,000

TIP Code: 83275 **Facility:** IH 30 **Location/Limits From:** HORIZON **Modification #:** 2017-0331
Impementing Agency: ROCKWALL **Location/Limits To:** FM 740
County: ROCKWALL **CSJ:** 0000-18-043
City: ROCKWALL **Desc:** CONSTRUCT WB ENTRANCE RAMP
Request: DELETE PROJECT DUE TO DUPLICATE ENTRIES IN THE TIP/STIP; RELATED TO TIP 55170/CSJ 0009-12-217

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0000-18-043	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
Grand Total:				\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0000-18-043	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

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.

ADMINISTRATIVE TIP MODIFICATIONS PROCESSED IN FEBRUARY 2017

TIP Code: 11217.1 **Facility:** FM 426 **Location/Limits From:** 1.4 MILES WEST OF SL 288 **Modification #:** 2017-0183
Impementing Agency: DENTON **Location/Limits To:** 1.1 MILES EAST OF SL 288
County: DENTON **CSJ:** 0081-11-012
City: DENTON **Desc:** WIDEN FROM 2 LANE ROADWAY TO 4 LANE DIVIDED URBAN; ADDITION OF LANES
Request: CHANGE IMPLEMENTING AGENCY FROM DENTON TO TXDOT DALLAS; SPLIT PROJECT AND CHANGE TIP CODE TO 11217.1; REMOVE UTILITIES PHASE IN FY2016; REMOVE CONSTRUCTION PHASE IN FY2018 THEREBY DELETING CONSTRUCTION PHASE FROM THE 2017-2020 STIP; DECREASE IN RTR 121-DE1 FUNDS OFFSETS AN INCREASE ON TIP 11217.2/CSJ 0918-46-298

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0081-11-012	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$682,697	\$0	\$0	\$682,697
2016	UTIL	0081-11-012	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
2018	CON	0081-11-012	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$17,267,303	\$0	\$0	\$17,267,303
Grand Total:				\$0	\$0	\$18,950,000	\$0	\$0	\$18,950,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0081-11-012	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$682,697	\$0	\$0	\$682,697
2016	UTIL	0081-11-012	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$0	\$0	\$0	\$0
2018	CON	0081-11-012	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$682,697	\$0	\$0	\$682,697

TIP Code: 11217.2 **Facility:** CS **Location/Limits From:** ON MCKINNEY ST (OLD FM 426) FROM **Modification #:** 2017-0193
Impementing Agency: DENTON **Location/Limits To:** 1.4 MI W SL 288 TO 1.1 MI E SL 288
County: DENTON **CSJ:** 0918-46-298
City: DENTON **Desc:** WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED URBAN
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); SPLIT FROM TIP 11217/CSJ 0081-11-012 TO REFLECT ON-SYSTEM AND OFF-SYSTEM PROJECTS

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	UTIL	0918-46-298	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
2017	CON	0918-46-298	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$17,267,303	\$0	\$0	\$17,267,303
Grand Total:				\$0	\$0	\$18,267,303	\$0	\$0	\$18,267,303

ADMINISTRATIVE TIP MODIFICATIONS PROCESSED IN FEBRUARY 2017

TIP Code: 20290 **Facility:** SH 114 **Location/Limits From:** SH 114/TEXAS PLAZA BRIDGE FROM SL 12 **Modification #:** 2017-0196
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SS 482
County: DALLAS **CSJ:** 0353-06-057
City: IRVING **Desc:** CONSTRUCT 0 TO 4 LANE SIGNATURE BRIDGE WITH BICYCLE LANE, SIDEWALKS, INTERSECTION IMPROVEMENTS, AND RAMP MODIFICATIONS
Request: REVISE FUNDING
Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF IRVING; CMAQ FUNDS ONLY USED FOR BICYCLE LANE, SIDEWALKS, AND INTERSECTION IMPROVEMENTS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-06-057	SBPE:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
2016	ROW	0353-06-057	S102:	\$0	\$4,400,000	\$0	\$0	\$0	\$4,400,000
2017	CON	0353-06-057	Cat 10:	\$801,180	\$200,295	\$0	\$0	\$0	\$1,001,475
2017	CON	0353-06-057	Cat 11:	\$2,960,000	\$740,000	\$0	\$0	\$0	\$3,700,000
2017	CON	0353-06-057	Cat 2M:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
2017	CON	0353-06-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$13,500,000	\$13,500,000
2017	CON	0353-06-057	Cat 5:	\$4,320,000	\$1,080,000	\$0	\$0	\$0	\$5,400,000
Phase Subtotal:				\$25,681,180	\$6,420,295	\$0	\$0	\$13,500,000	\$45,601,475
Grand Total:				\$26,641,180	\$11,060,295	\$0	\$0	\$13,500,000	\$51,201,475

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-06-057	SBPE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2016	ROW	0353-06-057	S102:	\$0	\$4,400,000	\$0	\$0	\$0	\$4,400,000
2017	CON	0353-06-057	Cat 1:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
2017	CON	0353-06-057	Cat 10:	\$801,180	\$200,295	\$0	\$0	\$0	\$1,001,475
2017	CON	0353-06-057	Cat 11:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2017	CON	0353-06-057	Cat 2M:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
2017	CON	0353-06-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$13,500,000	\$13,500,000
2017	CON	0353-06-057	Cat 5:	\$4,320,000	\$1,080,000	\$0	\$0	\$0	\$5,400,000
Phase Subtotal:				\$25,681,180	\$6,420,295	\$0	\$0	\$13,500,000	\$45,601,475
Grand Total:				\$25,681,180	\$12,020,295	\$0	\$0	\$13,500,000	\$51,201,475



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee

DATE: March 17, 2017

FROM: Dan Kessler
Assistant Director of Transportation

SUBJECT: Modifications to the FY2016 and FY2017 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 FY2016 and FY2017 UPWP identifies the activities to be carried out between October 1, 2015, and September 30, 2017.

Listed below, and in the following attachment, are proposed modifications to the FY2016 and FY2017 UPWP. Included in these amendments are new initiatives, updates to existing projects, and funding adjustments. The proposed modifications were presented at the March 13 and 15, 2017, public meetings and will be presented at the March 20 public meeting. Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting.

Transportation Planning Funds – New Initiative

- 2.01 Travel Forecasting Support – Modeling Managed Lanes in Long-term Planning Process in the Dallas-Fort Worth Area (add project and program \$50,000 TPF to support University Partnership Program assistance in the enhancement of travel models with regard to managed lanes to capture reliability measures and user travel behavior impacts to help guide long-range planning decisions).

Transportation Planning Funds – Updates

- 2.03 Demographic Data and Forecasts – Regional Demographic/Land-use Model Improvement and Support and Development of Forecasts (amend text to reflect staff activities to develop 2045 demographic forecasts to support long-range planning).
- 3.05 Public Transportation Planning and Management Studies – Regional Public Transportation Coordination (program \$50,000 TPF and amend text to reflect University Partnership Program assistance on planning for access to opportunity).

- 5.04 Capital and Operational Asset Management System – Asset Management Data Collection and Analysis (program \$50,000 TPF to support additional evaluation on corridors already identified in the UPWP).

Other Funding Sources – New Initiatives

- 4.03 Coordination of Transportation and Environmental Planning Processes – Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) Evaluation of Sustainability in Denton Greenbelt Corridor (add project and \$50,000 FHWA funds and \$50,000 RTC Local funds to reflect receipt of FHWA grant award for the identification of areas where sustainability best practices can be applied to an update of the Regional Outer Loop Corridor feasibility study, including the Denton County Outer Loop/Greenbelt Parkway).
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (Update text to add the Denton County Outer Loop/Greenbelt Parkway as a corridor for study where preliminary engineering will be conducted in coordination with work in Subtask 4.03 as noted above).

Other Funding Sources – Updates

- 3.02 Regional Air Quality Planning – Air Quality Planning (add \$15,000 local funds for NCTCOG's sponsorship and hosting of the Southern Transportation Air Quality Summit).
- 5.05 Congestion Management Planning and Operations – Automated Vehicles: Development and Deployment (add \$50,000 RTC Local funds to support University Partnership Program assistance on the development of an information tool for policy makers and the public to assist in understanding the history, technology, and anticipated roll out of automated vehicles, and add \$40,000 RTC Local funds to support University Partnership Program assistance in examining direct employment-related impacts of automated vehicles to the transportation industry).

Other Modifications that have Received Previous Regional Transportation Council or Executive Board Approval Action (e.g., via the Transportation Improvement Program [TIP])

- 4.03 Coordination of Transportation and Environmental Planning Processes – Environmental Stewardship Program (add \$150,000 RTR funds and subtract \$312,500 local funds for consistency with the Transportation Improvement Program and RTC action).
- 4.03 Coordination of Transportation and Environmental Planning Processes – Quantifying Benefits of Environmental Stewardship Efforts (update text to reflect that consultant assistance may be utilized).

- 5.01 Regional Transportation Studies – Corridor Studies/Environmental Study Support (add \$50,000 TxDOT funds to support NCTCOG assistance to the Texas Department of Transportation and Texas Transportation Institute, as requested, on corridor initiatives).
- 5.01 Regional Transportation Studies – North Texas Tollway Authority Feasibility Studies (add \$75,000 NTTA funds to support travel demand modeling and traffic forecasting assistance to NTTA, as requested).
- 5.09 Regional Aviation Planning and Education – Unmanned Aircraft Systems Pilot Project (program \$5,000 of approved RTC Local funds as a result of a budget modification due to staffing changes)
- 5.09 Regional Aviation Planning and Education – Aviation Integration and Outreach (program \$32,000 of approved RTC Local funds as a result of a budget modification due to staffing changes)

Please contact Vickie Alexander or me at (817) 695-9240 if you have any questions or comments regarding these proposed modifications to the FY2016 and FY2017 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.

jh
Attachments

AMENDMENT #6 TO THE FY2016 AND FY2017 UNIFIED PLANINGG WORK PROGRAM

2.01 Travel Forecasting Support

Modeling Managed Lanes in Long-term Planning Process in the Dallas-Fort Worth Area

Transportation Planning Funds

The North Texas region has several managed lanes that serve travelers with reliable travel times. This project, utilizing assistance through the University Partnership Program, will enhance NCTCOG's travel model forecasting capabilities with regard to managed lanes. The study, which will begin in late 2017 and carry over into FY2018, 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 because of uncertainty present in the roadway network. Project results will be used to help guide long-term transportation planning decisions. Anticipated products include:

- A comprehensive report on findings; and
- Summary recommendations for NCTCOG.

2.03 Demographic Data and Forecasts

Regional Demographic/Land-use Model Improvement and Support and Development of Forecasts

Transportation Planning Funds

This item includes: 1) improvement and support of the regional demographic/land-use model, 2) generation of project-based demographic datasets, ~~and~~ 3) evaluation of other possible methodologies for the demographic forecasting process, and 4) **development of 2045 demographic forecasts as an extension of the existing 2040 forecast to be used in the long-range transportation plan for the region.** Activities will be ongoing throughout FY2016 and FY2017. Anticipated products include:

- Project-based demographic forecasts.

3.02 Regional Air Quality Planning

Since 1991, the North Central Texas region has been in nonattainment for the ozone National Ambient Air Quality Standard (NAAQS). As a result of this designation, federal and State procedures are required in order for projects identified in multimodal transportation plans to proceed to implementation. In response, a variety of air quality planning occurs to ensure these requirements are met.

Air Quality Planning

Transportation Planning Funds

The Dallas-Fort Worth State Implementation Plan (SIP) is a legal and federally enforceable plan mandated by the Clean Air Act (CAA). This plan identifies how nonattainment areas will reduce emissions from stationary, area, and mobile sources to demonstrate attainment and/or maintenance of air quality standards. In nonattainment areas, the CAA mandates that federally

funded and regionally significant transportation activities must conform to the SIP. Under this requirement, the Regional Transportation Council, as the transportation policy body for the Metropolitan Planning Organization, is required to make an initial local-level transportation conformity determination on the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) before submitting recommendations to the US Department of Transportation for independent review and a final federal-level conformity determination. The conformity determination is a method to ensure that federal funding and federal approval is given to transportation projects, programs, and policies that are consistent with regional air quality goals. This work element is ongoing throughout FY2016 and FY2017. Consultant assistance may be utilized. Anticipated products include:

- Development, analysis, and monitoring of elements contained in and required of the SIP, as necessary, to meet air quality requirements;
- Assistance with addressing specific data and technical requests;
- Tracking of and responses to statewide and national rules and guidance affecting the nonattainment area and surrounding counties, such as the ozone NAAQS and other primary or secondary pollutants, greenhouse gases, and climate change;
- Annual report of pollutant levels at monitoring stations located throughout the region;
- A successful regional air quality conformity analysis incorporating new or updated projects proposed for inclusion in the MTP and TIP;
- Monitoring of the timely implementation of Transportation Control measures;
- Monitoring, collecting, and updating of Mobile Source Emission Reduction Strategies commitments for annual reporting requirements of emission reduction projects;
- Guidance, rules and proposals that incorporate NCTCOG direction/expertise and/or experiences related to NAAQS and mobile-source issues;
- Evaluation of technical models used in regional air quality planning, with feedback to agency developing the model(s) and, as appropriate, creation of in-house applications to successfully run models;
- Presentations for workshops, technical committees, student chapters, and training sessions; and
- Update of the NCTCOG Web site with the latest air quality information.

Other Funding Sources

In addition to Transportation Planning Funds, this program also uses Surface Transportation Program--Metropolitan Mobility (STP-MM) funds and Transportation Development Credits to support activities noted above. Consultant assistance may also be utilized. **Local funding will be used to allow NCTCOG sponsorship of the Southern Transportation and Air Quality Summit. This national summit is held by the Federal Highway Administration Resource Center and the Environmental Protection Agency.**

3.05 Public Transportation Planning and Management Studies

Regional Public Transportation Coordination

Transportation Planning Funds

This planning activity is ongoing throughout both FY2016 and FY2017, supporting activities that further a coordinated and seamless public transportation system. This activity includes the Access North Texas Plan, which outlines coordination goals, policies and strategies to move the North Central Texas region toward more coordinated, efficient and seamless transportation services. Regional coordination activities will primarily focus on the 12 counties that comprise the Metropolitan Planning Area. Coordination with surrounding areas will be included based on the impact that public transportation connections have within the planning area boundary. **Beginning in FY2017 and carrying over to FY2018, University Partnership Program assistance will be utilized in planning for access to opportunity.** This activity also includes technical assistance and general planning support to the transportation authorities in the region, as well as smaller transit agencies. Anticipated products include:

Enhancements to the Access North Texas plan;

- Implemented coordination strategies identified in the Access North Texas Plan;
- Assistance to transit agencies including travel demand model data, planning studies, and technical guidance.
- Support for transit system improvements resulting in seamless regional connectivity; **and**
- Facilitation of improved efficiency in the use of transit capital resources in the region, resulting from pursuing opportunities for vehicle sharing, retired vehicle or community vehicle programs, **and**
- **UPP report on access to opportunity, including an opportunity score or index for the Metropolitan Planning Area and a menu of investments or other interventions that could positively influence scores.**

4.03 Coordination of Transportation and Environmental Planning Processes

INVEST Evaluation of Sustainability in Denton Greenbelt Corridor

Other Funding Sources

The Federal Highway Administration's Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) will be used to review the 2011 Regional Outer Loop Corridor Feasibility Study to identify areas where sustainability best practices can be applied to an update of this study. The update will focus on the Denton County and western Collin County portion of the proposed Regional Outer Loop. Environmental data will be updated for the new feasibility study. Stakeholder and community outreach will take place to encourage sustainability and environmental stewardship in the portion of the corridor that travels through the Denton Greenbelt area. Sustainability and stewardship efforts that go above and beyond regulatory requirements will be integrated during the project development phase of the corridor. Federal Highway Administration and Regional Transportation Local funds will be used to support work activities. Anticipated products during FY2017 include:

- **List of INVEST criteria applicable to 2011 Regional Outer Loop Corridor Feasibility Study;**

- **INVEST scoring results for 2011 Regional Outer Loop Corridor Feasibility Study;**
- **Outreach materials for stakeholders and members of the community;**
- **Stakeholder meetings;**
- **Community outreach efforts; and**
- **Environmental data updates.**

Quantifying Benefits of Environmental Stewardship Efforts

Transportation Planning Funds

Environmental stewardship efforts can generate quality-of-life benefits for humans and a return on investment (ROI) for entities that pursue these strategies. There are existing methods to quantify these benefits of stewardship efforts. Staff will work with conservation partners to inventory environmental stewardship ROI methods and apply these calculations to sample stewardship projects in the region to describe the economic and quality-of-life benefits that were created. These findings will help support the Education Campaign that is part of the Environmental Stewardship Program. **Consultant assistance may be utilized.** Anticipated products include:

- Presentations to municipalities;
- Recommendations for future action; and
- Draft and final reports.

5.01 Regional Transportation Studies

Strategic Corridor Initiatives

Other Funding Sources

Under this initiative, NCTCOG staff will continue to provide technical, planning, and environmental assistance to transportation agencies and the Regional Transportation Council to help advance critical regional projects through development, approval, and implementation as soon as possible. The goal of this program is to help reduce cost escalation due to inflation, alleviate congestion faster, and assist in meeting air quality goals. As regional roadway and freight/passenger rail projects continue to increase in complexity, scope, and impacts, the NCTCOG Transportation Department has identified a need to expand its involvement beyond its current planning and programming functions to improve project implementation in the Dallas-Fort Worth region. Throughout FY2016 and FY2017, the program activities will provide assistance to advance all surface modes of transportation including passenger rail, freight rail, and roadway improvements, particularly on those projects that deal with multiple transportation modes. Surface Transportation Program—Metropolitan Mobility funds, Regional Toll Revenue funds, Texas Department of Transportation funds, and Transportation Development Credits will support this effort. Work products will vary depending on the work performed and could include:

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

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

- IH 35E - Dallas County
- IH 820/US 287 - Tarrant County
- IH 820/SH 121 - Tarrant County
- DFW Connector - SH 114/SH121
- Trinity Parkway
- SM Wright Parkway
- Collin County Outer Loop
- DNT Extension
- Sam Rayburn Tollway
- SH 170
- SH 183
- PGBT
- SH 360 (Tarrant County)
- SH 114 Dallas County
- Loop 12
- IH 635 East
- IH 35E Lowest Stemmons
- IH 35E (IH 635 to US 380)
- Collin County Strategic Transportation Initiative
- **Denton County Outer Loop/Greenbelt Parkway**

5.05 Congestion Management Planning and Operations

Automated Vehicles: Development and Deployment

Other Funding Sources

This program is ongoing throughout FY2017 providing for the development and deployment of automated vehicles. Strategies include building an open data infrastructure to support safe deployment of automated vehicles, ~~and~~ 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 general public, and examining direct employment-related impacts of automated vehicles. Beginning in late FY2017 and carrying over into FY2018, University Partnership Program (UPP) assistance will be utilized to support work activities in the information tools and employment impact study.** This program uses Surface Transportation Program—Metropolitan Mobility 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; ~~and~~
- Liaison to the Smart City/Smart State program;
- **Information tools about automated vehicles; and**
- **Report on direct employment-related impacts of automated vehicles.**

VIII. Overview of Work Program Funding

Proposed Budget

This section summarizes the budget for the FY2016 and FY2017 Unified Planning Work Program. Financial support for Fiscal Years 2016 and 2017 will be provided from a number of sources including the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Texas Department of Transportation (TxDOT), the Texas Commission on Environmental Quality (TCEQ), Environmental Protection Agency (EPA), Department of Energy (DOE), Federal Aviation Administration (FAA), and the North Texas Tollway Authority (NTTA). In addition, various local sources will be acquired to assist in the funding of this program.

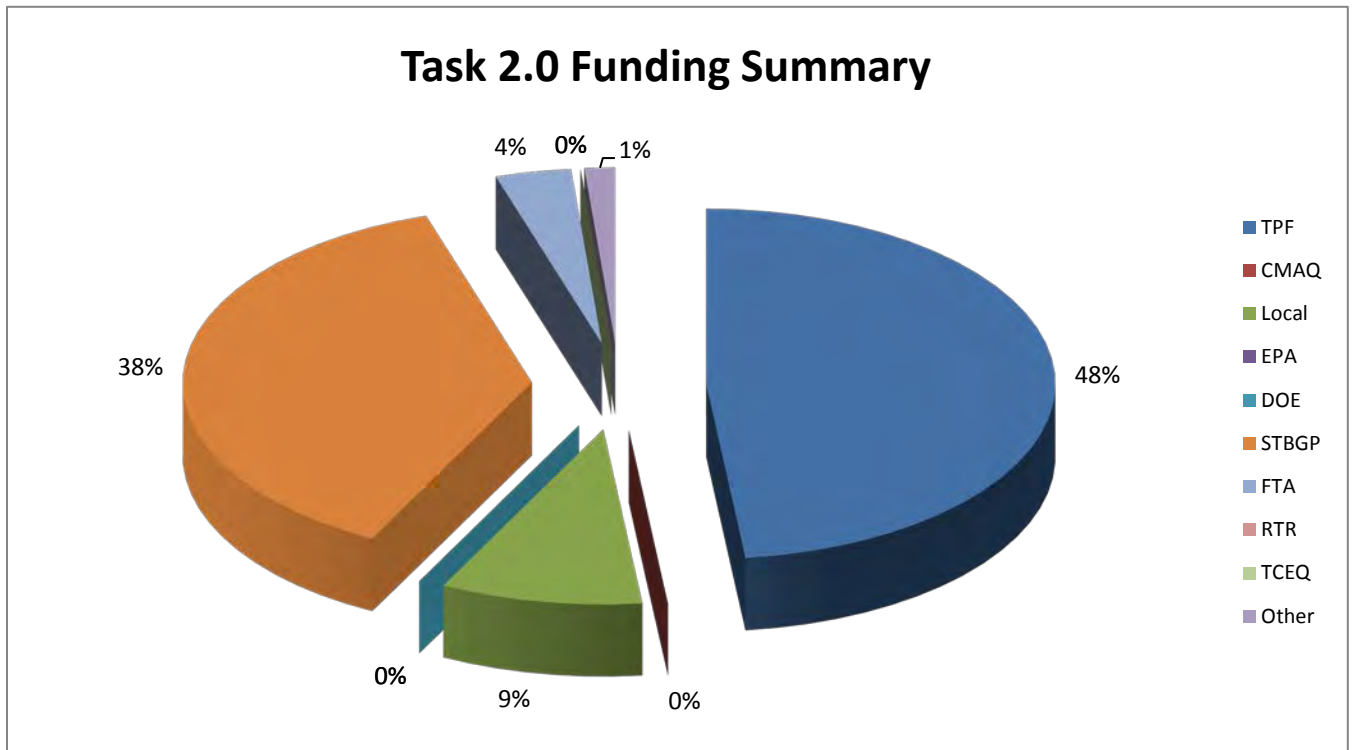
The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2016 and FY2017 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all metropolitan planning organizations. The FY2016 and FY2017 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is \$6,897,245 in FY2016 and ~~\$6,530,339~~ **\$7,455,075** in FY2017 for a two-year total of ~~\$13,427,584~~ **\$14,352,320**. The Federal Transit Administration 5303 funding is \$2,677,763 in FY2016 and ~~\$2,691,978~~ **\$2,716,136** in FY2017 for a two-year total of ~~\$5,369,741~~ **\$5,393,899**. An estimated balance of ~~\$6,214,898~~ **\$6,620,397** in unexpended/unobligated FHWA PL 112 funding will be available from the FY2015 authorization. Each of these funding amounts is incorporated

by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2016 and FY2017 UPWP is estimated at ~~\$25,012,223~~ **\$26,366,616**. Transportation Planning Funds in the amount of ~~\$21,701,000~~ **\$21,851,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of ~~\$5,369,741~~ **\$5,393,899**, the estimated FY2015 FHWA PL 112 fund balance of ~~\$6,214,898~~ **\$6,620,397**, and ~~\$10,116,361~~ **\$9,836,704** of Fiscal Years 2016 and 2017 FHWA PL 112 funding. The remaining balance of Fiscal Years 2016 and 2017 FHWA PL 112 funds of ~~\$3,311,223~~ **\$4,515,616** is anticipated to be carried over to Fiscal Year 2018.

TASK 2.0 FUNDING SUMMARY

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$1,942,000			
		\$96,000	FHWA	
		\$239,000	FTA	
		\$2,559,000	STBGP	
		\$487,000	Local	
Subtotal				\$5,323,000
2.02	\$334,000			
		\$150,000	Local	
Subtotal				\$484,000
2.03	\$1,011,000			
Subtotal				\$1,011,000
Total	\$3,287,000	\$3,531,000		\$6,818,000

¹ Transportation Planning Funds (TPF) include 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.

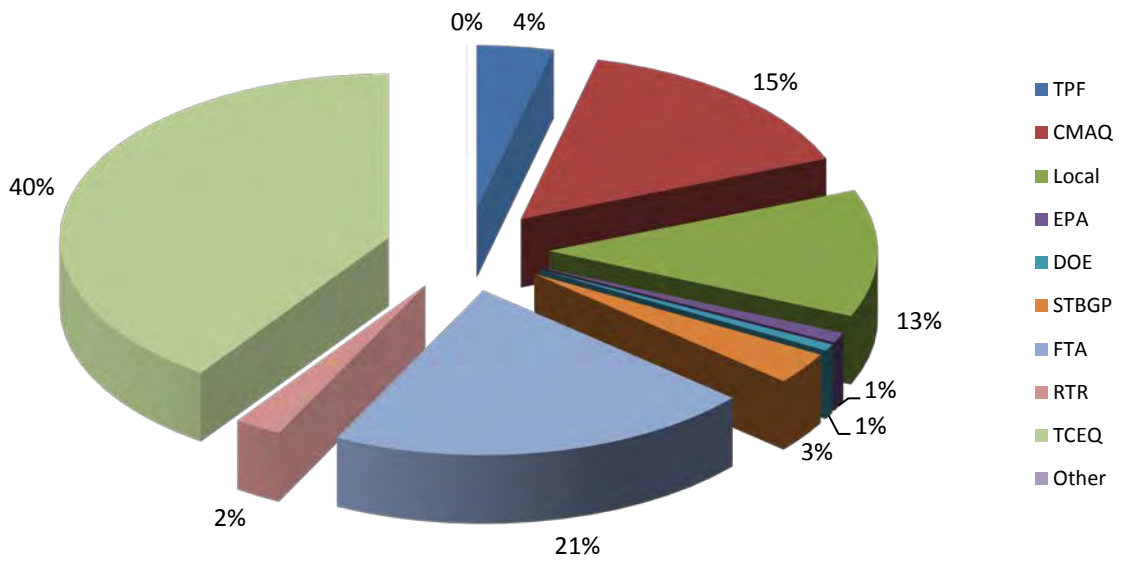


TASK 3.0 FUNDING SUMMARY

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$1,673,000	\$1,409,000	RTR	
		\$885,000	STBGP	
Subtotal				\$3,967,000
3.02	\$823,000			
		\$15,000	Local	
		\$211,000	TCEQ	
		\$202,000	STBGP	
Subtotal				\$1,251,000
3.03				
		\$7,834,000	CMAQ	
		\$1,185,000	EPA	
		\$163,000	DOE	
		\$3,656,000	Local	
		\$2,000,000	STBGP	
		\$46,925,613	TCEQ	
Subtotal				\$61,763,613
3.04				
		\$1,952,000	CMAQ	
		\$618,800	DOE	
		\$641,442	Local	
		\$574,000	STBGP	
Subtotal				\$3,786,242
3.05	\$1,909,000			
		\$282,000	FTA	
		\$128,000	Local	
Subtotal				\$2,319,000
3.06				
		\$8,000,000	CMAQ	
		\$24,276,000	FTA	
		\$1,314,000	RTR	
		\$10,185,000	Local	
		\$8,000	TxDOT	
Subtotal				\$43,783,000
Total	\$4,405,000	\$112,464,855		\$116,869,855

¹ Transportation Planning Funds (TPF) include 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.

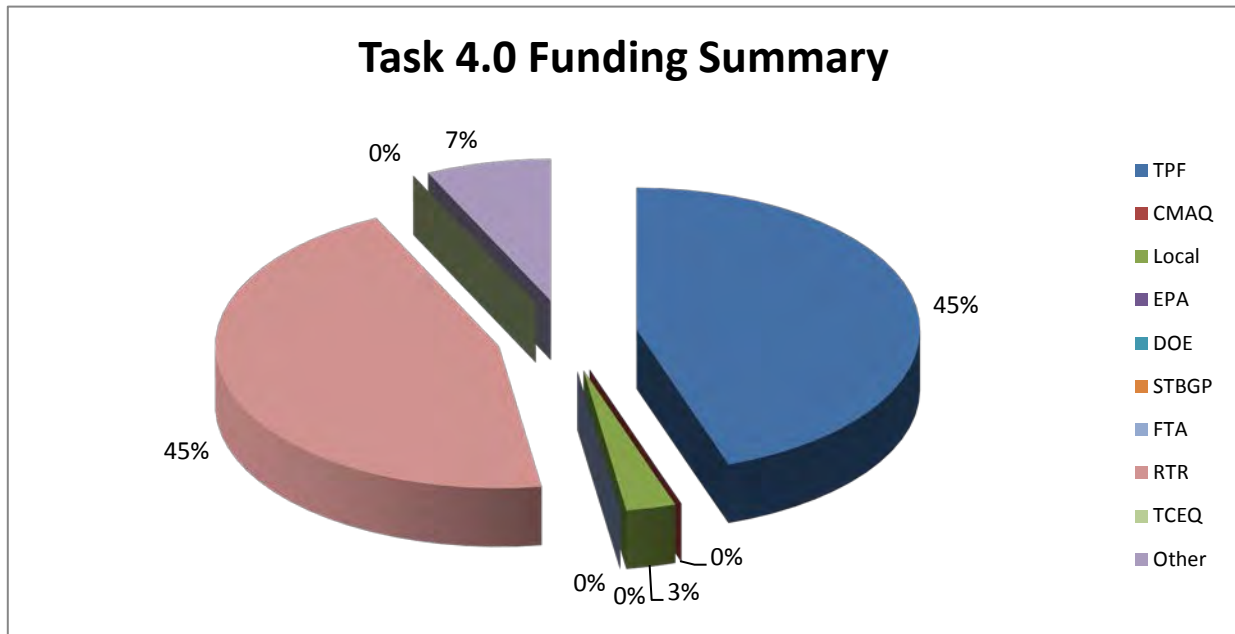
Task 3.0 Funding Summary



TASK 4.0 FUNDING SUMMARY

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
4.01	\$1,771,000	\$17,509	Local	\$1,988,509
Subtotal		\$200,000	FHWA	
4.02	\$217,000	\$212,500	RTR	\$429,500
Subtotal				
4.03	\$207,000	\$174,200	FHWA	\$2,676,200
		\$131,000	Local	
Subtotal		\$2,164,000	RTR	
4.04	\$104,000			\$104,000
Subtotal				
4.05	\$50,000			\$50,000
Subtotal				
Total	\$2,349,000	\$2,899,209		\$5,248,209

¹ Transportation Planning Funds (TPF) include 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.



TASK 5.0 FUNDING SUMMARY

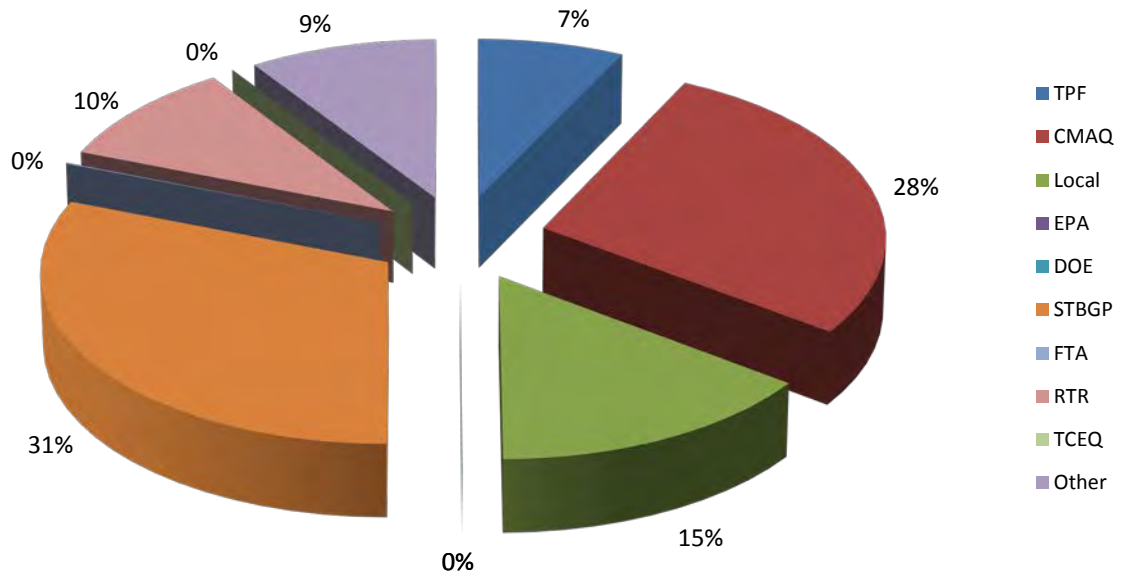
Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$709,000	\$45,000	Local	
		\$116,000	NTTA	
		\$4,465,000	RTR	
		\$3,334,500	STBGP	
		\$609,000	TxDOT	
Subtotal				\$9,278,500
5.02	\$935,000	\$229,000	RTR	
Subtotal				\$1,164,000
5.03	\$474,000	\$354,000	CMAQ	
		\$638,700	FHWA	
		\$40,000	FTA	
		\$4,828,400	Local	
		\$1,923,000	STBGP	
Subtotal				\$8,258,100
5.04	\$330,000	\$78,000	Local	
		\$435,000	STBGP	
		\$32,000	TXDOT	
Subtotal				\$875,000
5.05	\$782,000	\$15,198,000	CMAQ	
		\$526,000	FHWA	
		\$2,686,292	Local	
		\$665,000	RTR	
		\$8,503,960	STBGP	
		\$1,829,240	TXDOT	
Subtotal				\$30,190,492
5.06		\$126,000	Local	
		\$1,408,000	STBGP	
		\$226,000	TxDOT	
Subtotal				\$1,760,000
5.07	\$66,000			
Subtotal				\$66,000

TASK 5.0 FUNDING SUMMARY (cont.)

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.08	\$394,000	\$48,000	Local	
		\$164,000	STBGP	
Subtotal				\$606,000
5.09	\$126,000	\$195,000	FAA	
		\$266,000	Local	
		\$40,000	STBGP	
Subtotal				\$627,000
5.10		\$440,000	DOD	
		\$127,000	Local	
Subtotal				\$567,000
5.11		\$13,400	Local	
		\$1,428,600	STBGP	
		\$75,000	RTR	
		\$610,835	TXDOT	
Subtotal				\$2,127,835
5.12	\$250,000			
Subtotal				\$250,000
Total	\$4,066,000	\$51,703,927		\$55,769,927

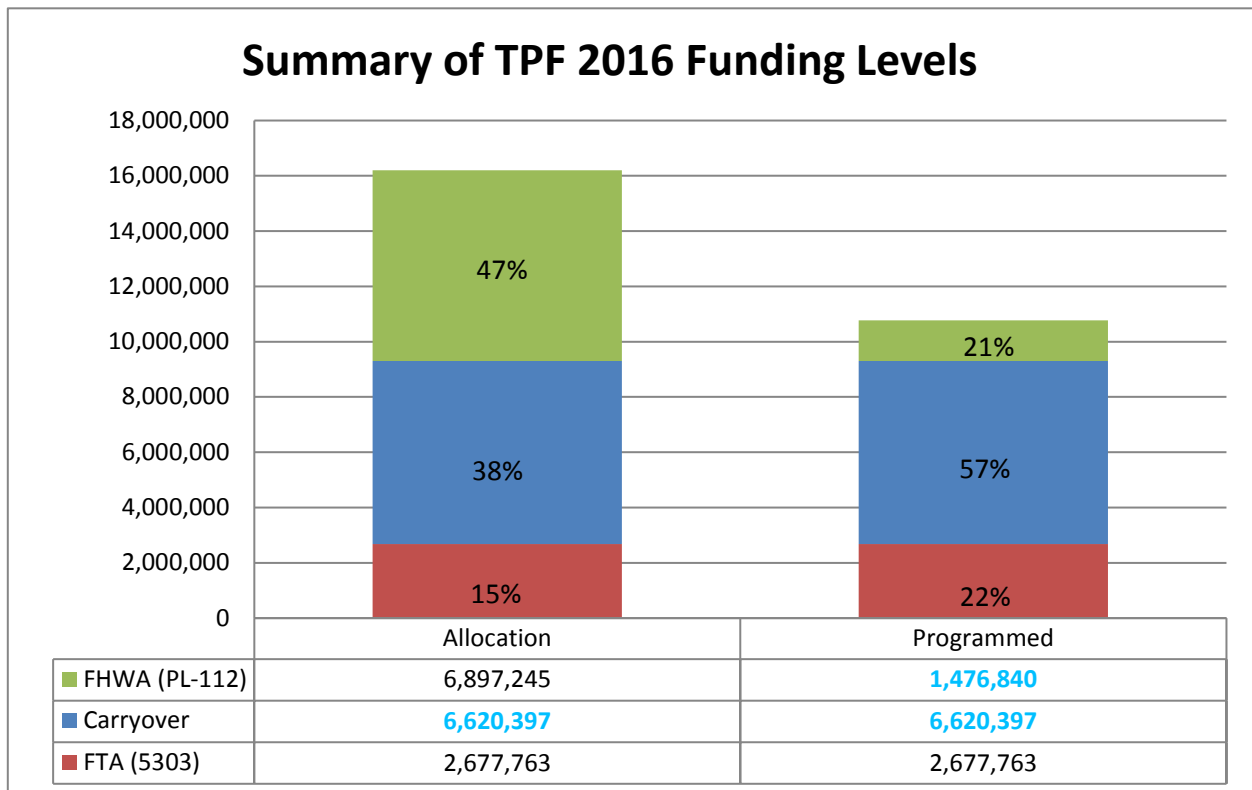
¹ Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding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

Task 5.0 Funding Summary

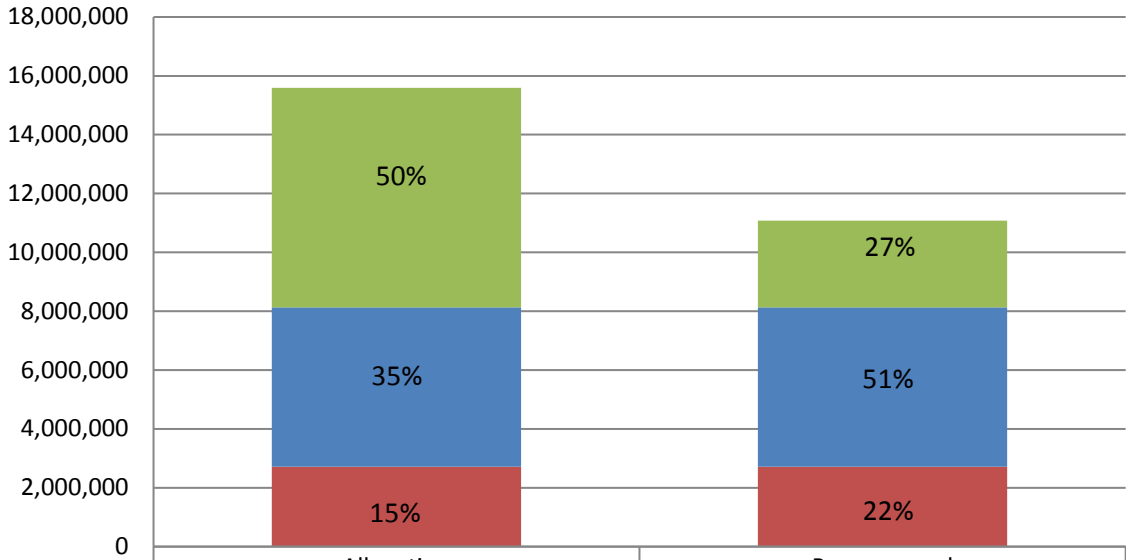


**EXHIBIT VIII-1
FY2016 AND FY2017 TPF PROGRAMMING SUMMARY**

	FY2016		FY2017	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,677,763	2,677,763	2,716,136	2,716,136
FHWA (PL-112)				
Carryover	6,620,397	6,620,397	5,420,405	5,420,405
New Allocation	6,897,245	1,476,840	7,455,075	2,939,459
Total TPF	16,195,405	10,775,000	15,591,616	11,076,000
Carryover		5,420,405		4,515,616
Two-Year Totals				
FTA Section 5303	5,393,899			
FHWA PL-112	20,972,717			
Total	26,366,616			
Programmed		21,851,000		
Carryover				4,515,616



Summary of TPF 2017 Funding Levels



	Allocation	Programmed
■ FHWA (PL-112)	7,455,075	2,939,459
■ Carryover	5,420,405	5,420,405
■ FTA (5303)	2,716,136	2,716,136

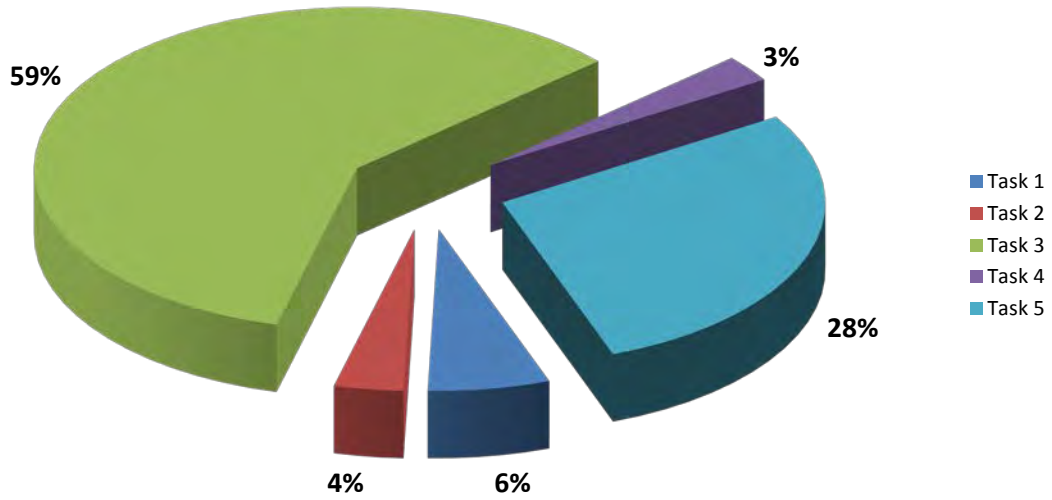
EXHIBIT VIII-2
FY2016 AND FY2017 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY2016	FY2017	Total
1.01	Community Outreach	\$922,000	\$1,021,000	\$1,943,000
1.02	Program Administration	\$2,182,000	\$2,078,000	\$4,260,000
1.03	Advanced Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Application Coordination	\$957,000	\$584,000	\$1,541,000
1.05	Quality Control and Field Operations	\$0	\$0	\$0
	Subtask 1.0	\$4,061,000	\$3,683,000	\$7,744,000
2.01	Travel Forecasting Support	\$1,013,000	\$929,000	\$1,942,000
2.02	Transportation Data Management	\$134,000	\$200,000	\$334,000
2.03	Demographic Data and Forecasts	\$504,000	\$507,000	\$1,011,000
	Subtask 2.0	\$1,651,000	\$1,636,000	\$3,287,000
3.01	Transportation Project Programming	\$726,000	\$947,000	\$1,673,000
3.02	Regional Air Quality Planning	\$412,000	\$411,000	\$823,000
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	\$930,000	\$979,000	\$1,909,000
3.06	Transit Operations	\$0	\$0	\$0
	Subtask 3.0	\$2,068,000	\$2,337,000	\$4,405,000
4.01	The Metropolitan Transportation Plan	\$948,000	\$823,000	\$1,771,000
4.02	Financial Forecasting and Strategies	\$152,000	\$65,000	\$217,000
4.03	Coordination of Transportation and Environmental Planning Processes	\$51,000	\$156,000	\$207,000
4.04	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$39,000	\$65,000	\$104,000
4.05	Performance Based Planning Coordination	\$0	\$50,000	\$50,000
	Subtask 4.0	\$1,190,000	\$1,159,000	\$2,349,000
5.01	Regional Transportation Corridor Studies	\$306,000	\$403,000	\$709,000
5.02	Subarea Studies and Local Government Assistance	\$486,000	\$449,000	\$935,000
5.03	Land-Use/Transportation Initiatives	\$223,000	\$251,000	\$474,000
5.04	Capital and Operational Asset Management System	\$185,000	\$145,000	\$330,000
5.05	Congestion Management Planning and Operations	\$281,000	\$501,000	\$782,000
5.06	Regional Freight Planning	\$0	\$0	\$0
5.07	Transportation System Security and Emergency Preparedness	\$33,000	\$33,000	\$66,000
5.08	Roadway and Railroad Safety	\$187,000	\$207,000	\$394,000
5.09	Regional Aviation Planning and Education	\$54,000	\$72,000	\$126,000
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Regional Job Opportunity Pilot Program	\$0	\$0	\$0
5.12	University Partnership Program	\$50,000	\$200,000	\$250,000
	Subtask 5.0	\$1,805,000	\$2,261,000	\$4,066,000
	FUNDING TOTALS	\$10,775,000	\$11,076,000	\$21,851,000

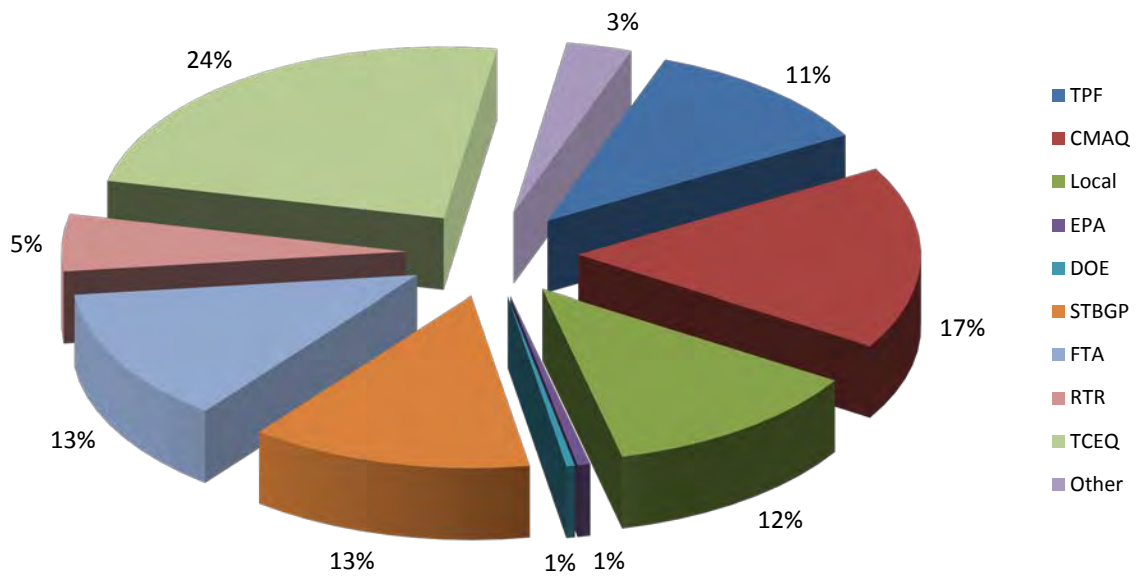
**EXHIBIT VIII-3
FY2016 AND FY2017 FUNDING SUMMARY**

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	\$7,744,000	\$3,287,000	\$4,405,000	\$2,349,000	\$4,066,000	\$21,851,000
CMAQ	\$543,000	\$0	\$17,786,000	\$0	\$15,552,000	\$33,881,000
DOD	\$0	\$0	\$0	\$0	\$440,000	\$440,000
DOE	\$0	\$0	\$781,800	\$0	\$0	\$781,800
EPA	\$0	\$0	\$1,185,000	\$0	\$0	\$1,185,000
FAA	\$0	\$0	\$0	\$0	\$195,000	\$195,000
FHWA	\$0	\$96,000	\$0	\$374,200	\$1,164,700	\$1,634,900
FTA	\$0	\$239,000	\$24,558,000	\$0	\$40,000	\$24,837,000
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$754,265	\$637,000	\$14,625,442	\$148,509	\$8,218,092	\$24,383,308
NCTCOG Local	\$177,000	\$0	\$0	\$0	\$0	\$177,000
NTTA	\$0	\$0	\$0	\$0	\$116,000	\$116,000
RTR	\$0	\$0	\$2,723,000	\$2,376,500	\$5,434,000	\$10,533,500
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBGP	\$2,591,500	\$2,559,000	\$3,661,000	\$0	\$17,237,060	\$26,048,560
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$47,136,613	\$0	\$0	\$47,136,613
TxDOT	\$181,000	\$0	\$8,000	\$0	\$3,307,075	\$3,496,075
Subtotal	\$11,990,765	\$6,818,000	\$116,869,855	\$5,248,209	\$55,769,927	\$196,696,756

Summary of Funding by Task



Summary of Total Funding



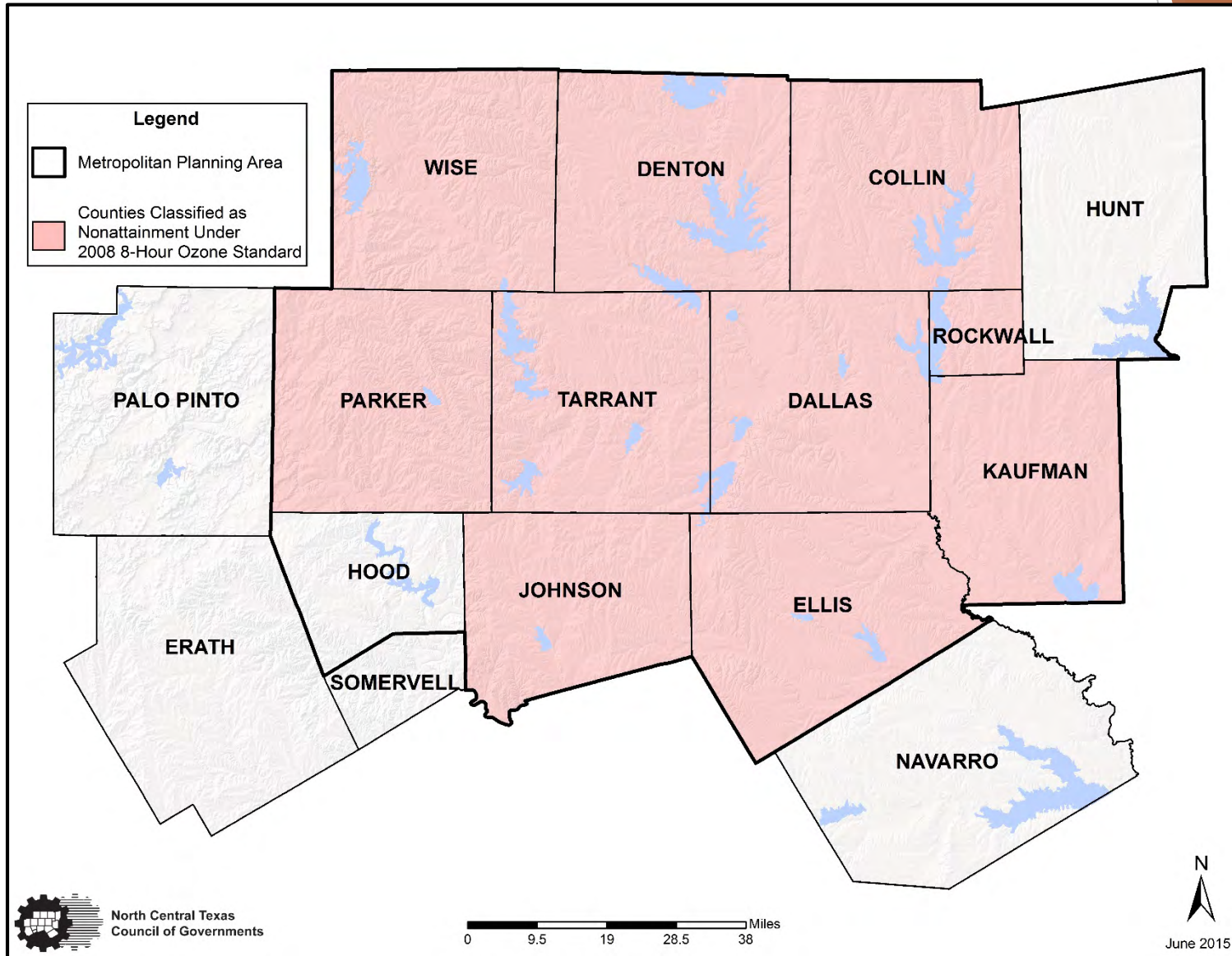
Modifications to the FY2016 and FY2017 Unified Planning Work Program

**Surface Transportation Technical Committee
March 24, 2017**

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



Dallas-Fort Worth Metropolitan Planning and Nonattainment Areas



Unified Planning Work Program for Regional Transportation Planning

Task 1 – Administration and Management

**Task 2 – Transportation Data Development and
Maintenance**

**Task 3 – Short-Range Planning and Programming, and
Air Quality and Transit Operations**

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies and System Operations

New Initiative – Transportation Planning Funds

Project	Financial Action	Description
Travel Forecasting Support – Modeling Managed Lanes in Long-term Planning Process in Dallas-Fort Worth (2.01)	\$50,000 TPF	Add project and funding to support university assistance in the enhancement of travel model forecasting capabilities with regard to managed lanes.

Updates – Transportation Planning Funds

Project	Financial Action	Description
Demographic Data and Forecasts – Regional Demographic/Land-use Model Improvement and Support and Development of Forecasts (2.03)	(none)	Reflect staff activities to develop 2045 demographic forecasts to support long-range planning
Public Transportation Planning and Management Studies – Regional Public Transportation Coordination (3.05)	\$50,000 TPF	Add funding and reflect university assistance on planning for access to opportunity.
Capital and Operational Asset Management System – Asset Management Data Collection and Analysis (5.04)	\$50,000 TPF	Add funding to support additional evaluation on corridors already identified in the UPWP.

New Initiative – Other Funding Sources

Project	Financial Action	Description
Coordination of Transportation and Environmental Planning Processes - Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) Evaluation of Sustainability in Denton Greenbelt Corridor (4.03)	\$50,000 FHWA \$50,000 RTC Local	Add project and funding to reflect receipt of FHWA grant award for the identification of areas where sustainability best practices can be applied to an update of the Regional Outer Loop Corridor feasibility study, including the Denton County Outer Loop/Greenbelt Parkway.
Regional Transportation Studies – Strategic Corridor Initiatives (5.01)	(none)	Add the Denton County Outer Loop/Greenbelt Parkway as a corridor for study.

Updates – Other Funding Sources

Project	Financial Action	Description
Regional Air Quality Planning – Air Quality Planning (3.02)	\$15,000 Local	Add funding for sponsorship of the Southern Transportation Air Quality Summit
Congestion Management Planning and Operations – Automated Vehicles: Development and Deployment (5.05)	\$50,000 RTC Local \$40,000 RTC Local	Add funding to reflect two initiatives to be conducted with university assistance – building an information tool for policy makers and the general public, and examining employment-related impacts of automated vehicles

Funding Adjustments (non TPF)

Funding Source	Amount	UPWP Task(s)
Local	(\$297,500)	3.02, 4.03
RTC Local	\$177,000	4.03, 5.05, 5.09
TxDOT	\$50,000	5.01
FHWA	\$50,000	4.03
NTTA	\$75,000	5.01
RTR	\$150,000	4.03

Transportation Planning Funds Two-year Summary

FY2016 and FY2017 US FTA (5303)	\$ 5,393,899
FY2016 and FY2017 US FHWA (Estimated PL)	\$14,352,320
FY2015 US FHWA (Estimated PL-Carryover)	\$ 6,620,397
Total Transportation Planning Funds	\$26,366,616
Anticipated Expenditures	\$21,851,000
PL Balance to Carry Over to FY2018	\$ 4,515,616

Modification Schedule

March 13, 15, 20

Public Meetings

March 24

**Action by Surface Transportation
Technical Committee**

April 13

**Action by Regional Transportation
Council**

April 27

Action by NCTCOG Executive Board

April 28

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

Requested STTC Action

Recommend RTC approval of the proposed UPWP modifications

and

Direct staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications.

Unified Planning Work Program Modifications

Comments or Questions:

Dan Kessler

Assistant Director of Transportation

Phone: 817/695-9248

E-mail: dkessler@nctcog.org

Vickie Alexander

Administrative Program Supervisor

Phone: 817/695-9242

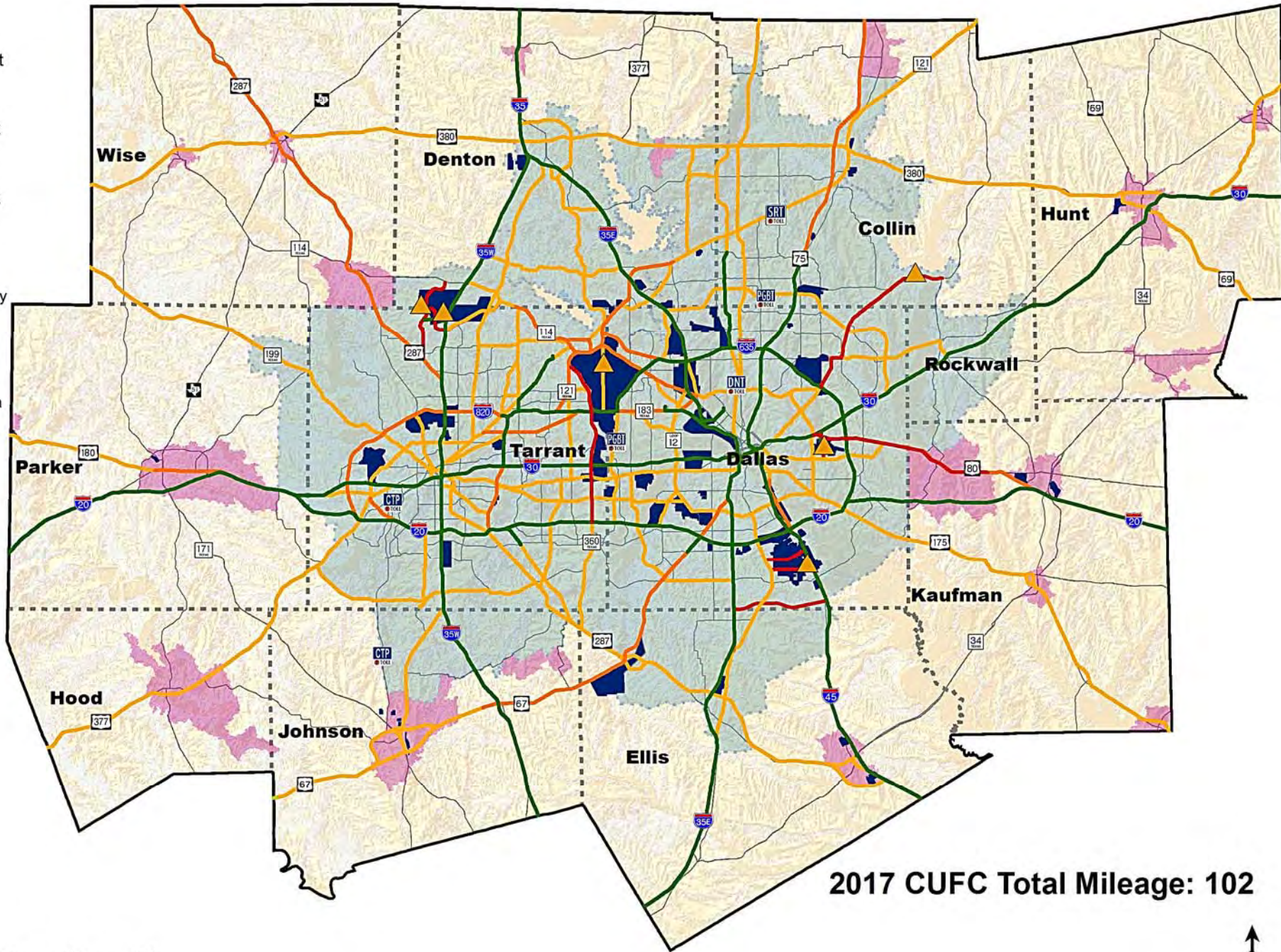
E-mail: valexander@nctcog.org

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

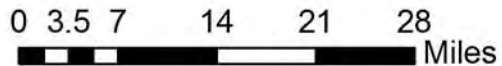
Draft 2017 Critical Urban Freight Corridors

Legend

- FHWA Primary Highway Freight System
- TxDOT Primary Freight Network
- TxDOT Secondary Freight Network
- 2017 Critical Urban Freight Corridors
- Intermodal Facility
- Freight Oriented Developments
- Urbanized Area
 - Small Urban Area
 - Urbanized Area
- Highways
- Counties



2017 CUFC Total Mileage: 102



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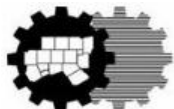
Proposed 2017 Critical Urban Freight Corridors				
Corridor	Summary	2017 Proposed Critical Urban Freight Corridor Mileage*	From	To
State Loop 9	The first phase of the planned regional loop This phase will connect IH 35E and IH 45 and will help reroute truck traffic around downtown Dallas	10	IH 35E	IH 45
Pleasant Run Road	Connects truck traffic across the Dallas Inland Port from SH 342 to IH 45	5	SH 342	IH 45
State Highway 78	Connects the KCS Intermodal facility to IH 635, the only major route to the facility	20	IH 635	FM 6
US Highway 80	Connect truck traffic to IH 30 and the UPRR Mesquite Intermodal facility	20	IH 30	Urbanized Boundary (East Side of Forney)
State Highway 360	Connects DFW Airport, GM Arlington Assembly Plant, Great Southwest Industrial Park with IH 20, IH 30, SH 183 and SH 121	18	SH 121	IH 20
Intermodal Parkway	Connects the BNSF Intermodal yard to IH 35W Capacity improvements and road extensions are planned	4	Intermodal Yard	IH 35W
State Highway 170	Connects IH 35W and SH 114 to the Alliance FOD	7	IH 35W	SH 114
Big Town Boulevard	Connects UPRR Mesquite Intermodal facility to IH 30 and US 80	3	IH 30	SH 352
Wintergreen Road	Connects truck traffic across the Dallas Inland Port from SH 342 to IH 45	5	SH 342	IH 45
Farm to Market 156	Connects truck traffic across the Alliance FOD to SH 114 and US 287/IH 35W	10	SH 114	US 287

* Approximate

UPDATES TO REGIONAL TRANSPORTATION DEVELOPMENT CREDIT PROGRAM

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

MARCH 24, 2017



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Transportation Development Credits = TDCs
- TDCs are “earned” by the region when toll revenues are used to fund capital projects on public highways
- TDCs are not money or cash
- They do not increase funding for a given project
- They are eligible to “match” a federal funding award
- The Dallas-Fort Worth Region has been allocated 465,486,222 in TDCs
- As of September 30, 2016, the Dallas-Fort Worth Region has 319,121,623 of TDCs available for future allocation

CURRENT TDC CATEGORIES

Category	Award Methods	Current Allocation
1	Strategic Awards to Small Transit Providers	10,000,000
2	Type 1 Call: Regional Transportation Council (RTC) has Revenue <ul style="list-style-type: none"> • Transportation Alternatives Program • Texas Department of Transportation (TxDOT)/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality • Collin County LIP/LIRAP Partnership 	9,600,000
3	Type 2 Call: Local Agency has Revenue	16,764,599
4	Selling TDCs to other MPOs/TxDOT	100,000,000
5	Regional Programs/Management and Operations	10,000,000
TDC Pool	For Future Allocation	319,121,623

SUMMARY OF PROPOSED ACTIONS

Category	Proposed Action(s)
1 – Strategic Awards to Small Transit Providers	<ul style="list-style-type: none"> Continue the category and increase its allocation by 16 million.
2 – RTC Has Revenue	<ul style="list-style-type: none"> Continue the category and increase its allocation by 10.4 million Change name by removing “Type 1 Call”
3 – Local Agency Has Revenue	<ul style="list-style-type: none"> Change name by removing “Type 2 Call” Reduce its allocation to the awarded amount (reduce by 73,484), and retire the category.
4 – Selling TDCs to Other MPOs/TxDOT	<ul style="list-style-type: none"> Continue the category and increase its allocation by 50 million.
5 – Regional Programs/Management and Operations	<ul style="list-style-type: none"> Change the category’s goal to: “Support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply” Expand its scope to include more project & program types (i.e. Sustainable Development, Regional Turnback, land use/transportation integration for military bases, safety, and other strategic partnerships with regional agencies) Increase its allocation by 20 million
6 – MTP Policy Bundle	<ul style="list-style-type: none"> Create the category and allocate 100 million to it.

PROPOSED NEW ALLOCATION AMOUNTS

Category	Award Methods	Current Allocation	Proposed Change	Revised Allocation ¹
1	Strategic Awards to Small Transit Providers	10,000,000	+16,000,000	26,000,000
2	Type 1 Call: RTC has Revenue	9,600,000	+10,400,000	20,000,000
3	Type 2 Call: Local Agency has Revenue	16,764,599	-73,484	16,691,115
4	Selling TDCs to other MPOs/TxDOT	100,000,000	+50,000,000	150,000,000
5	Regional Programs/Management and Operations	10,000,000	+20,000,000	30,000,000
6	MTP Policy Bundle	0	+100,000,000	100,000,000
TDC Pool	For Future Reallocation	319,121,623	-196,326,516	122,795,107
Total		465,486,222		465,486,222

¹Additional allocations are for Fiscal Year 2017, 2018, and 2019 with the exception of Category 1, which includes 1,000,000 TDCs for Fiscal Year 2016 as well

REQUESTED ACTION

- Recommend RTC approval of:
 - Changes to the TDC categories as summarized on Slide 4
 - Contacting other MPOs in the State to assess interest in exchanging TDCs for cash
 - Sending a letter to TxDOT Headquarters to clarify why NCTCOG has not received additional TDCs since 2012

TIMELINE

February 2017

STTC Information

March 2017

RTC Information
Public Meetings
STTC Action

April 2017

RTC Action

QUESTIONS?

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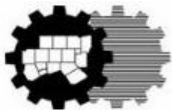
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HEMPHILL/LAMAR FUNDING PARTNERSHIP

SURFACE TRANSPORTATION
TECHNICAL COMMITTEE

MARCH 24, 2017



North Central Texas
Council of Governments
Transportation Department

PROJECT BACKGROUND

- Hemphill Street: Goes north from IH 20 and terminates just before downtown south of IH 30
- Lamar Street: Comes south out of Downtown Fort Worth and stops just north of IH 30
- Project Scope: Four lane divided road with shared use bicycle/pedestrian path
- As part of the IH 30 reconstruction in 2000, the Texas Department of Transportation (TxDOT) built three bridges over Hemphill/Lamar to enable the construction of a connector in the future.
- Project was de-federalized by the Regional Transportation Council (RTC) in 2009 at the request of the City
- Rising project costs have led to the need for a partnership to fill the funding gap.
- The use of local funds allows the project to proceed without going through the federal environmental process.

PROJECT AREA



Source: City of Fort Worth

PROPOSED LOCAL DESIGN PARTNERSHIP DEAL POINTS

- RTC to swap federal and local funds with Tarrant County on the TEXRail project
 - \$20,000,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds with 4,000,000 Transportation Development Credits (TDCs) in lieu of a local match to be added to the TEXRail project by the RTC
 - Tarrant County to contribute its \$20,000,000 commitment on TEXRail in local funds to the Hemphill/Lamar project
- Tarrant County to contribute an additional \$3,000,000 to the Hemphill/Lamar project and in exchange:
 - \$1,000,000 in CMAQ funds to be used for a transit pilot project in Forest Hill, Everman, and Crowley
 - TxDOT to assess need for improvements at the FM 1220 and Azle Avenue intersection as part of the recently approved \$415,000,000 on SH 199
- \$3,448,803 in Regional Toll Revenue (RTR) funds to be contributed by the RTC to cover the remainder of the construction costs.
 - Funds will be transferred to the West from the East (East will receive federal funds in return)

SUMMARY OF ADDITIONAL FUNDING FOR PROPOSED PARTNERSHIP (\$ IN MILLIONS)

	Tarrant County	RTC
Local Funds for Hemphill/Lamar	\$23.00	
RTR Funds for Hemphill/Lamar ¹		\$3.45
CMAQ Funds for TEXRail		\$20.00
TDCs for TEXRail		4.00
CMAQ Funds for Transit Pilot Projects		\$1.00
Federal/State Funds for SH 199 ²		\$415.00 ³

1: Coming from the Kaufman County RTR account

2: Already approved by the RTC on 12/8/2016; TxDOT will assess the need at FM 1220 and Azle Avenue as well

3: Includes RTC and TxDOT-selected funding from the 10-Year Planning Effort

FUNDING PROPOSAL FOR HEMPHILL/LAMAR CONNECTOR

Project Phase	Tarrant County ¹	STP-MM (Federal only)	TxDOT Funds ²	RTR Funding ³	Fort Worth Local Funds	Total Funding	Total Cost
Preliminary Engineering					\$2,174,986	\$2,174,986	\$2,174,986
Right-of-Way Aquisition/ Utility Relocation					\$10,356,000	\$10,356,000	\$10,356,000
Construction	\$23,000,000			\$3,448,803	\$14,161,197	\$40,610,000	\$40,610,000
Direct State Oversight Costs (off system only)			\$145,400		\$0	\$145,400	\$145,400
Total	\$23,000,000	\$0	\$145,400	\$3,448,803	\$26,692,183	\$53,286,386	\$53,286,386

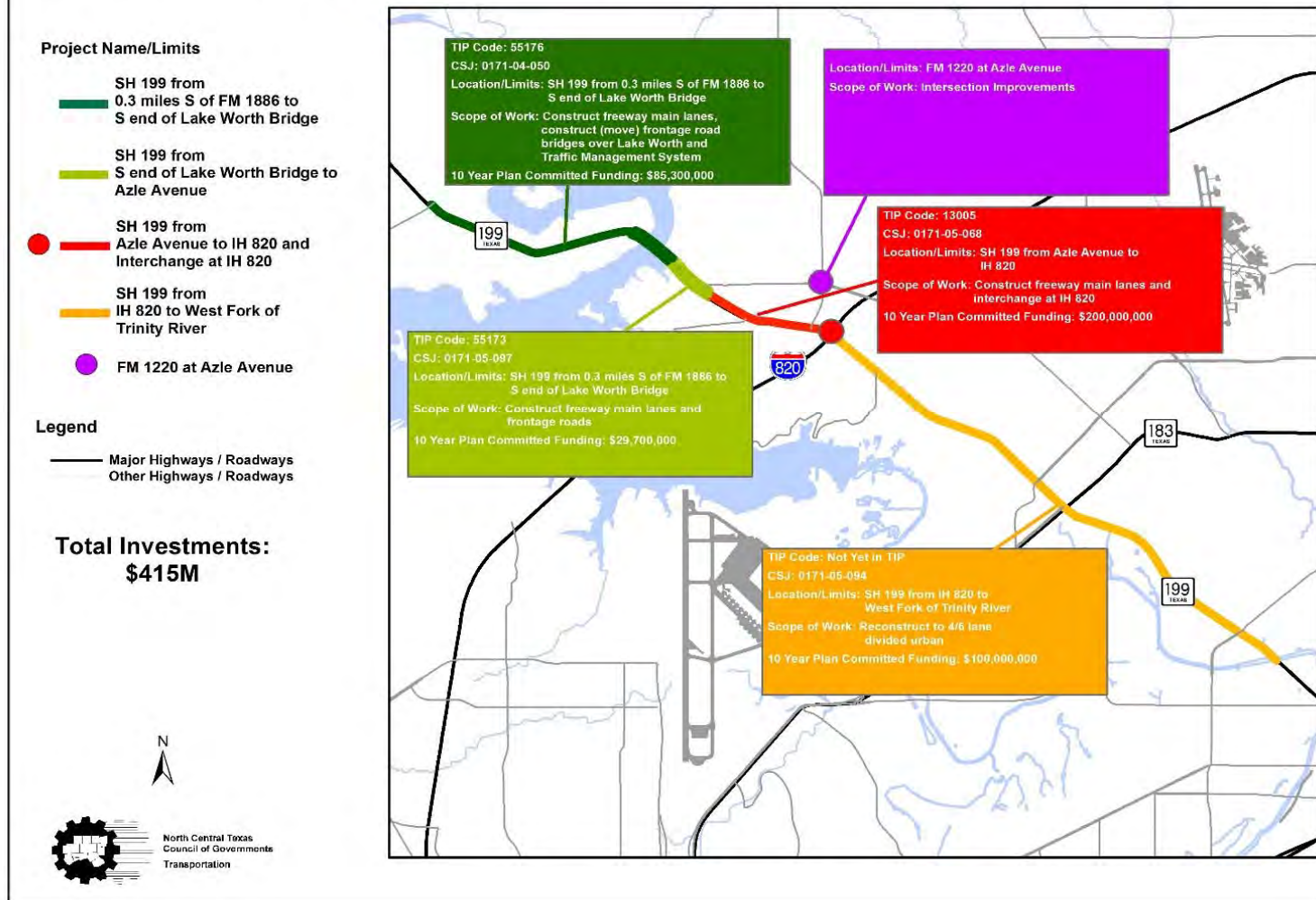
Notes:

1: Includes TEXRail and SH 199 funding swaps; CMAQ to be placed on TEXRail project with TDCs as the match

2: TxDOT is paying the direct state oversight costs for the on system components of the project.

3: Any cost savings will be retained by the RTC

Transportation Projects On or Near SH 199



- SH 199 improvements from FM 1886 to West Fork of Trinity River funded as part of the recent 10-Year Plan approved by the RTC in December 2016
- TxDOT will assess need at FM 1220 and Azle Avenue.

EAST/WEST RTR SWAP

- As non-federal funds are needed to fund the shortfall on Hemphill/Lamar, staff is proposing to trade \$7,100,000 in the Kaufman County RTR account for federal funds.
 - These funds were allocated in 2012 and remain un-programmed.
 - Kaufman County will receive \$10,000,000 in federal funds in return (project(s) to be selected at a later date).
- The RTR funds will be transferred as follows:
 - \$3,448,803 to go to the Tarrant County RTR account for the Hemphill/Lamar project
 - The remainder will go to the Regional account.

ACTION REQUESTED

- Recommend RTC approval of:
 - The partnership between the RTC, City of Fort Worth, Tarrant County, and TxDOT as detailed in Slides 4-6
 - The transfer of RTR funds between RTR accounts as detailed in Slide 7
 - Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

TIMELINE

September 2016	Initially brought to STTC/RTC
March 2017	STTC Action
April 2017	RTC Action
April 2017	Submittal to Statewide Transportation Improvement Program (STIP)
June-July 2017	Anticipated approval of STIP Revision
July 2017	Anticipated approval of RTR funds by the TTC

QUESTIONS?

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Draft
3/16/17

AUTOMATED VEHICLES PROGRAM FUNDING OUTLINE

TEXAS AUTOMATED VEHICLE PROVING GROUND

Arlington low-speed AV deployment project

- Amount: \$350,000
- Source: Federal/CMAQ
- Match: Local match
- Timing: FY 2018

Second low/medium-speed AV deployment project (elsewhere in region)

- Amount: \$250,000
- Source: Federal/STBG
- Match: Local match
- Timing: FY 2018

I-30 high-speed AV deployment: Test Corridor

- Amount: \$1,000,000
- Source: Federal/STBG
- Match: \$250,000 State match
- Timing: FY 2018

AUTOMATED VEHICLE DATA INFRASTRUCTURE

Traffic Signal Data Sharing

- Amount \$250,000
- Source: Federal/CMAQ
- Match: Transportation Development Credits
- Timing: FY 2018

511DFW Enhancement (Data Portal)

- Amount: \$250,000
- Source: Federal/STBG
- Match: State match
- Timing: FY 2018

MULTIPURPOSE AUTOMATED VEHICLE DESIGN, DEVELOPMENT, TESTING AND DEPLOYMENT

“Mover” Prototyping

- Amount: \$550,000
- Source: Federal/STBG
- Source: Transportation Development Credits
- Timing: FY 2018

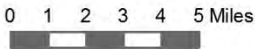
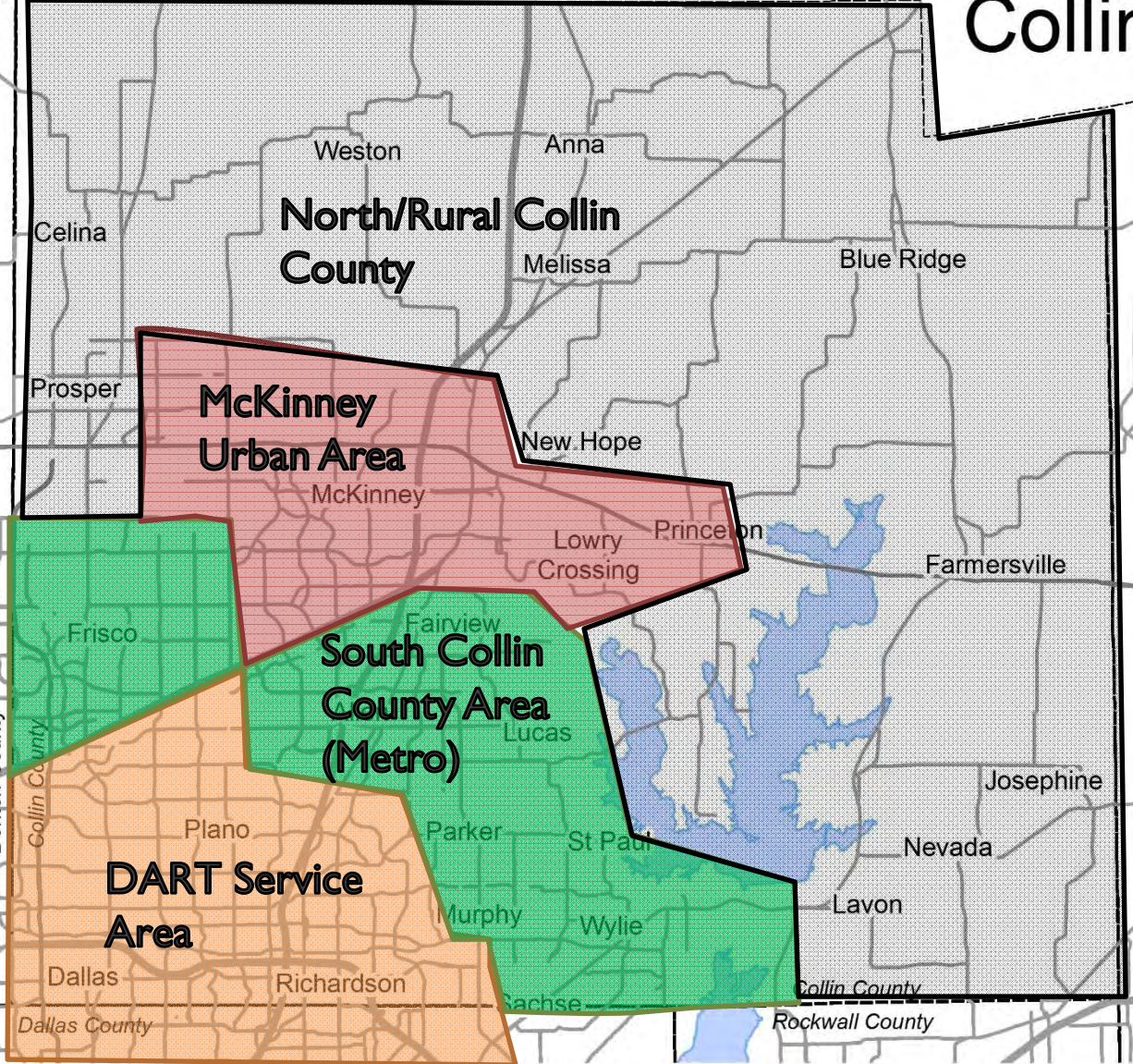
TEXOMA AREA PARATRANSIT SYSTEM (TAPS) WRAP UP

Surface Transportation Technical Committee
March 24, 2017



North Central Texas
Council of Governments

Collin County



Background

Spring 2013: Collin County and the City of McKinney selected TAPS to begin service July 1, 2013.

June 2013: RTC approved TAPS to provide service in the South Collin County Area starting October 1, 2013.

Summer 2015: Federal Transit Administration (FTA) Financial Management and Oversight review identified substantial financial issues at TAPS.

Fall 2015: Significant service reductions began and RTC approved emergency assistance for TAPS.

December 2015: TAPS cancelled all services in Collin County indefinitely.

2016: Staff worked to close out TAPS agreements and redistribute vehicles.

Current Status of TAPS

Resumed limited service in 6 counties, including Wise County in the NCTCOG region (no financial participation from RTC for rural service)

TAPS participates in region-wide transit planning efforts like Access North Texas



RTC-Approved Funding for South Collin County Area

Funding	Purpose	Source	Status
\$250k	Financial backstop for a local TAPS loan	RTC Local	Not accessed by TAPS
\$100k	Financial consulting services provided to TAPS in 2015	RTC Local	Paid back to NCTCOG through reprogrammed funds
~\$6.5M	Support transit service (FY13-FY16)	FTA Urbanized Area Formula Program	~\$5M returned and reprogrammed to regional partners
~\$1.9M	Projects under three competitive funding programs	Other FTA programs	~\$700k returned to be reprogrammed

All requests for reimbursement have been paid or cancelled and all funding agreements have been terminated

No further financial liability to TAPS

Status of Assets

Twenty-eight vehicles funded by the RTC were used by TAPS; per policy, NCTCOG held a lien on the titles

All vehicles have been sold or transferred from TAPS

- Eighteen vehicles transferred to other regional partners
- Six hybrids past their useful life sold and proceeds returned to NCTCOG
- One remaining hybrid pending disposal
- Three vehicles pending relocation (not ADA compliant)

Vehicle funding procedures have been updated to ensure that RTC-funded vehicles are ADA compliant and meet cosmetic standards (painted white, no agency-specific branding)

Raising the Bar on Communication

Review of internal controls verified their suitability; added additional communication checkpoints in risk-assessment processes

Continue open communication internally and with external stakeholders, including STTC, RTC, TxDOT and FTA

Raise local government awareness of “to-good-to-be-true” cost estimates for transit service

Recognize successful partnerships among RTC and transit authorities, rural transit agencies and private companies

- DART, DCTA, STAR Transit, Yellow Cab

Next Steps

Reprogram ~\$700k through open RTC Transit Call for Projects
(funding to increase mobility options for seniors and
individuals with disabilities)

Explore opportunities for legislative approach related to transit
board oversight of financials at smaller transit agencies
(similar to what exists for transit authorities)

Continue to support cities in Collin County as they plan for
ongoing and future transit services

Questions?

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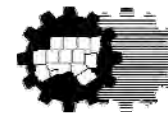
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START OF OZONE SEASON & OTHER AIR QUALITY UPDATES

**Surface Transportation Technical Committee
March 24, 2017**

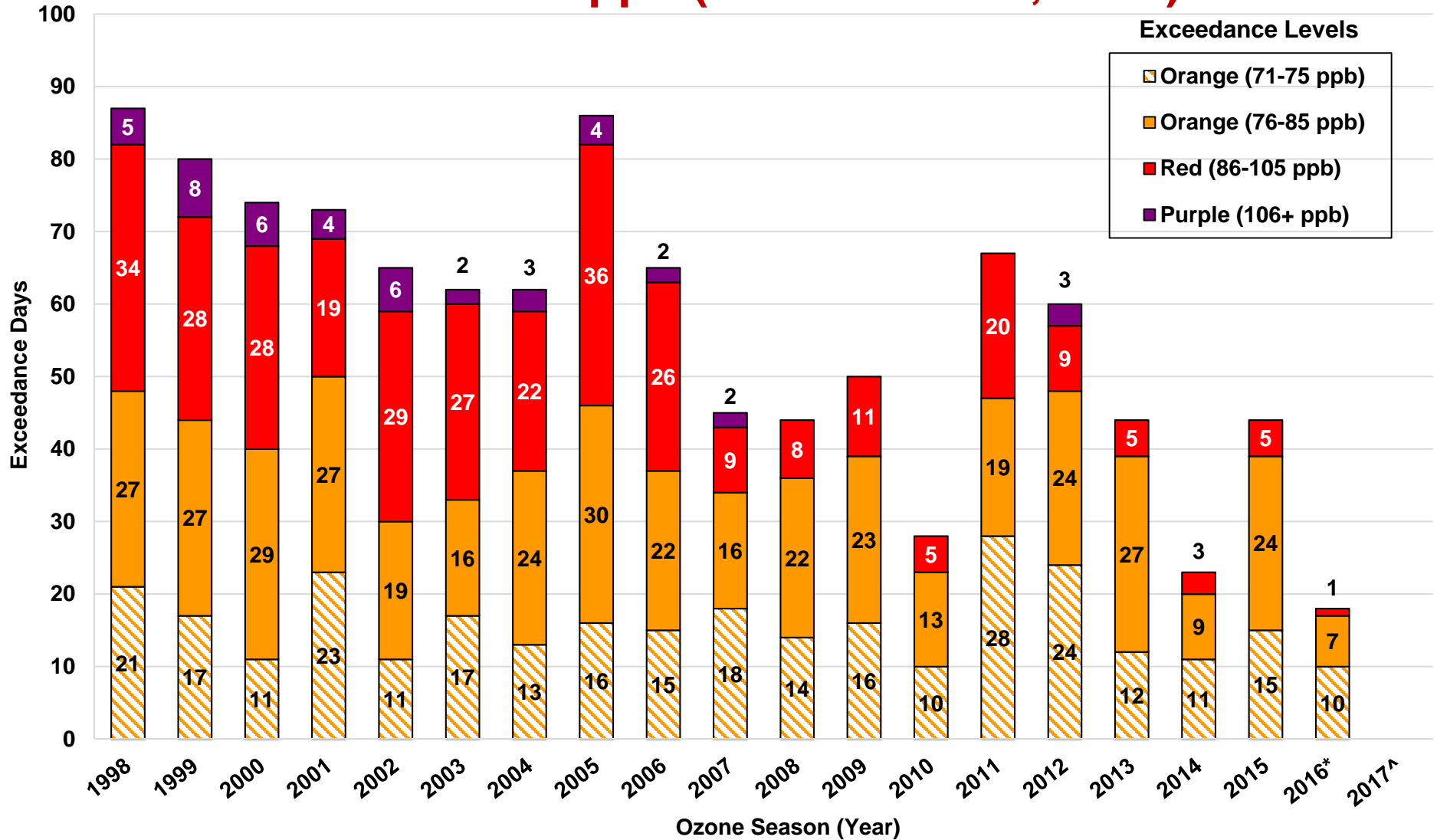
Jenny Narvaez




North Central Texas
Council of Governments

EIGHT-HOUR OZONE HISTORICAL TRENDS

Based on <70 ppb (As of March 6, 2017)



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

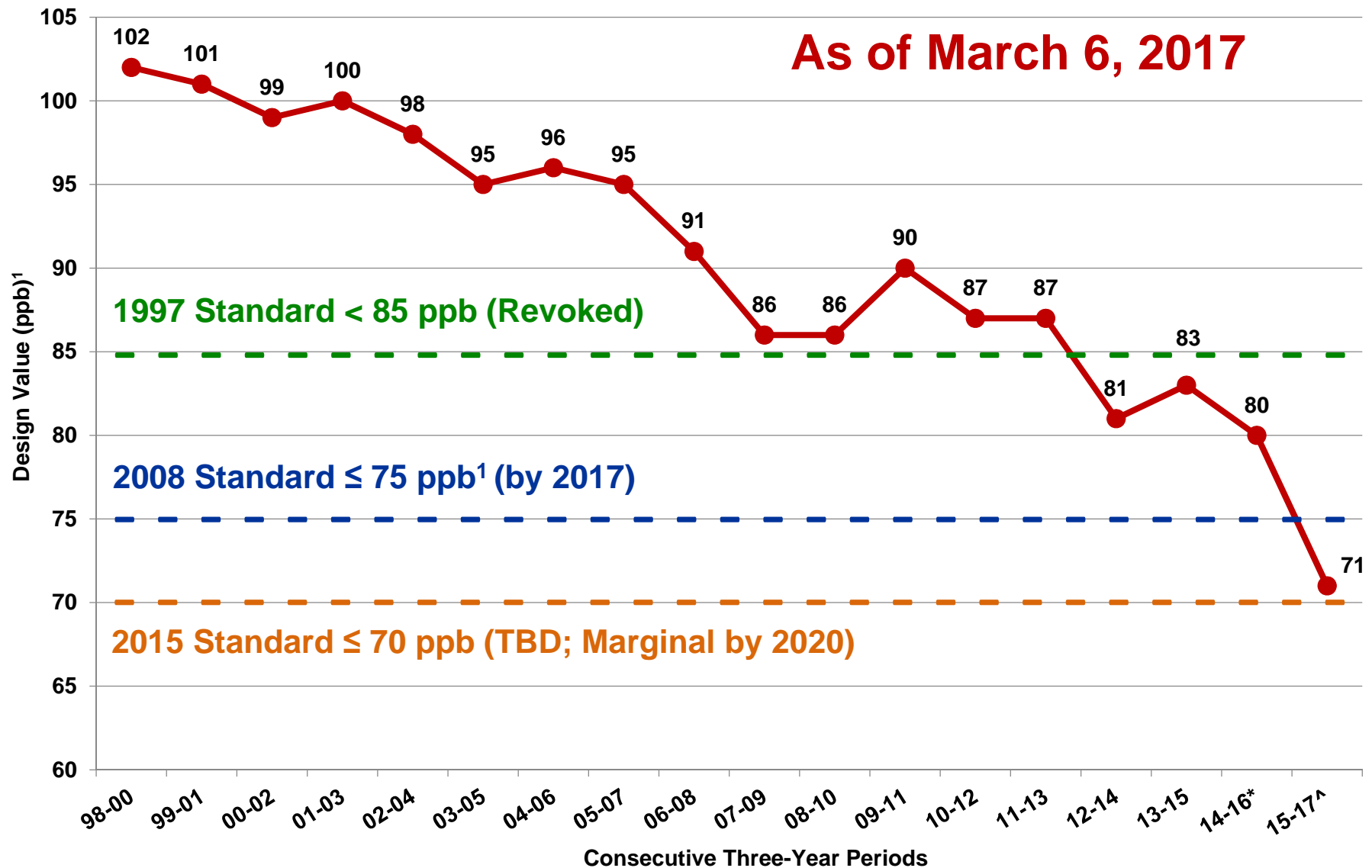
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

*Data not certified by TCEQ.

^Not a full year of data.

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

EIGHT-HOUR OZONE HISTORICAL TRENDS



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

*Data not certified by the Texas Commission on Environmental Quality.

^Not a full year of data.

2015 EIGHT-HOUR OZONE STANDARD (≤ 70)

Anticipated Implementation Timeline

2015 Standard Final:	October 26, 2015 ¹
Effective Date:	December 28, 2015
State Nonattainment Designation Recommendations to EPA:	October 2016
EPA Designations Final:	October 2017*
EPA Designations Effective:	December 2017*
Attainment Plans Due (moderate and above):	December 2020*
Attainment Dates (no later than)	
Marginal:	December 2020*
Moderate:	December 2023*
Serious:	December 2026*
Severe:	December 2032*

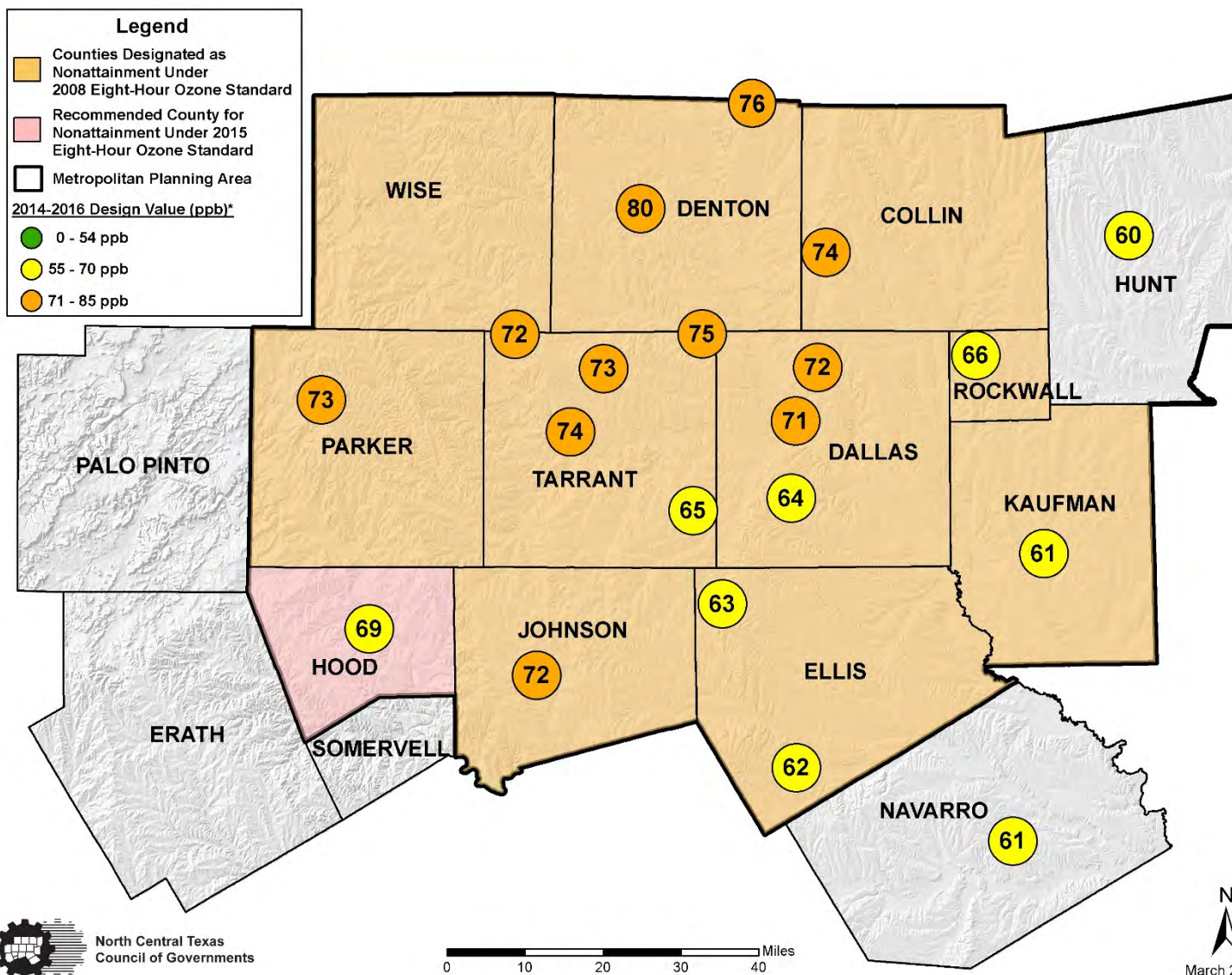
¹ <https://federalregister.gov/a/2015-26594>

*Dates are anticipated based on EPA's final designation date.

Source: Environmental Protection Agency (EPA)

2015 EIGHT-HOUR OZONE STANDARD

State Designation Recommendations Based on 2014-2016 Ozone Data



AIR QUALITY EDUCATION

Air North Texas

Updated website, www.airnorthtexas.org

Sign up for Air Pollution Alerts

Find air quality and ozone information

Commit to clean air actions for individuals, businesses, governments

Become a partner



CLEAN AIR ACTIONS FOR INDIVIDUALS

Join businesses, local governments and other North Texans in committing to clean air actions.

Review the list below and select the strategies you currently or intend to implement during the critically important Ozone Action Days. High ozone levels can cause serious health problems, and inhaling ground level ozone is especially dangerous for people who have asthma or respiratory problems.

Better air quality poses fewer health risks to residents and ensures the continued economic success of the region. For more information about how to implement some of these strategies, visit [here](#).

Strategies for individuals:

- Work from home
- Carpool
- Schedule off-site meetings or utilize conference call technology
- Bring lunch to work or carpool to lunch
- Use mass transit
- Bicycle or walk
- Reduce idling, including during start up
- Avoid unnecessary trips
- Drive the most fuel-efficient vehicle when driving is necessary
- Maintain consistent driving speed
- Conserve water to conserve electricity
- Postpone mowing to a day that is not an Ozone Action Day
- Limit use of recreational vehicles
- Avoid burning, including grilling and burning trash
- Conserve electricity

Other (please specify):

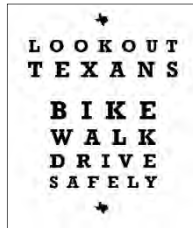
Zip code:

*Email:

SAMPLE OF AIR QUALITY INITIATIVES



Rideshare. Record. Reward.



HIGHLIGHT OF OUTREACH EVENTS

April 1 Fort Worth Earth Party

April 4 Earth Day Fest
(Brookhaven College)

April 7 UNT's University Day

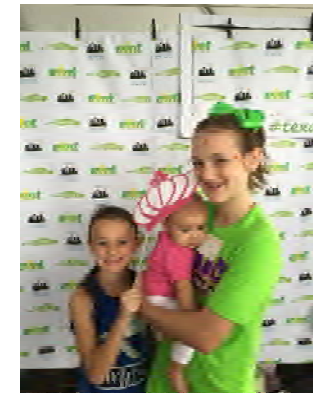
April 18-19 Earth Day Celebration
(DFW Airport)

April 20-23 Odyssey Day/
Earth Day Texas (Dallas)

June 23 Regional Clean Air Action Day
(Everywhere)

For air quality information and more community events - www.airnorthtexas.org

For alternative fuel trainings and events - www.dfwcleancities.org



UPCOMING EVENTS

Earth Day Texas

April 21-23

Held at Fair Park in Dallas

World's largest Earth Day event

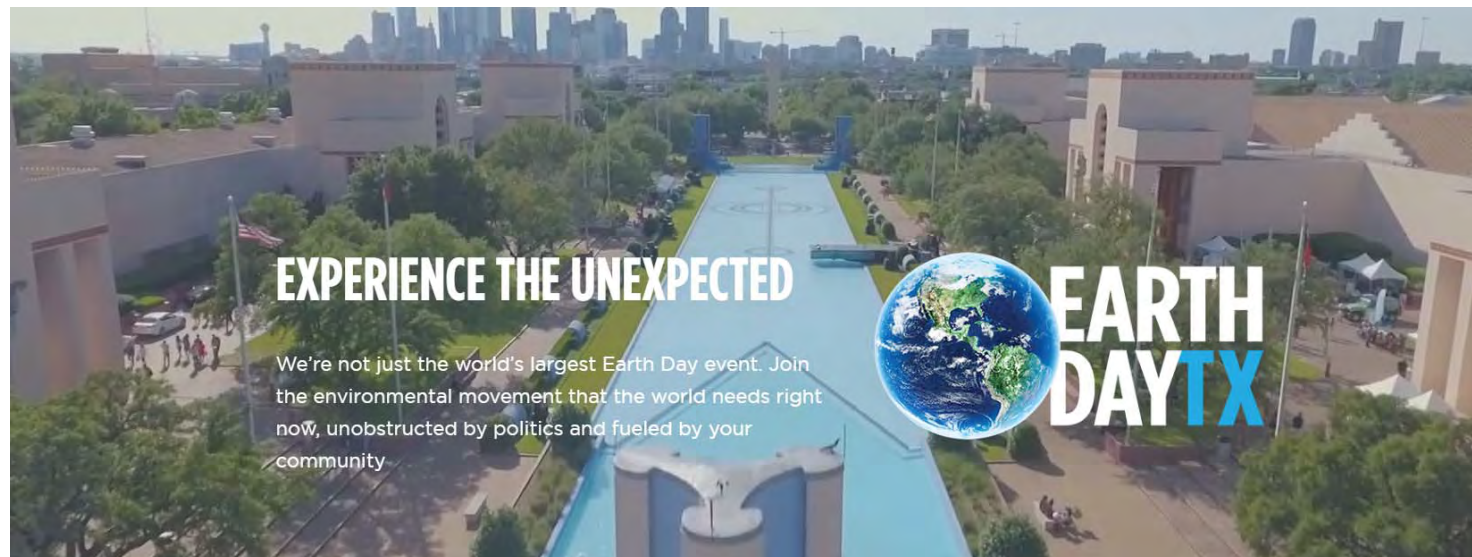
Eco-friendly exhibits

Alternative fuel vehicle test drives

www.earthdaytx.org



Dallas-Fort Worth
CLEAN CITIES



UPCOMING EVENTS

Odyssey Day

April 20

Starts Earth Day Texas
Weekend at Fair Park

Largest nationwide event
promoting AFVs

Panel sessions

Alternative fuel
vehicle test drives

www.afvdayodyssey.org



Fleets for the Future

Panel session April 20

Discounts on alternative fuel
vehicle purchases

propane pick-up trucks

fully electric vehicles
(EVs)

plug-in hybrid vehicles
(PHEVs)

All public fleets eligible

www.nctcog.org/f4f



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<http://www.airnorthtexas.org/>

<http://www.nctcog.org/trans/air/ozone/index.asp>

STATUS OF TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS
IN THE DALLAS-FORT WORTH REGION

TIP CODE	CSJ	IMPLEMENTING AGENCY	FACILITY/PROJECT LIMITS FROM	PROJECT LIMITS TO	PROJECT DESCRIPTION	ORIGINALLY PROGRAMMED FUNDING FY	CURRENT FUNDING FY	FEDERAL FUNDS OBLIGATED	TOTAL FEDERAL TAP FUNDS PROGRAMMED	MATCH TO FEDERAL FUNDS	TOTAL TAP FUNDING PROGRAMMED	UNOBLIGATED FEDERAL FUNDS AT RISK OF LAPSING	RISK OF MISSING FY2017 OBLIGATION DEADLINE
53125	0902-48-697	TXDOT FORT WORTH	ON WHITE SETTLEMENT ROAD	AT BYPASS CHANNEL IN FORT WORTH	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL FOR TRINITY RIVER NEAR CBD OF FORT WORTH	2014	2014	\$ 3,000,000	\$ 3,000,000	\$ 750,000	\$ 3,750,000	\$ -	FULLY OBLIGATED
Total for FY2014								\$ 3,000,000	\$ 3,000,000	\$ 750,000	\$ 3,750,000	\$ -	
40024	0918-47-138	DALLAS	ROSEMONT SAFE ROUTES TO SCHOOL PROJECT; BOUNDED BY KESSLER PWKY ON THE NORTH, CEDAR HILL AVE ON THE EAST,	W 12TH ST ON THE SOUTH, AND MARY CLIFF RD ON THE WEST	PRELIMINARY ENGINEERING FOR VARIOUS SAFE STREET BIKE/PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC CALMING MEASURES IN THE ROSEMONT NEIGHBORHOOD	2015	2016	\$ 80,000	\$ 80,000	\$ 20,000	\$ 100,000	\$ -	FULLY OBLIGATED
40030	0918-47-141	GRAND PRAIRIE	CITY WIDE SAFE ROUTES TO SCHOOL IMPROVEMENTS AND SIDEWALK IMPROVEMENTS	IN PROXIMITY TO VARIOUS SCHOOLS IN GRAND PRAIRIE	CITY WIDE SAFE ROUTES TO SCHOOL IMPROVEMENTS AND SIDEWALK IMPROVEMENTS	2016	2016	\$ 365,204	\$ 575,773	\$ -	\$ 575,773	\$ 210,569	OBLIGATED - COST SAVING AT LETTING
40006	0918-47-143	MESQUITE	MILITARY PARKWAY TRAIL FROM SAM HOUSTON	RODEO CENTER BOULEVARD	CONSTRUCT APPROXIMATELY 1.6 MILE BIKE/PEDESTRIAN TRAIL	2016	2016	\$ 1,950,351	\$ 1,950,351	\$ 488,588	\$ 2,438,939	\$ -	FULLY OBLIGATED
40011	0918-24-215	PRINCETON	ALONG NORTH SIDE OF COLLEGE AVE FROM COMMUNITY PARK TO NORTH SECOND ST, ALONG NORTH SIDE OF MCKINNEY AVE FROM NORTH FOURTH ST TO N SIXTH ST,	ALONG WEST SIDE OF NORTH SIXTH ST (FM 1377) TO EAST WILLOW LANE AND ALONG E PRINCETON DR (US 380) FROM N FOURTH ST TO WEST OF FM 458	SAFE ROUTES TO SCHOOL PROJECT; SIDEWALKS	2016	2016	\$ 440,000	\$ 440,000	\$ 110,000	\$ 550,000	\$ -	FULLY OBLIGATED
Total for FY2016								\$ 2,835,555	\$ 3,046,124	\$ 618,588	\$ 3,664,712	\$ 210,569	
40002	0747-04-073	ARLINGTON	SOUTH COOPER ST SAFE SCHOOL CROSSING AT THE INTERSECTION OF SOUTH COOPER	SNOOTY FOX DRIVE/COOPER SQUARE CIRCLE	TRAFFIC SIGNAL AND CROSSWALKS	2016	2017	\$ 102,035	\$ 448,500	\$ -	\$ 448,500	\$ 346,465	LOW
40004	0902-90-024	ARLINGTON	RIVER LEGACY PARK TRAIL EXTENSION FROM CURRENT EASTERN ENDPOINT	SH 360	CONSTRUCT APPROXIMATELY 0.5 MILE BIKE/PEDESTRIAN TRAIL EXTENSION	2017	2017	\$ 104,772	\$ 574,999	\$ 472,281	\$ 1,047,280	\$ 470,227	LOW
40027	0918-47-136	CEDAR HILL	FM 1382--HIKE AND BIKE TRAIL FROM CEDAR HILL STATE PARK ENTRANCE NORTH	JOE POOL LAKE OVERLOOK ENTRANCE	CONSTRUCT APPROXIMATELY 2 MILES OF SHARED-USE PATH (PHASE 2)	2017	2017	\$ 195,650	\$ 2,999,966	\$ 999,989	\$ 3,999,955	\$ 2,804,316	MODERATE
40008.1	0136-12-026	COMMERCE	BS 224B FROM LIVE OAK STREET (BUS 244B) FROM SH 24	WASHINGTON STREET	SIDEWALK IMPROVEMENTS ALONG SOUTH SIDE OF LIVE OAK; ON-SYSTEM	2016	2017	\$ 122,531	\$ 471,698	\$ 90,706	\$ 562,404	\$ 349,167	HIGH

LOW RISK - Project on scheduled to let in FY2017
 MODERATE RISK - Project schedule to let in FY2017, but based on information received, there is a potential for delays
 HIGH RISK - Project not likely to meet FY2017 deadline or no response from agency
 FULLY OBLIGATED - All federal funds programmed to the project have obligated

**STATUS OF TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS
IN THE DALLAS-FORT WORTH REGION**

TIP CODE	CSJ	IMPLEMENTING AGENCY	FACILITY/PROJECT LIMITS FROM	PROJECT LIMITS TO	PROJECT DESCRIPTION	ORIGINALLY PROGRAMMED FUNDING FY	CURRENT FUNDING FY	FEDERAL FUNDS OBLIGATED	TOTAL FEDERAL TAP FUNDS PROGRAMMED	MATCH TO FEDERAL FUNDS	TOTAL TAP FUNDING PROGRAMMED	UNOBLIGATED FEDERAL FUNDS AT RISK OF LAPSING	RISK OF MISSING FY2017 OBLIGATION DEADLINE
40008.2	0901-22-113	COMMERCE	LIVE OAK STREET FROM WASHINGTON STREET	PECAN STREET	SIDEWALK IMPROVEMENTS ALONG SOUTH SIDE OF LIVE OAK; OFF-SYSTEM	2016	2017	\$ 9,175	\$ 28,302	\$ 4,782	\$ 33,084	\$ 19,127	HIGH
40009.1	0901-22-111	COMMERCE	MAPLE STREET FROM MONROE STREET	PARK STREET	SIDEWALK IMPROVEMENTS ALONG PORTIONS OF MAPLE STREET	2016	2017	\$ 96,753	\$ 396,000	\$ 78,225	\$ 474,225	\$ 299,247	HIGH
40009.2	0901-22-112	COMMERCE	PARK STREET FROM MAPLE STREET	S OF MAPLE STREET	SIDEWALK IMPROVEMENTS ALONG PORTIONS OF PARK STREET	2016	2017	\$ 26,499	\$ 84,000	\$ 14,375	\$ 98,375	\$ 57,501	HIGH
40009.3	0083-01-054	COMMERCE	BS 11H FROM MAPLE STREET	PARK STREET	SIDEWALK IMPROVEMENTS ALONG PORTIONS OF MAPLE STREET	2016	2017	\$ 4,748	\$ 15,052	\$ 2,576	\$ 17,628	\$ 10,304	HIGH
40023	0918-47-139	DALLAS	TRINITY SKYLINE TRAIL EXTENSION FROM SYLVAN AVENUE	CAMPION TRAIL NORTH OF SH 356	CONSTRUCT BIKE/PEDESTRIAN TRAIL ALONG THE TRINITY RIVER	2018	2017	\$ 761,800	\$ 2,989,994	\$ 2,056,794	\$ 5,046,788	\$ 2,228,194	MODERATE
40014	0918-47-137	DALLAS CO	NORTHAVEN TRAIL FROM WEST OF MIDWAY ROAD (CINDERELLA LN)	WALNUT HILL/DENTON DART STATION (DENTON DR)	CONSTRUCT PHASES 2B AND 2C OF MULTIMODAL TRAIL, ON STREET BIKE FACILITY, AND SIDEWALK IMPROVEMENTS	2017	2017	\$ 104,345	\$ 2,519,928	\$ 1,478,958	\$ 3,998,886	\$ 2,415,583	LOW
40028	0918-47-140	FARMERS BRANCH	BROOKHAVEN COLLEGE CAMPUS - INTERCITY CONNECTIONS		PEDESTRIAN BRIDGE AND SIDEWALK ALONG MARSH LANE AND ON-STREET BIKEWAY IMPROVEMENTS ON ROSSER RD FROM IH 635 TO VALLEY VIEW LANE, INCLUDING SIGNAL IMPROVEMENTS AT THE ROSSER ROAD/VALLEY VIEW LANE INTERSECTION	2017	2017	\$ 85,577	\$ 510,750	\$ 141,747	\$ 652,497	\$ 425,173	MODERATE
40031	0902-90-031	FORT WORTH	TRINITY TRAILS EAST FORT WORTH EXTENSION FROM HANDLEY-EDERVILLE RD	RIVER TRAILS PARK AND TRINITY BLVD	CONSTRUCT A BICYCLE/PEDESTRIAN TRAIL	2017	2017	\$ 4,402	\$ 2,347,940	\$ 586,985	\$ 2,934,925	\$ 2,343,538	HIGH
40026	0902-90-030	HURST	PEDESTRIAN AND SAFETY IMPROVEMENTS NEAR HARRISON LANE ELEMENTARY AND HURST JUNIOR HIGH	CHERYL AVE, KEITH DR, SHERI LN, BUENA VISTA DR, EAST PECAN ST, SOUDER DR, AND HURSTVIEW DR	SIDEWALK IMPROVEMENTS ALONG VARIOUS ROADWAYS IN PROXIMITY TO HARRISON LANE ELEMENTARY SCHOOL AND HURST JUNIOR HIGH SCHOOL	2016	2017	\$ 59,200	\$ 489,515	\$ 107,579	\$ 597,094	\$ 430,315	HIGH
40003	0902-90-027	KELLER	MOUNT GILEAD ROAD TRAIL FROM BOURLAND ROAD	WOODSBOROUGH LANE	CONSTRUCT APPROXIMATELY 0.6 MILE BIKE/PEDESTRIAN TRAIL ALONG NORTH SIDE OF MOUNT GILEAD ROAD	2016	2017	\$ 82,000	\$ 481,059	\$ 120,265	\$ 601,324	\$ 399,059	MODERATE

LOW RISK - Project on scheduled to let in FY2017

MODERATE RISK - Project schedule to let in FY2017, but based on information received, there is a potential for delays

HIGH RISK - Project not likely to meet FY2017 deadline or no response from agency

FULLY OBLIGATED - All federal funds programmed to the project have obligated

**STATUS OF TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS
IN THE DALLAS-FORT WORTH REGION**

TIP CODE	CSJ	IMPLEMENTING AGENCY	FACILITY/PROJECT LIMITS FROM	PROJECT LIMITS TO	PROJECT DESCRIPTION	ORIGINALLY PROGRAMMED FUNDING FY	CURRENT FUNDING FY	FEDERAL FUNDS OBLIGATED	TOTAL FEDERAL TAP FUNDS PROGRAMMED	MATCH TO FEDERAL FUNDS	TOTAL TAP FUNDING PROGRAMMED	UNOBLIGATED FEDERAL FUNDS AT RISK OF LAPSING	RISK OF MISSING FY2017 OBLIGATION DEADLINE
40025	0918-46-285	LITTLE ELM	HARTS BRANCH TRAIL FROM EAST ELDORADO PARKWAY	WALKER LANE	CONSTRUCT BIKE/PEDESTRIAN TRAIL	2016	2017	\$ 224,398	\$ 1,720,000	\$ 641,943	\$ 2,361,943	\$ 1,495,602	MODERATE
40015	0172-02-074	MANSFIELD	MANSFIELD TRAIL CONNECTION TO CITY SPINE TRAIL FROM WEST OAK STREET	TOWN PARK	CONSTRUCT APPROXIMATELY 0.4 MILE BIKE/PEDESTRIAN TRAIL ALONG BOTH SIDES OF FM 157/BUSINESS 287	2016	2017	\$ 3,647	\$ 947,111	\$ 315,704	\$ 1,262,815	\$ 943,464	MODERATE
40010	0918-24-213	MCKINNEY	PED SAFETY ENHANCE IN VAR LOCS IN PROX TO BURKS, CALDWELL, ELLIOT, GLEN OAKS, JOHNSON, MCNEIL ELEMENTARY SCHOOLS;	COMSTROCK, OGLE, SCOTT, AND SONNTAG ELEMENTARY SCHOOLS; COCKRILL MIDDLE AND SCOGGINS MIDDLE SCHOOLS	SIDEWALK IMPROVEMENTS	2016	2017	\$ 94,802	\$ 490,699	\$ -	\$ 490,699	\$ 395,897	LOW
40001	0918-24-214	PLANO	COTTONWOOD CREEK TRAIL EXTENSION FROM THE NORTH SIDE OF CHAPARRAL ROAD	OAK POINT PARK NEAR EAST PARKER ROAD	APPROXIMATELY 2 MILE BIKE/PEDESTRIAN TRAIL EXTENSION ALONG COTTONWOOD CREEK	2016	2017	\$ 110,374	\$ 1,692,407	\$ 395,508	\$ 2,087,915	\$ 1,582,033	LOW
40012	0008-09-035	TXDOT FORT WORTH	FM 5 FROM PEDESTRIAN IMPROVEMENTS FROM AUTUMNWOOD DR	VILLAGE PARKWAY	CONSTRUCT APPROXIMATELY 0.4 MILE SIDEWALK ALONG WEST SIDE OF FM 5 TO MCANULLY INTERMEDIATE SCHOOL	2016	2017	\$ 103,317	\$ 325,000	\$ -	\$ 325,000	\$ 221,683	LOW

Total for FY2017 \$ 2,296,025 \$ 19,532,920 \$ 7,508,417 \$ 27,041,337 \$ 17,236,895

40005	0902-90-025	ARLINGTON	LYNN CREEK LINEAR PARK TRAIL EXTENSION FROM CURRENT EASTERN ENDPOINT	NEW YORK AVENUE	CONSTRUCT APPROXIMATELY 1.7 MILE BIKE/PEDESTRIAN TRAIL	2017	2018	\$ 162,879	\$ 1,002,877	\$ 844,742	\$ 1,847,619	\$ 839,998	N/A - PROJECT PROGRAMMED IN FY2018
40029	0918-47-142	IRVING	DELAWARE CREEK TRAIL CONNECTOR FROM SENTER RD/SENTER VALLEY RD	CAMPION TRAIL AT MOUNTAIN CREEK PRESERVE	INSTALL A HIKE AND BIKE TRAIL	2018	2018	\$ 123,913	\$ 1,900,000	\$ 444,022	\$ 2,344,022	\$ 1,776,087	N/A - PROJECT PROGRAMMED IN FY2018

Total for FY2018 \$ 286,792 \$ 2,902,877 \$ 1,288,764 \$ 4,191,641 \$ 2,616,085

Grand Total \$ 8,418,372 \$ 28,481,921 \$ 10,165,769 \$ 38,647,690 \$ 20,063,549

LOW RISK - Project on scheduled to let in FY2017 \$ 5,431,888

MODERATE RISK - Project schedule to let in FY2017, but based on information received, there is a potential for delays \$ 8,295,808

HIGH RISK - Project not likely to meet FY2017 deadline or no response from agency \$ 3,509,199

FULLY OBLIGATED - All federal funds programmed to the project have obligated \$ 5,835,555



WHAT IS THE HYPERLOOP ONE GLOBAL CHALLENGE?

The Hyperloop One Global Challenge is a competition which invites teams anywhere on Earth to put forward a comprehensive commercial, transport, economic, and policy case for their cities, regions, or countries to be considered to host the first hyperloop networks. The Hyperloop One Global Challenge is not an engineering competition: we bring the technology, you tell us how it should be used in your location.

Advised by an international jury of leading experts in transport, technology, economics and innovation, Hyperloop One is seeking to collaborate with applicants who most powerfully make the case for how Hyperloop would not only transform passenger and cargo transport in their locations, but also how that Hyperloop transformation will drive economic growth, generate opportunities for development, and create radically new opportunities for people to live anywhere, work anywhere and be anywhere.

**RESOLUTION OF SUPPORT FOR THE TEXAS ENTRY IN THE HYPERLOOP ONE
GLOBAL COMPETITION
(R17-01)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, the RTC is responsible for the approval of transportation projects and policies in the region's long-range transportation plan (Mobility 2040); and,

WHEREAS, the RTC is responsible for identifying mobility choices within the Dallas-Arlington-Fort Worth Metropolitan Planning Area through Mobility 2040; and,

WHEREAS, since 1991, the region has been designated as nonattainment for the pollutant ozone and approximately half of ozone precursor oxides of nitrogen (NO_x) emissions come from on-road mobile sources; and,

WHEREAS, the RTC is responsible for identifying projects simultaneously improving mobility and air quality; and,

WHEREAS, there is increasing interest in and research and development of Hyperloop technology, which provides for high speed transport of both people and freight on a net zero energy basis; and,

WHEREAS, Hyperloop One, one of the companies developing Hyperloop technology, is conducting a competitive Global Challenge to identify early deployment sites for Hyperloop technology; and,

WHEREAS, the Global Challenge attracted over 2,600 entries and a Texas entry was selected as one of the semifinalists; and,

WHEREAS, the Texas entry in the Global Challenge contemplates Hyperloop service within the region and connecting this region with other major metropolitan areas in Texas; and,

WHEREAS, obtaining finalist status for the Texas entry could help Texas attract investment and associated jobs as Hyperloop technology is developed and deployed; and,

WHEREAS, supporting research and development of new transportation technologies and business models will help the region achieve improvements in mobility and air quality; and,

WHEREAS, there is no financial commitment associated with an expression of support for the Texas entry in the Hyperloop One Global Challenge.

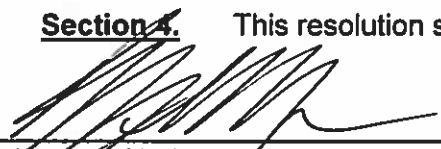
NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council expresses its support for the Texas entry in the Hyperloop One Global Challenge.

Section 2. This support is consistent with other entities that desire system connections to, from, and through the region.

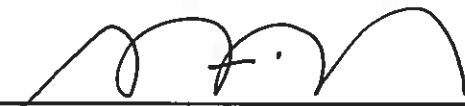
Section 3. This resolution shall be transmitted to interested parties as appropriate.

Section 4. This resolution shall be in effect immediately upon its adoption.



Ron Jensen, Chair
Regional Transportation Council
Mayor, City of Grand Prairie

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on March 9, 2017.



Gary Fickes, Secretary
Regional Transportation Council
Commissioner, Tarrant County



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

March 9, 2017

The Honorable Tryon D. Lewis
Chair
Texas Transportation Commission
125 E. 11th Street
Austin, TX 78701

Dear Chair Lewis:

On December 8, 2016, the Regional Transportation Council (RTC) approved the transportation projects for Category 2, Category 4, and the candidate list of Texas Transportation Commission (TTC) projects in Category 12. Our focus over the last six months was on meeting the requests of Governor Greg Abbott and Commissioner J. Bruce Bugg, Jr. in the "Texas Clear Lanes" program, responding to the request of the TTC from August 2016, and completing the performance requirements of House Bill 20. That work is now complete with certification documentation sent to the Texas Department of Transportation (TxDOT) on February 20, 2017. We are monitoring your review of our recommendations and hopeful of your approval in the upcoming Unified Transportation Programs.

The Regional Transportation Council is now focused on meeting the needs that fall under the Surface Transportation Block Grant Program (i.e., Category 7) and the Congestion Mitigation and Air Quality Improvement Program (i.e., Category 5). One candidate program under RTC consideration is to leverage these federal funds with local funds to encourage local governments to remove portions of Farm to Market roads from the TxDOT system. This program has the benefits of reducing your out-year maintenance costs, as well as permitting local governments to focus on local design standards optimizing land use along these facilities. Our program is currently slated for \$100 million.

In exchange, we are requesting the Texas Transportation Commission to advance transportation design and engineering funding on innovative approaches to reconstruct some of the oldest sections of our outdated freeway system. The benefit of your program will address the following TxDOT goals:

- Deliver the Right Project
- Foster Stewardship
- Optimize System Performance
- Promote Safety
- Advance Texas Clear Lanes

Our portion of the program reduces your maintenance cost. Your portion of the program advances Texas Clear Lanes projects and significantly reduces your out-year capital costs.

March 9, 2017

This partnership will compete with other regional programs being developed at this time, using these categories of funds. It is critical that we get some early feedback with regard to your interest in this partnership. It is our belief that this partnership and pilot initiative could lead to an innovative statewide program that advances TxDOT responsibilities. Using federal funds to advance local objectives that reduce TxDOT maintenance and construction costs and promote TxDOT goals is an idea that we hope you will consider.

Sincerely,

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

Ron Jensen
Chair, Regional Transportation Council
Mayor, City of Grand Prairie

KD:al

cc: The Honorable Jeff Austin, III, Commissioner, Texas Transportation Commission
The Honorable J. Bruce Bugg, Jr., Commissioner, Texas Transportation Commission
The Honorable Laura Ryan, Commissioner, Texas Transportation Commission
The Honorable Victor Vandergriff, Commissioner, Texas Transportation Commission
Mr. James M. Bass, Executive Director, Texas Department of Transportation
Mr. Brian Barth, P.E., District Engineer, Texas Department of Transportation, Fort Worth District
Mr. Kelly Selman, P.E., District Engineer, Texas Department of Transportation, Dallas District



U.S. Department
of Transportation

Federal Railroad
Administration

1200 New Jersey Avenue, SE
Washington, DC 20590

March 9, 2017

Mr. Mark Werner
Rail Planning Section Director
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701

RE: FR-HSR-0067/Dallas to Ft. Worth New Core Express PE/NEPA Project – FRA's decision on proceeding with the Project post-September 30, 2017 ARRA deadline

Dear Mr. Werner:

The Federal Railroad Administration (FRA) has given careful consideration to all of the information provided by the Texas Department of Transportation (TxDOT), either in writing or verbal communication, on your agency's proposal to proceed with the Dallas to Ft. Worth New Core Express PE/NEPA Project after the September 30, 2017 ARRA deadline. In light of the North Central Texas Council of Governments' (NCTCOG) request for new alternatives to be considered and FRA's concerns about straying from the current scope as identified in our grant agreement, FRA cannot support the continuation of this Project under the current grant (FR-HSR-0067) after the ARRA deadline. FRA must ensure this Project maintains a value, or benefit, for the use of ARRA funds as defined in the Grant Agreement, and therefore has little flexibility to accommodate requests that could potentially rescope the Project. With that said, during the remaining term of the grant, FRA suggests focusing on completing the Alternatives Analysis deliverable by June 30, 2017 to allow for the timely submission of invoices for reimbursement.

As we discussed during our face-to-face meeting on February 23, 2017, we can explore options for this Project to continue separate from the FR-HSR-0067 Grant Agreement. Under this approach, new concepts could go through the full vetting process and there would be more time for these efforts to occur independent of the existing grant's constraints. After June 30, 2017, FRA is willing to host a meeting with TxDOT and the NCTCOG to discuss more details such as scoping concepts, the purpose and need, the Federal Highway Administration's (FHWA) Metropolitan Planning funds, and the lead federal agency. Please note that FRA can only commit staff resources to this Project if FHWA funds are transferred to FRA and this becomes a FRA-funded project.

Thank you for your cooperation and patience as we have collected information and taken the necessary time to thoroughly think through the situation. If you have any follow-up questions or concerns, please contact me at (202) 493-0614.

Sincerely,

A handwritten signature in black ink that reads "Marc Dixon".

Marc Dixon
South Central Regional Manager

cc: Peter D. Espy, Rail Division Director, TxDOT
Marc D. Williams, P.E., Deputy Executive Director, TxDOT



2017 Outreach Events

- Saturday, March 25** **Household Hazardous Waste Event**
Grapevine, 8 am - 11:30 am
 Informational booth
Air North Texas, AirCheckTexas, DFW Clean Cities, Car Care Clinics
- Saturday, April 1** **Fort Worth Earth Party**
Fort Worth Water Gardens, 11 am - 1 pm
 Informational booth
Air North Texas, Clean Air Action Day, AirCheckTexas, Car Care Clinics, DFW Clean Cities, Try Parking It, Look Out Texans Safety Campaign, NCTCOG Active Transportation
- Tuesday, April 4** **Brookhaven College Earth Day Fest**
Commons Courtyard, Farmers Branch, 11:30 am - 1:30 pm
 Informational booth
Air North Texas, Clean Air Action Day, AirCheckTexas, Car Care Clinics, DFW Clean Cities, Try Parking It, Look Out Texans Safety Campaign, NCTCOG Active Transportation
- Friday, April 7** **UNT's University Day**
Library Mall at UNT, Denton, 11 am - 1:00 pm
 Informational booth
Air North Texas, Clean Air Action Day, AirCheckTexas, Car Care Clinics, DFW Clean Cities, Try Parking It, Look Out Texans Safety Campaign, NCTCOG Active Transportation
- Saturday, April 8** **Colorpalooza: A Celebration of Spring**
Old Town Lewisville, 10 am - 5 pm
 Informational booth
Air North Texas, Clean Air Action Day, AirCheckTexas, Car Care Clinics, DFW Clean Cities, Try Parking It, Look Out Texans Safety Campaign, NCTCOG Active Transportation
- Tuesday, April 18 -** **2017 Earth Day Celebration**
Wednesday, April 19 **DFW Airport Live Well Center, DFW Airport, 9:30 am - 1:30 pm**
 Informational booth
Air North Texas, Clean Air Action Day, AirCheckTexas, Car Care Clinics, DFW Clean Cities, Try Parking It, Look Out Texans Safety Campaign, Aviation Education
- Wednesday, April 19** **UTA Celebrating People and Planet**
University Center, Arlington, 11 am - 1 pm
 Informational booth
Air North Texas, Clean Air Action Day, AirCheckTexas, Car Care Clinics, DFW Clean Cities, Try Parking It, Look Out Texans Safety Campaign, NCTCOG Active Transportation
- Thursday, April 20** **Earth Day Event**
UNT Health Science Center, Fort Worth, 11 am - 2 pm
 Informational Booth
Air North Texas, Clean Air Action Day, AirCheckTexas, DFW Clean Cities, Try Parking It, Look Out Texans Safety Campaign, NCTCOG Active Transportation

For additional information or for future outreach opportunities, please contact:

Carli Baylor, Transportation Program Assistant
 cbaylor@nctcog.org | 817-608-2365 | 817-640-3028 (fax)



2017 Outreach Events

**Friday, April 21 -
Sunday, April 23**

**Earth Day Texas
Fair Park, Dallas, 10 am - 6 pm**

Informational booth

Air North Texas, Clean Air Action Day, AirCheckTexas, Car Care Clinics, DFW Clean Cities, NCTCOG Active Transportation program, Electric Vehicles North Texas, Try Parking It, Look Out Texans Safety Campaign, NCTCOG Active Transportation

For additional information or for future outreach opportunities, please contact:
Carli Baylor, Transportation Program Assistant
cbaylor@nctcog.org | 817-608-2365 | 817-640-3028 (fax)

WINTER 2017

mobilitymatters

mobilitymatters@nctcog.org

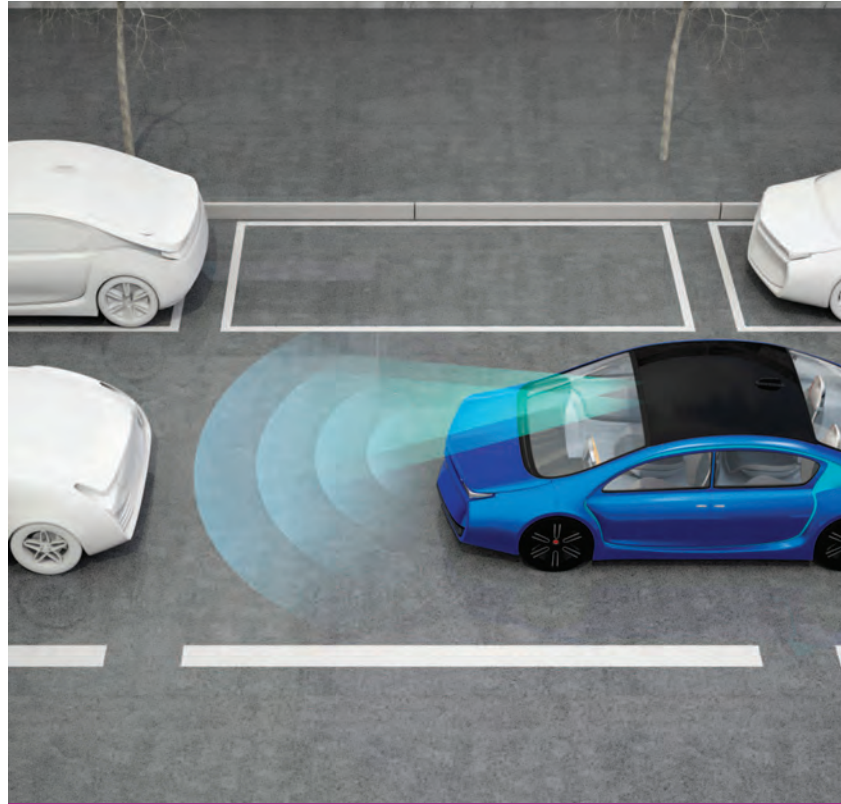
Semiannual Newsletter of the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area

FWTA receives \$499M grant for TEX Rail line

The Fort Worth Transportation Authority received a \$499 million grant from the Federal Transit Administration in December, giving full funding to the 27-mile TEX Rail commuter line between Fort Worth and Dallas/Fort Worth International Airport. The \$1.034 billion project will provide passenger rail service to two stations in downtown Fort Worth before moving across Tarrant County, through North Richland Hills and Grapevine, and concluding at Terminal B at DFW Airport.

“A key element of our Transit Master Plan is to serve more people and more places – and TEX Rail does just that,” FWTA President and CEO Paul Ballard said. “In addition to current residents along the route, we will have multiple communities of riders in the transit-oriented developments.”

TEX Rail is expected to open in late 2018. For more information, visit www.texrail.com.



GETTY photos

Vehicles are being manufactured with increasing levels of automation, which could lead to a safer, more efficient transportation system. The North Central Texas Council of Governments is working to facilitate the development of this technology and has established a new program to work with representatives of the public and private sectors.

NCTCOG Seeking Partnerships for Vehicle Automation

The North Central Texas Council of Governments has established an automated vehicles program area that will explore the safety, accessibility and efficiency implications of the emerging technology.

NCTCOG recently issued requests seeking partners interested in transportation data sharing to advance automated vehicles and accelerate their integration into the transportation system. Several vehicle manufacturers and travel navigation services are testing technology that will take data from infrastructure and convert it to information that will make travel easier.

Many vehicles already contain sophisticated sensors and computers that offer navigation assistance, remote starting and automatic braking. Automobiles connected to the internet also provide blind-spot warnings to drivers and assistance with parking.

Technology is evolving so rapidly that the vehicles of tomorrow will offer even more automation. Soon, there could be technology that will help you more easily navigate city streets. There is a continuing effort across the country to use data to improve mobility.

The City of Frisco recently demonstrated an in-vehicle application from Audi that indicates to drivers when a light will turn green, how long a red light will last and what speed they could drive to optimize their chances of getting green lights at intersections. This is one application of sharing traffic-signal data.

Through its requests for partners, NCTCOG seeks to encourage developers of applications and auto manufacturers to help the region assume a leadership role in the deployment of automated-vehicle technologies. Additionally, North Texas was involved in a recent statewide proposal seeking US Department of Transportation designation of a Texas network of automated vehicle proving grounds. Arlington, with the presence of a major university, well-developed street grid and Interstate Highway 30 (with a protected managed lane) is thought to be a good candidate for the testing of automated vehicles at different speeds.

NCTCOG’s role in automated technologies will be multifaceted.

Path to Vehicle Automation

To facilitate the advancement of vehicle automation, NCTCOG plans to:

1. Maintain current infrastructure, with special attention to lane markings.
2. Make transportation-related data accessible in real time.
3. Support shared-mobility services.
4. Factor automated vehicles into planning decisions.
5. Support automated vehicle pilot deployments.
6. Focus on automation’s social equity and economic development opportunities.

Billions of dollars are being invested in vehicle automation by the public and private sectors in part because of the many potential benefits of the technology, an important factor in a region like North Texas seeing continued population growth and limited resources to expand the system.

Potential vehicle automation benefits include:

- **Safety** – Human error results in 90 percent of crashes on the roads. Travel by air or rail is statistically much safer than driving. Automation could reduce the crash rates on the roads.
- **Efficiency** – Highway performance has not changed much in generations. Automation could help North Texans travel more effectively through improvements such as more efficient routing.

More AUTOMATION on back page

A Message From Michael Morris, P.E.

Director of Transportation

A Quarter-Century Later, We're Still Innovating

We recently celebrated the 25th anniversary of one of the most revolutionary pieces of federal transportation legislation ever conceived by our nation. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) reshaped the way we plan for transportation needs in North Texas and across the country. With the signing of ISTEA in December 1991, local governments were given more flexibility to solve their own problems, and the focus of surface transportation shifted to include more than highways. Transit and bicycle-pedestrian projects were given more attention as lawmakers aimed to create a transportation system that integrated modes and land use. Money became available for new programs that sought to lessen congestion and improve air quality.

The North Central Texas Council of Governments, in cooperation with local, state and federal partners, administers programs to meet both these essential transportation goals. We are aided by public input, another component of the planning

process that was enhanced by ISTEA.

Today, North Texas is home to a diverse, multimodal system where residents can drive, use transit or opt for more active ways (bicycling or walking) to reach their destinations. Transportation planning continues to rely on innovation, and one example is being carried out along Interstate 30.

As a major east-west corridor connecting the central business districts of Dallas and Fort Worth, as well as Arlington's Entertainment District, I-30 has been chosen for a pilot study to encourage commuters to select alternatives to driving alone. Over the next few months, North Texans who commute on I-30 between Dallas and Fort Worth have an opportunity to earn rewards by opting for choices that will allow them to get to work through other means, thanks to the federal Value Pricing Pilot Program. By becoming I-30 Insiders, commuters will accumulate points for choosing alternatives to driving alone and qualify for prizes. The I-30 Insider

Challenge runs through April 28, while supplies last.

You have the power to improve air quality and mobility in one of our region's most well-traveled corridors by reducing the number of single-occupant vehicles on the roads during rush hour. To join the I-30 Insider Challenge, simply register at www.tryparkingit.com, the Dallas-Fort Worth region's commuter ride-match and trip-logging website.

If you drive alone to work, consider another option that works for your schedule. Carpool or vanpool. Take transit. Bike or walk. Work from home. If these options don't work, the answer could be a compressed work week or occasionally working from home. We are striving to be a region of transportation choice, where we respond to your transportation needs and you have multiple options for getting to your destination.

More MICHAEL MORRIS on back page



Former President George Bush speaks at a signing ceremony for ISTEA at Dallas/Fort Worth International Airport in 1991. The legislation reshaped how transportation planning was done throughout the US.

Kevin Stillman/TxDOT photo



Regional Transportation Council

Transportation Choices Essential to Maintaining Quality of Life in Fast-Growing Plano, Smith Says

Member Profile

Lissa Smith, Executive Board Chair, Mayor Pro Tem, Plano

Toyota's new \$350 million North American headquarters expected to open this year will result in thousands of employees added to the Legacy area of Plano, already home to a growing number of major employers. FedEx Office opened in 2015, joining JC Penney, Frito Lay, Pizza Hut and others. Also in the plans for 2017 are regional headquarters for JP Morgan Chase & Co. and Liberty Mutual.

Corporate additions and expansions will bring more workers to an area already bracing for growth over the next two decades. Collin County is expected to see an increase of 744,000 residents by 2040 to push its population past 1.5 million, nearly twice as many people as in 2010. The county's employment is expected to jump 66 percent by 2040.

As new residents flock to the area, local officials must find ways to get them to work and home reliably. Quality of life is a major reason companies locate in the Dallas-Fort Worth area, and local leaders want to keep it just that way.

Plano Mayor Pro Tem Lissa Smith is one of those officials working to make sure transportation progress can take place alongside economic progress.

Plano is spending millions of dollars on infrastructure, but the solution to keep people moving will involve a multimodal focus, she said.

As new residents flock to the area, local officials must find ways to get them to work and home reliably.

"We can't lay enough concrete to address our transportation," she said. "We're going to have to look at other options, including transit, making our communities more walkable and enhancing our citizens' quality of life. I think if we can do that, the region will continue to thrive."

Work continues to accommodate the growth in Legacy and other areas of Plano.

"Plano has always been at the

forefront of transportation planning," Smith said. "We've always planned ahead. But I think what we didn't anticipate in Plano, and what our challenge has been, is that pass-through traffic. With all the growth north, that's one of our biggest challenges."

The corporate relocations in Plano, major projects in Frisco and development along Sam Rayburn Tollway are just a few examples of expansion the northeast quadrant of the region has seen in recent years that is causing officials to look at an integrated approach to mobility.

Smith, who has served on the City Council since 2009, said she developed an interest in transportation while serving on the staff of former State Senator Florence Shapiro.

As a member of the Regional Transportation Council since 2009, Smith has needed to also think about the 12-county area when confronted with questions about transportation.

She likes being part of the

solution, making sure there are plans in place to keep the region prosperous. Her work on the City Council has helped Smith in her role as policymaker for the region. Although the RTC requires a broader focus, the issues are similar.

"As a councilmember, you're constantly looking at the quality of life of your citizens and, of course, economic development," she said. "Transportation plays such a big role in both of those."

Smith has also served as president of the NCTCOG Executive Board since June. In that capacity, she must guide the 17 voting members of the board to make decisions for the entire NCTCOG region.

Transit is an important component of the overall transportation plan, but so is technology, Smith said.

She recently visited Pittsburgh, Pennsylvania, where Uber is testing driverless vehicles. She didn't ride in any, since there was no way to specifically request

More LISSA SMITH on back page

RTC Approves Legislative Priorities

State legislators will be in Austin through May to debate transportation and other important issues, during the 85th Session of the Texas Legislature. In advance of the session, the Regional Transportation Council approved a legislative program in November that aims to continue the improvements made in transportation and air quality during recent years, invest in further progress to meet the region's needs and provide support for additional transportation topics that may be addressed.

Continue progress made toward improving transportation and air quality during recent legislative sessions

The Texas Legislature has taken major steps over the past four years to fund transportation and, as a result, new sources of revenue are available across Texas and the region.

Proposition 1, Proposition 7 and the end to diversions of the state's gas tax to non-transportation purposes will each provide the state with additional transportation revenue. The RTC supports the progress made during recent legislative sessions, specifically the continued full appropriation of these revenues to fund transportation. In addition, after years of limited funding, the

Legislature reinstated funds for the Low Income Repair and Replacement Assistance Program (LIRAP), also known as the AirCheckTexas Program, and Local Initiative Projects (LIP). LIRAP helps reduce automobile emissions by offering financial incentives to repair or remove high-emitting vehicles from the roadways and LIP administers several regional air quality programs, both helping to improve air quality in North Texas. The RTC offers support for continuing to fully appropriate LIRAP/LIP revenue. Retaining the ability to utilize tools such as tolling, managed lanes, debt financing and public-private partnerships, as well as allowing eminent domain authority for high-speed rail, commuter rail, freight rail, roadways and trails is also a goal of the RTC this legislative session. Support is also offered for efforts to utilize performance-based transportation planning.

Invest in further progress toward meeting transportation and air quality needs

In addition to continuing the current progress made in recent legislative sessions, the RTC seeks to invest in further progress to meet transportation and air quality needs. The RTC supports identifying additional revenue for transportation and authorizing the use of a

Comprehensive Development Agreement (CDA) for the Interstate Highway 635 East project from US Highway 75 to IH 30 as methods to meet the region's transportation needs. Additional CDA projects may be supported at a later date. Related to air quality, the RTC seeks to appropriate LIRAP's residual balance of previously collected funds, as well as increase the program's flexibility to better balance demand.

Another air quality program, the Texas Emissions Reduction Plan (TERP), is aimed at reducing emissions from polluting vehicles and heavy-duty equipment. Protecting TERP revenue, while ensuring funds are utilized for projects that effectively meet the intent of the program, is another priority.

Provide support for other transportation topics

As lawmakers consider bills on several issues over the next few months, the RTC will provide support for additional transportation areas that improve air quality, increase safety, relieve congestion, work to implement all modes of transportation, utilize innovative technology, support land use and transportation connections and more. For more on the RTC's Legislative Program, visit www.nctcog.org/trans/legislative.

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FLYBY DFW Aims to Inspire Youth to Take Flight

Aircraft maker Boeing has forecast 617,000 new commercial airline pilots will be needed over the next 20 years. Technicians will be in even higher demand. Boeing projects 679,000 new commercial aircraft maintenance workers will be required by 2035.

With this shortage in mind, the North Central Texas Council of Governments partnered with local aerospace companies and educators to develop FLYBY DFW, a game that allows participants of all ages to fly some of the most sophisticated aircraft in the world – and learn about key aspects of aviation while they are at it. Participants can pilot aircraft such as the F-35, built by Lockheed Martin, Bell Helicopter's V-280 and Airbus Helicopters' H155 and EC255 through different levels that test their maneuvering abilities, as well as their industry knowledge.

The vast majority of today's youth play video games, whether by themselves or in an online community. According to a survey conducted by The NPD Group, a market research firm,

91 percent of children 2-17 spend time gaming on a variety of devices.

Boeing projects 609,000 new commercial aircraft maintenance workers will be required by 2034.

Gaming could be an effective way to inspire the next generation to pursue aviation careers.

FLYBY DFW takes players through three areas: Alliance Airport, Dallas-Fort Worth and Corpus Christi. The latter was selected because the game's sponsors wanted a setting on the water that would allow aircraft carrier landings.



Participants amass points by collecting coins, completing airdrops, dodging other aircraft – and not crashing. They can also pick up bonus points at the end of each level by correctly answering a trivia question about aviation.

Competitors start by flying the JG-16, a student-designed aircraft. As they progress, participants are able to unlock parts of different aircraft, from helicopters to fighter jets.

FLYBY DFW seeks to generate interest in aerospace and aviation careers for elementary, middle, and high school students in an effort to build the local talent pipeline for future employment opportunities.

More FLYBY on back page

AUTOMATION (continued from Page 1)

- **Environment** – Shared mobility, especially micro-transit, can move more people in fewer vehicles, reducing the demand for parking lots and expansion of highways.
- **Access and equity** – Shared mobility and automation could help provide more transportation options to more people with fewer vehicles, reducing transportation costs and improving access to jobs.
- **Demand** – It is difficult to know how vehicle automation will impact demand, but the

efficiencies realized through this technology could allow more vehicles to travel farther.

The region's geography, well-developed transportation system and desire to attract and retain talent in the automotive technology sector make Dallas-Fort Worth a potential leader in the industry. NCTCOG is prepared to assume a key role in the deployment of the technology and is ready to work with researchers, auto manufacturers and governments to advance the concept as it seeks safer, more efficient transportation.

- Automated Vehicle Technologies**
Here is a breakdown of the automated vehicle technologies:
- **Autonomous vehicles** – "Driverless cars."
 - **Vehicle-to-vehicle** – The federal government has reserved a band of wireless spectrum for this technology, which would allow cars to communicate a basic safety message with one another to improve safety.
 - **Connected-vehicle** – Connecting vehicles and

infrastructure via cellular will support everything from infotainment to safety applications..

- **Vehicle-to-infrastructure** – Wrong-way driving, traffic-signal phasing and work-zone warnings.

For more information, visit www.nctcog.org/trans/auto.

MICHAEL MORRIS (continued from Page 2)

In 2015, the regional vanpool program reduced an average of more than 115,000 vehicle trips per month. That translates to additional capacity for those on the roads and time saved, adding to productivity at work and a better quality of life. We can improve on this through tools such as the I-30 Insider Challenge. Participating commuters will earn

points for logging alternative commutes along I-30 during morning and evening peak periods, and points will accumulate and may be used to purchase gift cards to restaurants, retail stores, online retailers and more.

Not everyone uses I-30 or is able to choose an alternative commute. We understand that and want to

involve those residents, too. North Texas commuters who get to work using other roads in the region, or can't switch to an alternative commute are eligible to be entered into a drawing for a \$250 Amazon gift card when they register for Try Parking It and take a survey on the I-30 Insider website.

Just as innovative thinking more

than a quarter-century ago reshaped the transportation system, today's planners are relying on creativity as they seek to modernize the system for tomorrow. The continued development of the choices provided by ISTE and other transportation legislation will help us get there. After all ... mobility matters.

LISSA SMITH (continued from Page 2)

one, but they were evident on the streets, she said.

The North Central Texas Council of Governments has taken an interest in automated vehicles, which could improve safety and efficiency for consumers.

"To be sitting at a table talking about autonomous vehicles is

really interesting when you consider where we've come from in such a short time," she said of the RTC. "... The future's here, and we have to look at other options for mobility other than just our car. And I think that's key to changing the mindset of citizens."

Being part of the RTC, an

organization that will make such a tremendous impact on the future, is most fulfilling to Smith.

"I always say the decisions we make for today are easy in comparison to the decisions we make for the future," she said. "Those are the difficult ones. And those are key to the success of this

region, making sure we can move people and goods.

The cooperative spirit of those serving on the RTC will ensure North Texas continues to attract the population and employment growth that Smith has witnessed in her own backyard.

FLYBY (continued from Page 3)

With two major commercial airports, a significant military installation and aviation and aerospace companies with operations in the region, opportunities abound for the next generation to become involved in

the industry. By embracing the educational side of gaming, the industry has found a way to reach those future aviators and aviation professionals. The game is available for Apple and Android devices. Download

FLYBY DFW and begin flying today.

More information on how to pursue aviation opportunities in Dallas-Fort Worth is available at www.nctaviationcareers.com.

In addition to careers in aviation, the site provides information on educational programs in the area and available grants and scholarships.

For a list of upcoming Transportation Department events, visit www.nctcog.org/trans/calendar.asp

mobilitymatters

Semiannual Newsletter of the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area

This publication can be made available in alternate formats upon request

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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. This document was prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration, and Federal Transit Administration. Mobility Matters is a newsletter on the transportation planning activities and air quality programs of the North Central Texas Council of Governments and the Regional Transportation Council - together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area since 1974.



Editor, Brian Wilson Layout and Design, Kristy Libotte Keener, Graphic Design Coordinator
Please email comments, suggestions or newsletter topic ideas to mobilitymatters@nctcog.org.

If you would like to change your name or address we have on file, please email us at mobilitymatters@nctcog.org.

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STAQS 2017 DFW

Southern Transportation and Air Quality Summit

Dallas-Fort Worth, Texas
August 29 - 30, 2017



The Southern Transportation and Air Quality Summit 2017 is an event sponsored by the Federal Highway Administration and EPA Regions 4 and 6.

The purpose of the Summit is to bring together stakeholders from both the transportation and air quality communities to discuss current and coming regulatory environment, technologies and current practices vital to the field of air quality and transportation. The summit is geared to practitioners involved with public agencies at all levels.

A host of speakers from within the southern and eastern regions will present a number of key topics, best practices and latest information vital to transportation, planning and air quality professionals

Location: North Central Texas Council of Governments Offices
616 Six Flags Drive
Arlington, Texas 76011

Registration (Coming Soon)

Agenda (Coming Soon)

Hotel Information (Coming Soon)

Restaurant Information (Coming Soon)

Contact Information

If you have questions about the Summit or about any information found on this page, please contact:

Mike Roberts
 Federal Highway Administration
 (404) 562-3928

Jeff Riley
 U.S. Environmental Protection Agency
 (214) 665-8542


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Air Quality Funding Opportunities for Vehicles

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

[Air Quality Funding Home](#)

[Other Air Quality Funding Opportunities](#)

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Current Vehicle Grant Funding Opportunities

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	Eligible Focus Areas								Eligible Applicant Type	
	Heavy-Duty Vehicles					Light-Duty Vehicles				
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis		Idle-Reduction Technology
AirCheckTexas Drive a Clean Machine Program							X			General Public
Drayage Loan Program Deadline: First Come, First Served		X				X				Private Sector
Drayage Truck Incentive Program (DTIP) Deadline: May 26, 2017, 5 pm CST						X				Public Sector, Private Sector, General Public
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector
NOW OPEN! Rebate Grants Program (Rebate) Deadline: May 26, 2017, 5 pm CST, First Come- First Served	X	X	X	X		X				Public Sector, Private Sector
Texas Natural Gas Vehicle Grant Program (TNGVGP) Deadline: May 26, 2017, 5 pm CST	X	X	X	X		X				Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

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



North Texas Car Care Clinics

Local repair shops have partnered with the North Central Texas Council of Governments to provide this free public service.

Is your
CHECK
ENGINE
LIGHT on?

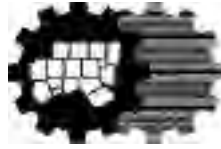
or

Do you
need a
FREE CAR
CHECKUP?

MORE INFORMATION

Check Back Soon for a
List of April 2017 Clinics

WHAT HAPPENS AT A CLINIC?



North Central Texas Council of Governments

TO: Robert Patrick, Federal Transit Administration DATE: March 15, 2017
 Al Alonzi, Federal Highway Administration
 Guy Donaldson, US Environmental Protection Agency
 Marc Williams, P.E., Texas Department of Transportation
 David Brymer, Texas Commission on Environmental Quality

FROM: Chris Klaus
 Senior Program Manager, Air Quality Planning and Operations

Dan Lamers, P.E.
 Senior Program Manager, Transportation Planning

SUBJECT: Schedule for the Metropolitan Transportation Plan, Transportation Improvement Program and Air Quality Conformity

The North Central Texas Council of Governments' (NCTCOG) Metropolitan Transportation Plan (MTP) team, the Transportation Improvement Program (TIP) team, and the Air Quality Conformity team are coordinating internally in preparation for an upcoming air quality conformity analysis. Effective November 23, 2016, the Environmental Protection Agency's (EPA) *Adequacy Status of the Dallas-Fort Worth, Texas Attainment Demonstration 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes* (81 FR 78591) are now the governing set of motor vehicle emissions budgets for future conformity determinations in the North Central Texas nonattainment area. This analysis will fulfill Transportation Conformity Rule Amendments 40 CFR 93.104 that require a conformity determination utilizing these budgets within 24 months from their effective date, November 23, 2018. In addition, this analysis will incorporate updates to the MTP and TIP, including NCTCOG's demographics to 2045, most recent project development initiatives, a modern day "people mover" system, environmental documentation consistency, and potential changes in state and federal legislation.

Recognizing the resource challenges facing our consultation partners, NCTCOG developed a draft schedule, incorporating additional partner review time for updates to the MTP, TIP, and resulting air quality conformity analysis. Unfortunately, due to EPA requirements, the deadline to receive a conformity determination from the consultation partners for the DFW nonattainment region cannot be adjusted, but beginning the process sooner and including additional time for review will hopefully alleviate some of the strain on partner resources and conflicts with other region's needs. The attached presentation and summary, recently communicated to our Regional Transportation Council (RTC), provide a detailed overview of the factors driving this upcoming air quality conformity analysis as well as our milestone dates, including formal interagency consultation between June 14, 2018, and November 23, 2018.

Additionally, we would like to take this opportunity to introduce our new MTP manager, Kevin Feldt. Kevin has worked for NCTCOG for over eight years, most recently as a Program Manager for Transportation Planning: Travel Model and Data Application. Kevin may be reached at (817) 704-2529 or kfeldt@nctcog.org.

If your organization has any questions or seeks additional information, please contact us at (817) 695-9240. NCTCOG looks forward to working with our consultation partners towards a successful air quality determination.



Chris Klaus



Dan Lamers

JL:ch
Attachments

cc: Donald Koski, AICP, Director of Planning and Program Development, Federal Transit Administration
Lynn Hayes, Community Planner, Federal Transit Administration
Jose Campos, Intermodal Team Leader, Federal Highway Administration
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Janie Temple, Transportation Analysis Branch Manager, Texas Department of Transportation
Jamie Zech, Air Quality Planner, Texas Commission on Environmental Quality
Dennis Perkinson, Research Scientist/Program Manager, Texas Transportation Institute
Kevin Feldt, Program Manager, NCTCOG

SCHEDULE FOR THE METROPOLITAN TRANSPORTATION PLAN, TRANSPORTATION IMPROVEMENT PROGRAM, AND AIR QUALITY CONFORMITY

Regional Transportation Council

Chris Klaus

March 9, 2017



RATIONALE

AIR QUALITY CONFORMITY:

EPA Adequacy on Latest Motor Vehicle Emission Budgets (MVEB)

NO_x = 130.77 tons per day

VOC = 64.91 tons per day

Conformity Deadline = November 23, 2018

New 2015 Ozone Standard Nonattainment Designations – October 2017

Conformity Deadline = Late 2018 – Early 2019

METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE:

Demographics to 2045

**Incorporate Most Recent Project Development Initiatives
(i.e. HB20 10-Year Planning Effort)**

Incorporate Modern Day “People Mover”

Environmental Documentation Consistency

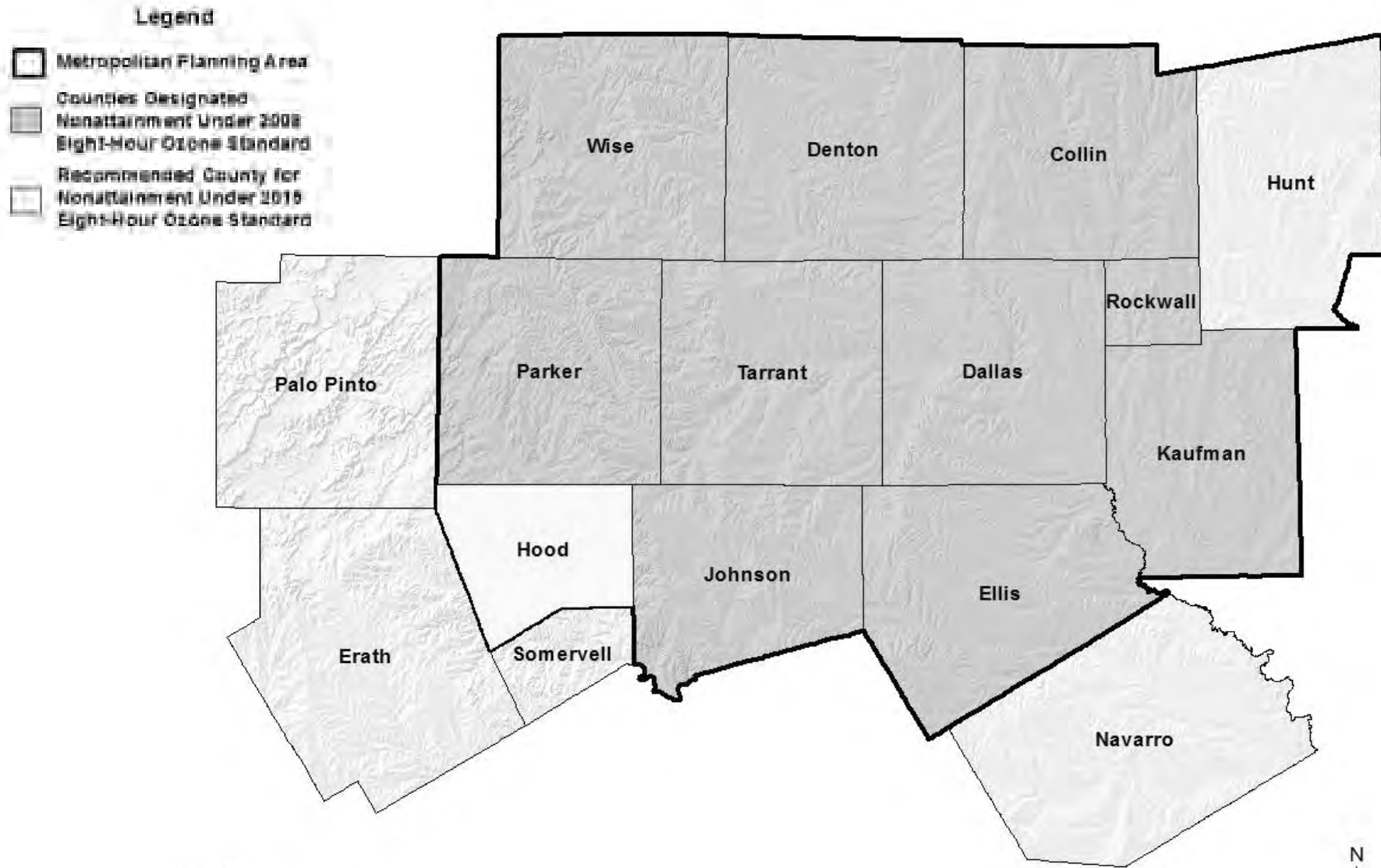
Results from 85th Texas Legislative Session

Possible Inclusion of New Federal and State Performance Measures

TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

2019-2022 Inventory of Surface Transportation Projects

DFW METROPOLITAN PLANNING AND NONATTAINMENT AREAS



SCHEDULE

DRAFT

Milestone	Date
2045 MTP Update, 2019-2022 TIP, and Air Quality Conformity Development	Begins April 2017
Public Involvement	Through May 2018
2019-2022 TIP (STTC-Action)	April 27, 2018
2019-2022 TIP (RTC-Action)	May 10, 2018
2045 MTP Update and Air Quality Conformity (STTC-Action)	May 25, 2018
2045 MTP Update and Air Quality Conformity (RTC-Action)	June 14, 2018
Air Quality Conformity Consultation Process	June – November 2018
Air Quality Conformity DOT Determination	By November 23, 2018

CONTACT

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Planning Cycle for Upcoming Metropolitan Transportation Plan, Transportation Improvement Program, and Air Quality Conformity

As the Governor-designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, the North Central Texas Council of Governments (NCTCOG) is responsible for development of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and air quality conformity analysis. The 10 counties in the DFW area are designated as an ozone nonattainment area by the US Environmental Protection Agency (EPA) and are subject to the transportation conformity analysis requirements of the Clean Air Act Amendments (CAAA) of 1990. These counties fall within the 12-county Metropolitan Planning Area (MPA). The transportation conformity analysis is based on the long-range Metropolitan Transportation Plan and must demonstrate the total ozone-causing pollution expected from all of the planned transportation projects listed in the MTP are within limits established in the State Implementation Plan for complying with the CAAA.

The following is a list of efforts and projects that are anticipated over the next two years:

Air Quality

The EPA declared the motor vehicle emissions budgets (MVEBs) in the *Dallas-Fort Worth (DFW) Attainment Demonstration State Implementation Plan revision for the 2008 8-Hour Ozone NAAQS* adequate for transportation conformity purposes. Per the Code of Federal Regulations (CFR), Title 40, Part 93.104(e), the DFW area must demonstrate conformity, using these MVEBs within two years of the effective date, November 23, 2016. To meet this deadline, the Regional Transportation Council (RTC) will take local action by adopting transportation conformity results in June 2018 to allow the US Department of Transportation sufficient time to provide a federal conformity determination by November 2018.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is developed in accordance with the metropolitan planning requirements set forth in the Statewide Metropolitan Planning Final Rule (CFR, Title 23, Part 450; CFR, Title 49, Part 613). Because the Dallas-Fort Worth area is designated nonattainment, regionally significant surface transportation projects must be inventoried in the TIP. Deadlines for TIP development and submittal are dictated by the Statewide Transportation Improvement Program (STIP) schedule. The TIP is modified quarterly and a new TIP is developed every two years. Due to this schedule, development or amendments of the TIP may not share the same schedule as the MTP and conformity analysis. However, once the MTP and conformity are approved, projects in the TIP can be amended to conform. The intent is to have the projects in the TIP to match the November 2018 conformity date, so the RTC would need to take final action on the 2019-2022 TIP by May 2018.

Metropolitan Transportation Plan

Federal planning regulations require that the MTP in a nonattainment area be revised at least once every four years. There are three types of MTP revisions including administrative modification, amendment, or update (a brand new plan is classified as an update). The threshold for the type of MTP revision pursued is relative to what is being changed in the MTP. For example, minor text changes would qualify as an administrative modification, changes to design concept or scope for a few projects could be accounted for in an amendment, while more substantive changes regarding demographic forecasts, MTP base and horizon year, financial assumptions, etc. would require an update. Due to the magnitude of changes that are necessary for the next MTP revision, it is appropriate to pursue an update in the form of a new

MTP. These changes include updated demographics to 2045, incorporation of House Bill 20 10-year planning effort, inclusion of the modern day “People Mover”, consistency with environmental documentation, results from the 85th Texas legislative session, and possible inclusion of new federal and state performance measures.

Model Development Group

During the development of a new MTP, the regional travel demand model version DFX 4.5 should be used in creation of the traffic forecasts. The MVEB emissions and budgets were established from model runs using this version; changes to the model would result in changes to the budgets. The DFX 4.5 is already available for use by the Air Quality and Mobility Plan teams. DFX 4.5 has been validated based on 2010 observed roadway counts and 2014 observed transit ridership.

Demographics

To support the development of a new MTP, a demographic forecast for 2045 would be created by January 2018. This new forecast would not change the existing demographic forecast that included 2017-2040, released in 2015. The 2045 forecast would be an extension of the 2040 demographics. The new forecast for 2045 will provide an opportunity to utilize newly available data from cities and local governments regarding unseen development in the 2040 forecast. To stay in compliance with federal planning regulations, the MTP horizon year will be extended to 2045 to maintain the 20-year planning cycle.

Congestion Management Process

A Congestion Management Process (CMP) is required in metropolitan areas with population exceeding 200,000, known as Transportation Management Areas (TMAs). Federal requirements state that in all TMAs, the CMP shall be developed and implemented as an integrated part of the metropolitan transportation planning process. Although this is a federal requirement, no specific deadlines are set for updates to the CMP. CMP project forms must be completed for individual projects by implementing agencies and submitted to NCTCOG. The development of a new MTP would not significantly impact any CMP efforts.

National Environmental Policy Act

To receive environmental approval under National Environmental Policy Act (NEPA), a project must be consistent with the MTP and transportation conformity. To determine this, the Federal Highway Administration reviews the project design, environmental documentation, MTP, TIP listings, conformity tables, and conformity networks. Additionally, several analyses (e.g., mobile source air toxins, regional tolling analysis, and project specific environmental justice origin-destination) in a NEPA document rely on data from the travel demand model. These must be performed using the MTP networks that correctly reflect the design. The development of an update, amendment, or new MTP would not significantly impact any major projects. For at least five known projects, a change to the MTP and associated conformity networks is needed before the projects can be environmental approved.

Public Involvement

Public involvement supports the conformity, TIP, and MTP processes by affording opportunities for public review and comment. Per the RTC Public Participation Plan, draft MTP, TIP, and air quality conformity documentation would be made available at multiple public meetings throughout the region. The MTP update must be provided at least 60 days, and the TIP and conformity results at least 30 days prior to requesting local RTC approval. Members of the public are notified of the meetings via articles, email, social media, and newspaper

advertisements, including minority publications. Additionally, at least one public meeting is video recorded and made available online at www.nctcog.org/video for review and comment.

Unified Planning Work Program

Under federal law (CFR, Title 23, Part 450.308), the NCTCOG is responsible for documenting transportation planning activities and transportation-related air quality planning activities in a Unified Planning Work Program (UPWP) for the Metropolitan Planning Area. The UPWP documents the planning efforts and priorities during a specified timeframe. Modifications to the Fiscal Year (FY) 2016 and FY2017 UPWP will be necessary to incorporate development of the MTP, conformity analysis, and the preparation of demographic forecasts through the year 2045. Proposed modifications will be presented through a public outreach effort initiated in March 2017, followed by action from the Surface Transportation Technical Committee later that month, and action by the RTC and NCTCOG Executive Board in April 2017. Upon these approvals, proposed modifications will be transmitted to the state and federal funding partners for review and approval during the May/June 2017 timeframe.

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Rail Station Area Fact Sheets

The Rail Station Area Fact Sheets provide a brief overview of the demographic, transit service, planning, development data, and existing and planned pedestrian and bicycle facilities within a half-mile distance of each light rail and commuter rail station in the Dallas-Fort Worth Region. Data provided in the fact sheets are products of NCTCOG's Transit-Oriented Development (TOD) Data Collection efforts and the Active Transportation Routes to Rail study. Fact Sheets may also be accessed along with additional data on the [Interactive TOD Map](#). Additional information about the Active Transportation Routes to Rail study and methodology is provided here. A guide to the data and analysis methodology for the station area demographics and development data in the fact sheets is found [here](#).

- Click a "PDF" link under the Full Fact Sheet column to access Fact Sheets on Land Use, TOD, and Pedestrian and Bicycle Routes to Rail (6 pages).
- Click a "PDF" link under the Pedestrian and Bicycle Routes to Rail column to access Fact Sheets on pedestrian and bicycle facilities around rail stations (2 pages).
- Click the links under the Transit Agency Website column to access the transit schedule information for that station.

Links to Station Area Fact Sheets

Select Language ? ?

Station Name	Full Fact Sheets	Pedestrian and Bicycle Routes to Rail	Transit Agency
Carrollton			
Downtown Carrollton Station	PDF 5 MB	PDF 4 MB	DART
North Carrollton/Frankford Station	PDF 6 MB	PDF 3 MB	DART
Trinity Mills Station	PDF 6 MB	PDF 4 MB	DART, DCTA
Dallas			
8th & Corinth	PDF 8 MB	PDF 4 MB	DART
Akard Station	PDF 17 MB	PDF 12 MB	DART
Bachman Station	PDF 8 MB	PDF 4 MB	DART
Baylor University Medical Center Station	PDF 11 MB	PDF 7 MB	DART
Buckner Station	PDF 8 MB	PDF 4 MB	DART
Burbank Station	PDF 8 MB	PDF 4 MB	DART
Camp Wisdom Station	PDF 9 MB	PDF 5 MB	DART
Cedars Station	PDF 10 MB	PDF 5 MB	DART
Cityplace/Uptown Station	PDF 9 MB	PDF 4 MB	DART
Convention Center Station	PDF 14 MB	PDF 9 MB	DART
Dallas Zoo Station	PDF 9 MB	PDF 4 MB	DART
Deep Ellum Station	PDF 13 KB	PDF 8 MB	DART
Fair Park Station	PDF 9 MB	PDF 5 MB	DART

Forest Lane Station	PDF 8 MB	PDF 5 MB	DART
Hampton Station	PDF 7 MB	PDF 4 MB	DART
Hatcher Station	PDF 7 MB	PDF 4 MB	DART
Illinois Station	PDF 6 MB	PDF 4 MB	DART
Inwood/Love Field Station	PDF 7 MB	PDF 4 MB	DART
Kiest Station	PDF 7 MB	PDF 4 MB	DART
Lake Highlands Station	PDF 7 MB	PDF 4 MB	DART
Lake June Station	PDF 6 MB	PDF 4 MB	DART
Lawnview Station	PDF 6 MB	PDF 4 MB	DART
LBJ/Central Station	PDF 6 MB	PDF 4 MB	DART
LBJ/Skillman Station	PDF 6 MB	PDF 4 MB	DART
Ledbetter Station	PDF 6 MB	PDF 4 MB	DART
Lovers Lane Station	PDF 7 MB	PDF 4 MB	DART
Market Center Station	PDF 6 MB	PDF 4 MB	DART
Medical/Market Center Station	PDF 6 MB	PDF 4 MB	DART, FWTA
MLK, Jr. Station	PDF 7 MB	PDF 5 MB	DART
Mockingbird Station	PDF 7 MB	PDF 4 MB	DART
Morrell Station	PDF 7 MB	PDF 4 MB	DART
Park Lane Station	PDF 7 MB	PDF 4 MB	DART
Pearl Station	PDF 12 MB	PDF 9 MB	DART
Royal Lane Station	PDF 6 MB	PDF 4 MB	DART
Southwestern Medical District/Parkland Station	PDF 7 MB	PDF 4 MB	DART
St. Paul Station	PDF 12 MB	PDF 10 MB	DART
Tyler/Vernon Station	PDF 6 MB	PDF 4 MB	DART
Union Station	PDF 12 MB	PDF 10 MB	DART, FWTA
UNT Dallas Station	PDF 7 MB	PDF 4 MB	DART
VA Medical Center Station	PDF 7 MB	PDF 4 MB	DART
Victory Station	PDF 9 MB	PDF 6 MB	DART, FWTA
Walnut Hill Station	PDF 7 MB	PDF 4 MB	DART
Walnut Hill/Denton Station	PDF 6 MB	PDF 4 MB	DART
West End Station	PDF 14 MB	PDF 11 MB	DART
Westmoreland Station	PDF 6 MB	PDF 4 MB	DART
White Rock Station	PDF 6 MB	PDF 4 MB	DART
Denton			
Downtown Denton Transit Center	PDF 8 MB	PDF 4 MB	DCTA
Medpark Station	PDF 6 MB	PDF 4 MB	DCTA
Dallas Fort Worth International Airport			
DFW Airport North Station	PDF 9 MB	PDF 5 MB	DART
Farmers Branch			
Farmers Branch Station	PDF 7 MB	PDF 4 MB	DART
Fort Worth			
Bell Station	PDF 7 MB	PDF 3 MB	DART, FWTA

CentrePort/DFW Airport Station	PDF 7 MB	PDF 3 MB	DART, FWTA
Fort Worth Intermodal Transportation Center (ITC)	PDF 6 MB	PDF 3 MB	DART, FWTA
Mercantile Center Station	PDF 5 MB	PDF 3 MB	FWTA
North Side Station	PDF 7 MB	PDF 5 MB	FWTA
Texas & Pacific Station	PDF 5 MB	PDF 3 MB	DART, FWTA
Garland			
Downtown Garland Station	PDF 7 MB	PDF 3 MB	DART
Forest/Jupiter Station	PDF 7 MB	PDF 3 MB	DART
Grapevine			
Grapevine Main Street Station	PDF 6 MB	PDF 3 MB	FWTA
Irving			
Belt Line Station	PDF 8 MB	PDF 3 MB	DART
Downtown Irving/Heritage Crossing	PDF 8 MB	PDF 4 MB	DART, FWTA
Irving Convention Center Station	PDF 6 MB	PDF 4 MB	DART
Las Colinas Urban Center Station	PDF 6 MB	PDF 4 MB	DART
North Lake College Station	PDF 6 MB	PDF 4 MB	DART
University of Dallas Station	PDF 6 MB	PDF 3 MB	DART
West Irving Station	PDF 6 MB	PDF 4 MB	DART, FWTA
Lewisville			
Hebron Station	PDF 6 MB	PDF 3 MB	DCTA
Highland Village/Lewisville Lake Station	PDF 6 MB	PDF 3 MB	DCTA
Old Town Station	PDF 6 MB	PDF 4 MB	DCTA
North Richland Hills			
North Richland Hills/ Iron Horse Station	PDF 7 MB	PDF 5 MB	FWTA
North Richland Hills/ Smithfield Station	PDF 7 MB	PDF 5 MB	FWTA
Plano			
Downtown Plano Station	PDF 9 MB	PDF 5 MB	DART
Parker Road Station	PDF 8 MB	PDF 4 MB	DART
Richardson			
Arapahoe Center Station	PDF 9 MB	PDF 5 MB	DART
CityLine/Bush Station	PDF 8 MB	PDF 4 MB	DART
Galatyn Park Station	PDF 7 MB	PDF 4 MB	DART
Spring Valley Station	PDF 8 MB	PDF 4 MB	DART
Richland Hills			
Richland Hills Station	PDF 6 MB	PDF 4 MB	DART, FWTA
Rowlett			
Downtown Rowlett Station	PDF 7 MB	PDF 4 MB	DART

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



March 2017

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

Inside

Self-driving shuttle visits Arlington for test rides

Residents and transportation leaders got a glimpse into the future of transportation in February, when EasyMile brought a self-driving shuttle to Arlington.

The company offered the public rides in a low-speed, 12-passenger transit shuttle as part of the Autonomous Vehicle Road Trip. For more information, see Page 2.

Calendar

March 3, 11 am
DRMC

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

March 9, 1 pm
Regional Transportation Council
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

March 24, 1:30 pm
Surface Transportation
Technical Committee
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

North Texas ozone season starts this month



be air aware

The ozone season began in North Texas on March 1 and will last through the end of November. The height of ozone season typically begins in May when temperatures begin rising, but now is a good time for North Texans to begin considering how their actions could improve the air during ozone season, which has been extended by one month.

With the Environmental Protection Agency recently lowering the ozone standard from 75 parts per billion (ppb) to 70 ppb, the region will need to continue to work together to improve air quality. The 2016 design value for the North Texas region was 80 ppb, with seven counties in nonattainment for the 70 ppb standard. The EPA anticipates announcing the nonattainment designations for the 70 ppb standard in October. For current information on the region's ozone levels, visit www.nctcog.org/ozone.

The North Central Texas Council of Governments maintains many policies and programs intended to help residents and businesses participate in clean air efforts. One is Air North Texas, which provides individuals, local governments and businesses lists of strategies they can implement when air quality is forecast to be poor.

Air North Texas implements a regional clean air event, Clean Air Action Day, on the first Friday of each summer. Clean Air Action Day 2017 will fall on June 23, and participants are asked to implement a clean air action that will help reduce ozone in the region. Visit www.airnorthtexas.org to learn more about how to improve air quality and to sign up for air pollution alerts, which will help residents and employers stay informed of when additional clean air actions are recommended.



North Central Texas
Council of Governments

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

Self-driving shuttle gives Arlington taste of driverless technology

Residents and transportation leaders got a glimpse into the future of transportation in February, when EasyMile offered the public rides in a low-speed, 12-passenger self-driving transit shuttle as part of the Autonomous Vehicle Road Trip, organized by the Alliance for Transportation Innovation. NCTCOG and the City of Arlington co-sponsored the demonstration at the Arlington Convention Center.

At a meeting inside the Convention Center, Paul Brubaker, ATI's president and CEO, spoke to transportation officials about how self-driving technology could change the way Americans get around, making it safer and more efficient to travel from place to place.

The EasyMile shuttle is the type of vehicle that would be good for places such as the University of Texas at Arlington to take students, faculty, even visitors around campus. It may also be used in business parks. For widespread adoption to take place, the public must be willing to turn to vehicles without steering wheels.

It was this need for public acceptance that led to ATI's Road Trip, which made Arlington its only stop in Texas.

Working with its regional and statewide partners, NCTCOG plans to play a key role in helping bring vehicle automation to the streets.

Through its new automated vehicle program, NCTCOG will use its planning expertise to help move the technology forward. The US Department of Transportation recently

named Texas an Automated Vehicle Proving Ground, and the Dallas Fort Worth area, specifically the UTA campus, Arlington streets and Interstate 30 corridor between Dallas and Fort Worth, could soon welcome the testing of automated vehicles, including driverless cars and shuttles.



NCTCOG photo

Residents were able to experience what it feels like to ride in an EZ10 driverless minibus as part of the Autonomous Vehicle Road Trip in Arlington last month.

Managed Lanes

Survey: How do you plan your trips on managed lanes?

The Texas A&M Transportation Institute and the Texas Department of Transportation are interested in how drivers plan trips and the criteria they use to determine when to travel in managed lanes.

In the Dallas-Fort Worth area, these facilities are called TEXpress Lanes. Designed to help improve trip reliability by giving drivers the choice to pay for greater trip reliability, TEXpress Lanes have opened as part of the DFW Connector, LBJ Express, North Tarrant Express and Interstate Highway 30.

TTI has developed a short survey, available at www.travelsurveys.org. The anonymous survey should take about 10 minutes to complete and will help enhance travel information systems provided by transportation agencies.

The deadline to participate is early March. So take a few minutes today to help TTI and TxDOT improve travel planning tools.

For questions regarding the survey, contact Sue Chrysler at 979-845-4443 or s-chrysler@tti.tamu.edu.

Alternative fuel vehicle procurement kickoff

NCTCOG is looking for fleet representatives and fleet procurement staff to participate in a new initiative called Fleets for the Future. With a focus on local public fleets, NCTCOG plans to open a regional cooperative procurement of alternative fuel vehicles.

The goal is to increase regional alternative fuel deployment by coordinating the procurement of select vehicles and infrastructure to obtain volume discounts that fleets cannot access individually.

To learn more and take an alternative fuel vehicle fleet survey, visit the Fleets for the Future website, www.nctcog.org/f4f, or contact Bailey Muller at bmuller@nctcog.org or 817-695-9299. Join NCTCOG for a procurement kickoff event this spring.

NCTCOG sponsoring Car Care Clinics in April



Getty Images

NCTCOG is partnering with local automobile repair shops to sponsor free Car Care Clinics in April.

NCTCOG is partnering with local automotive repair shops to sponsor FREE Car Care Clinics throughout April to help North Texas drivers whose vehicles have the check engine light illuminated.

A vehicle's check engine light turns on

when there may be an issue that could impact its emissions. These clinics will provide drivers with an opportunity to talk to a technician about their vehicles' issues. Staff will be at each clinic to discuss financial assistance that is available to help drivers with repairs. To find a clinic near you, visit www.NTXCarCare.org. For more information, email NTXCarCare@nctcog.org or call 817-704-5697.

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

10

The number of North Texas counties that make up the current ozone nonattainment area. The region's ozone season began March 1 and concludes November 30.

PUBLIC *Involvement*

NCTCOG to participate in spring outreach events

NCTCOG is participating in several community outreach events this spring to discuss air quality initiatives and transportation planning in North Texas.

Residents who attend Fort Worth Earth Party, Colorpalooza: A Celebration of Spring, UNT University Day and Earth Day Texas at Fair Park, among others, can stop by the NCTCOG table to visit with staff about transportation projects and programs and learn how they can help improve air quality in the rapidly growing Dallas-Fort Worth area.

Information on NCTCOG transportation and air quality programs, including Try Parking It, Dallas-Fort Worth Clean Cities Coalition, Air North Texas and AirCheckTexas Drive a Clean Machine Program will also be available. Brochures and publications will be distributed, as well as lunch bags, water bottles, activity books, crayons and other educational items. For more information, visit www.airnorthtexas.org.

Provide input on development credits, UPWP

Residents are encouraged to provide input on a series of transportation topics during public meetings in March.

Transportation Development Credits, a regional east-west equity update, Unified Planning Work Program modifications for fiscal years 2016 and 2017 and development of the FY 2018 and 2019 UPWP will be presented at 6:30 pm March 13 in Grapevine, 2:30 pm March 15 in Arlington and 6:30 pm March 20 in Carrollton.

Proposed modifications to the List of Funded Projects, AirCheckTexas, April Car Care Clinics and a Diesel Idling Hot Spots Request for Information will also be highlighted.

For more information on presentation topics or to watch a video recording of the Arlington meeting, visit 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.

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.

SPRING INTO SAFETY

DALLAS — Springtime in Texas means bluebonnets, barbecues, baseball and safety.



Each spring, TxDOT launches several safety campaigns, all with the intent to save lives. Several have already started with more on the horizon. Here's a look at a few upcoming campaigns.

Plan While You Can

Later this month, the Dallas District will continue the agency's push to spread awareness on the dangers of driving drunk, especially during spring break, when there is typically an uptick in alcohol-related crashes.

Each year during spring break, there are nearly 500 crashes in Texas involving young drivers (17-34 years of age) under the influence of alcohol. TxDOT is working to reduce those numbers through "Plan While You Can," a campaign that coincides with spring break and an increase in driving under the influence (DUI) patrols statewide.

The campaign is a multi-city tour featuring an interactive dodgeball game that used gaming technology to replicate the effects of alcohol on a person's reflexes. The campaign will make a stop at the Dallas St. Patrick's Day Parade on March 11.

Share the Road

The "Share the Road" campaign will visit Dallas and appeared at events around the state during the month of May. Thousands

Share the Road.

Texas Department of Transportation

LOOK TWICE
for motorcycles

DRIVE SAFE IN WORK ZONES
SO WE ALL GET HOME

SOMEONE IS COUNTING ON YOU

WORK ZONE
SAFETY AWARENESS



BE SAFE. DRIVE SMART.

Two recent TxDOT awareness and safety campaign posters.

TxDOT graphics

of visitors to these events will be asked to sign a pledge to share the road and look twice for motorcycles, and also earn the chance to win prizes, such as tickets to local events.

In Texas last year, crashes killed 494 motorcyclists. Over the past five years, nearly 2,500 motorcyclists have been killed in the Lone Star state.

Click It or Ticket

TxDOT's "Click It or Ticket" campaign, a national education and enforcement program sponsored by the National

Highway Traffic Safety Administration, will visit Dallas in May. The 15th annual "Click It or Ticket" campaign is a push to remind Texans about the importance of wearing seatbelts.

Law enforcement officials statewide are participating in the "Click It or Ticket" campaign to increase safety belt use. All drivers and all passengers in the vehicle must be properly restrained or run the risk of a fine up to \$250.

Continued on back page

FEBRUARY 2017 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)*	CONTRACTOR	
0197-05-056	US 175	US 175 at FM 1895 and SL 12 at Scyene Rd.	Improve traffic signals	\$0.40	\$0.29	-27.95	\$0.32	Durable Specialities, Inc.	1
0197-02-118	US 175	Lake June Road to I-20	Wb frontage road mill, concrete full depth repair, overlay & pavement markings	\$2.01	\$1.51	-24.89	\$1.71	Austin Bridge & Road, Inc.	2
2981-01-007	FM 2932	FM 741 to FM 148	Reconstruct existing pavement and add shoulders	\$5.46	\$4.01	-26.46	\$4.59	Oldcastle Materials Texas, Inc.	3
FEBRUARY 2017 TOTAL				\$7.87	\$5.81	-26.13	\$6.62		
DISTRICT FY ACCUMULATIVE LETTINGS				\$160.15	\$147.19	-8.09			
DALLAS DISTRICT FY LETTING VOLUME CAP							\$594.42		

*Est. Total Proj. Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

MARCH 2017 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0047-06-159	US 75	Dallas County Line to Telephone Road	Full depth concrete repair	\$0.77	1
0047-06-160	US 75	I-635 to President George Bush Turnpike	Clean and paint concrete barrier and walls	\$0.73	2
0091-03-025	SH 289	FM 1461 to north of BUS 289C	Landscape treatment of medians	\$1.79	3
				TOTAL	\$3.29

*Not mapped

COMPLETED CONSTRUCTION PROJECTS (FROM FEBRUARY 1 – 28, 2017)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0197-03-071	US 175	Dallas County Line to East of FM 148	Pavement Repair, Mill, Overlay & Pavement Marking	2/22/2017	\$1.91	1
0081-06-037	US 377	At FM 428/Spring Hill Rd. in Aubrey 0.01 mi.	Traffic Signal Improvement	2/10/2017	\$0.95	2
0353-02-029	SH 114	Wise County Line to west of FM 156	Widen 2 Lane to 4 Lane Divided Rural	2/22/2017	\$28.61	3
0047-07-206	US 75	Frontage roads in Richardson from Midpark to President George Bush Turnpike (SH 190)	Intersection Improvement	2/9/2017	\$0.99	4
2374-02-136	IH 635	I-635 from I-20 to I-30/ I-20 from I-45 to I-635	Installation of Full ITS System	2/10/2017	\$6.59	5
1451-01-023	FM 55	0.14 mi south of Nash Howard Rd. to US 77	Provide Additional Paved Surface Width	2/6/2017	\$4.98	6
0121-04-026	SH 22	At Curve in Blooming Grove	High Friction Surface Treatment, Texture Shoulders and Centerline	2/10/2017	\$6.43	7
0619-01-023	FM 6	At Sabine Creek	Replace Bridges & Approach	2/24/2017	\$3.49	8
					TOTAL	\$53.95

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 February, are projected to let in March or have recently been completed.



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

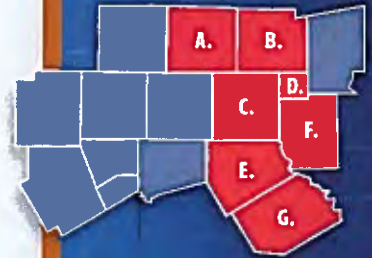
C.

E.

LEGEND

- LET
- PROJECTED
- COMPLETED
- PLANNED
- TOLL ROAD
- TOLL ROAD UNDER CONSTRUCTION
- I-35 INTERSTATE HWY
- 75 U.S. HWY
- 114 STATE HWY

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG.



DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,806,303
*POPULATION ESTIMATE | 4,551,670
LANE MILES | 10,493.628

A. | DENTON COUNTY

VEHICLE REGISTRATION: 603,332
*POPULATION ESTIMATE: 758,370
LANE MILES: 1,488.733

B. | COLLIN COUNTY

VEHICLE REGISTRATION: 729,624
*POPULATION ESTIMATE: 897,510
LANE MILES: 1,373.829

C. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,064,783
*POPULATION ESTIMATE: 2,478,740
LANE MILES: 3,366.158

D. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 82,515
*POPULATION ESTIMATE: 89,660
LANE MILES: 346.368

E. | ELLIS COUNTY

VEHICLE REGISTRATION: 165,813
*POPULATION ESTIMATE: 164,960
LANE MILES: 1,523.910

F. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 109,180
*POPULATION ESTIMATE: 113,530
LANE MILES: 1,201.810

G. | NAVARRO COUNTY

VEHICLE REGISTRATION: 51,056
*POPULATION ESTIMATE: 48,900
LANE MILES: 1,192.820



TxDOT's 2017 Statewide Awareness and Safety Campaigns Begin

Continued from **Cover Story**

TxDOT began participating in the "Click It or Ticket" campaign in 2002. At that time, only 76.1 percent of Texans used their seat belts.

Today, Texas is one of 16 states that have achieved at least a 90 percent statewide seat



The latest "Click It or Ticket" logo.

belt use rate. The hallmark of the campaign is a special enforcement period, when state

troopers, police officers and sheriff's deputies give extra focus to ticketing drivers and passengers who aren't buckled up.

Work Zone Awareness

In April, the Dallas District will launch its Work Zone Awareness campaign during a joint press conference with the Fort Worth District and the Texas Department of Public Safety.

Each year in Texas, there are approximately 15,000 crashes and more than 100 people killed in highway construction and maintenance zones.

Motorists traveling through work zones make up the majority of fatalities, and in Texas, there can be as many as 2,500 active work zones at any given time.

For more on previous and upcoming campaigns, visit www.txdot.gov

BY THE NUMBERS SUMMARY:

YOUNG DRIVERS (AGES 17-34) IN ALCOHOL-RELATED CRASHES IN TEXAS DURING SPRING BREAK, 2016:



... AND IN DALLAS DURING THE SAME PERIOD:



NUMBER OF FATAL MOTORCYCLE CRASHES IN TEXAS:



TEXAS HWY CONSTRUCTION & MAINTENANCE ZONES:

- Annual Crashes - 15,000 - Annual Fatalities - 100

SOURCE: TxDOT

TxDOT graphic

1. FUNDING SOURCES

Vehicle Registration Fees



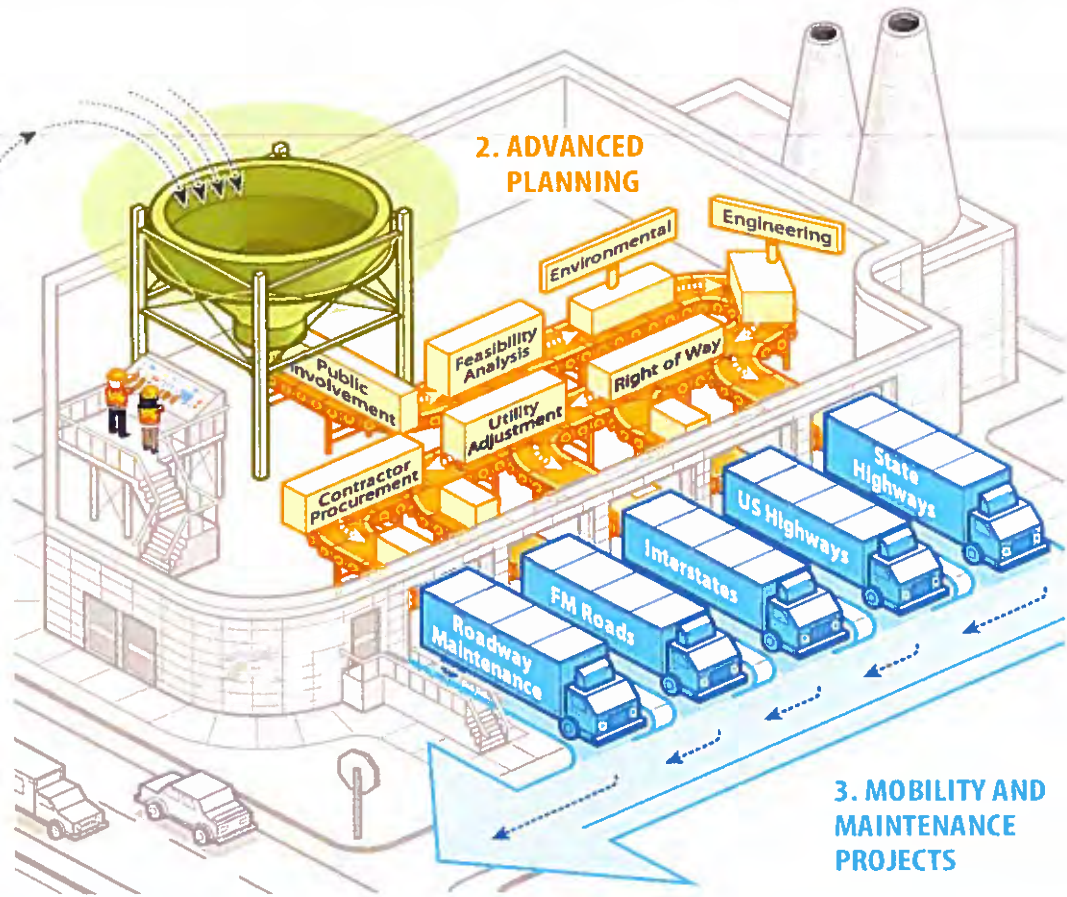
Motor Fuel Taxes



Statewide Proposition Funds



Federal Reimbursements



2. ADVANCED PLANNING

3. MOBILITY AND MAINTENANCE PROJECTS

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/form.html?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>



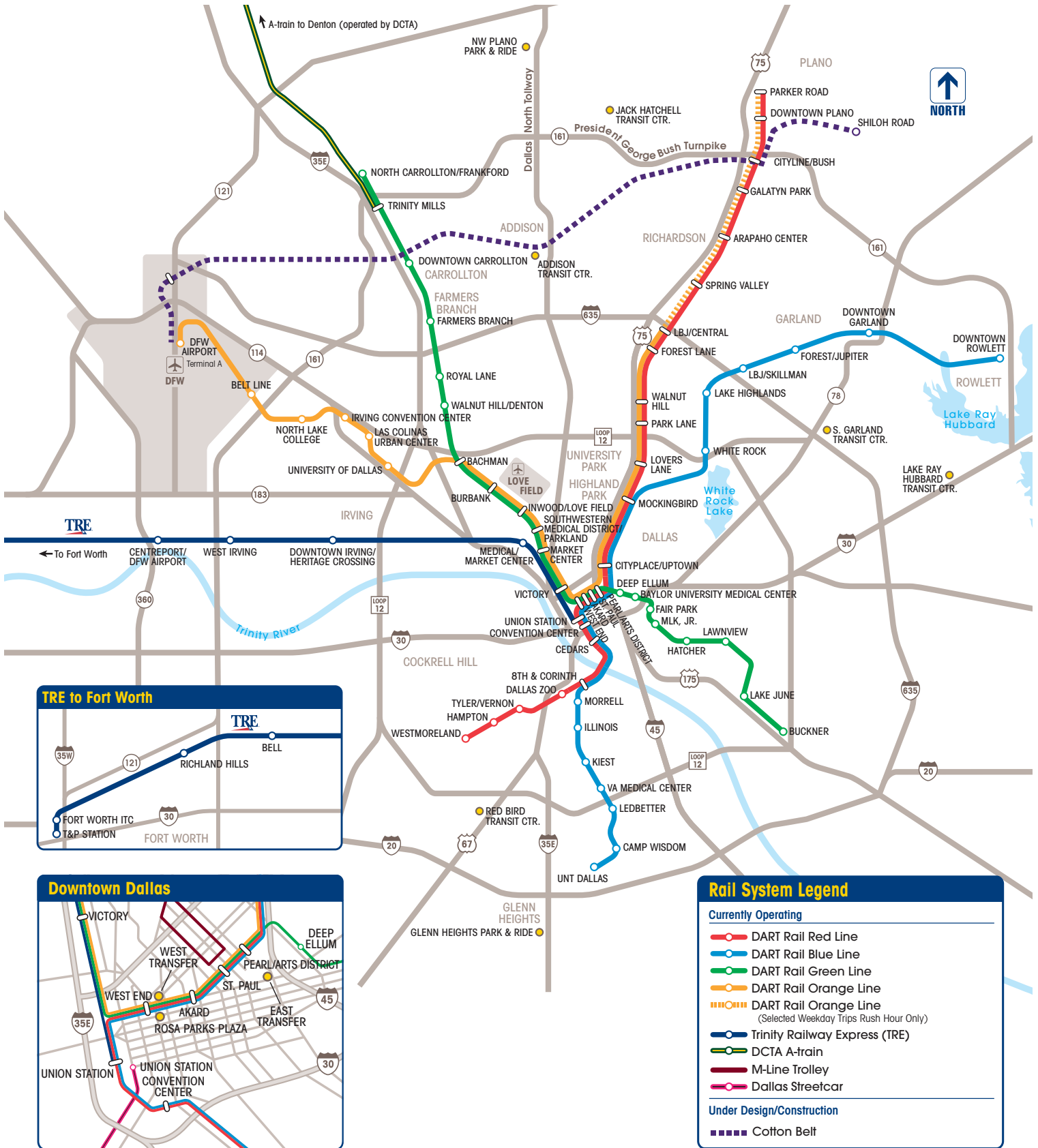
DALLAS AREA RAPID TRANSIT

Progress Report FY 2016



BUILT TODAY. FOR TOMORROW.

DART CURRENT AND FUTURE SERVICES



TRE to Fort Worth

This inset map shows the Trinity Railway Express (TRE) route. It starts at Fort Worth ITC & T&P Station, passes through Richland Hills, West Irving, and Downtown Irving, ending at Centreport/DFW Airport. Major highways 35W, 121, and 30 are shown.

Downtown Dallas

This inset map provides a detailed view of downtown Dallas, showing the convergence of the DART Rail Red, Blue, Green, and Orange lines at Union Station. Other nearby stations like West End, West Transfer, Pearl Arts District, St. Paul, East Transfer, and Convention Center are also labeled.

Rail System Legend

Currently Operating

- DART Rail Red Line
- DART Rail Blue Line
- DART Rail Green Line
- DART Rail Orange Line
- DART Rail Orange Line (Selected Weekday Trips Rush Hour Only)
- Trinity Railway Express (TRE)
- M-Line Trolley
- Dallas Streetcar

Under Design/Construction

- Cotton Belt

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Transit Drives Local Economic Boom	7
Rail Fuels Transit-Oriented Development	8
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On the Cover:

In October, DART opened a three-mile extension of the Blue Line from a renovated Ledbetter Station to UNT Dallas Station, expanding transportation options in southern Dallas and improving access to the growing university campus.

DART Board of Directors

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Amanda Moreno
Dallas

Rick Stopfer
Irving

William Velasco II
Dallas, Cockrell Hill

Paul N. Wageman
Plano

Planning Efforts Focus on the Future

Financial and system plans outline growth and maintenance



(Above) With the late-2016 arrival of 46 new coaches, which will be used primarily on Express routes, DART has replaced its entire fleet of buses with vehicles fueled by compressed natural gas.



(Left) DART prioritizes repairs to the existing infrastructure, such as the replacement of worn-out light rail tracks in Downtown Dallas.

For more than 30 years, DART has combined vision and prudence to become one of the largest and fastest-growing public transit systems in the country. DART's Transit System Plan and 20-Year Financial Plan provide the framework by which the agency balances the scope of projects with available funding.

DART updates its financial plan every year. The current Fiscal Year 2017 20-Year Financial Plan identifies funding for several key priorities for the agency, including:

- Implementation of bus service changes based on the Comprehensive Operations Analysis
- Platform extensions on the Red and Blue lines
- Expediting development of regional rail service on the Cotton Belt rail corridor
- Construction of D2: Dallas Central Business District Second Light Rail Alignment

Planning and prioritizing projects

The agency is updating its long-range transit system plan. Since DART's adoption of the 2030 Transit System Plan in 2006, the region has continued to experience rapid growth.

The 2040 Plan will focus on sustaining the DART System for current and future customers and provide a blueprint for projects and programs through 2040. Since regional growth trends and mobility needs extend beyond the DART Service Area, the 2040 Plan also will identify regional opportunities to expand transit and mobility choices.

Maintaining a state of good repair

DART has practiced key elements of transit asset management since it began in 1983. Board financial standards mandate that DART balance the expenses of operations, asset replacement and capital expansion with available revenues in the 20-Year Financial Plan. The financial standards also call for an asset condition assessment every five years.

The 20-Year Financial Plan includes over \$2.6 billion devoted to State of Good Repair asset maintenance and replacement, which constitutes almost 49 percent of the total 20-year capital expenditures.

DART worked diligently with the Federal Transit Administration, other key transportation authorities and the American Public Transportation Association to craft national guidelines for transit asset management practices. FTA now has published its Transit Asset Management Final Rule, based substantially on the best practices DART has employed.

The agency is developing a formal transit asset management plan and replacing its maintenance and project management systems.

Learn more:

[DART.org/financialinformation](https://www.dart.org/financialinformation)
[DART.org/2040](https://www.dart.org/2040)

Cotton Belt Will Connect Cities, Airport

Rail service would bridge region

The shortest distance between two points now is authorized for development.

Rail riders traveling between Plano, Richardson, Addison, Carrollton, North Dallas and Dallas/Fort Worth International Airport will be able to bypass the trip through Downtown Dallas with completion of the Cotton Belt regional rail line, now scheduled to open in 2022.

DART owns 54 miles of right of way from north Fort Worth to downtown Wylie, which originally was owned by the St. Louis Southwestern Railway and commonly known as the Cotton Belt. The agency has long planned to develop regional rail service along

the 26-mile eastern portion of the corridor, but because of the 2008-09 recession, the agency deferred the project to after 2030.

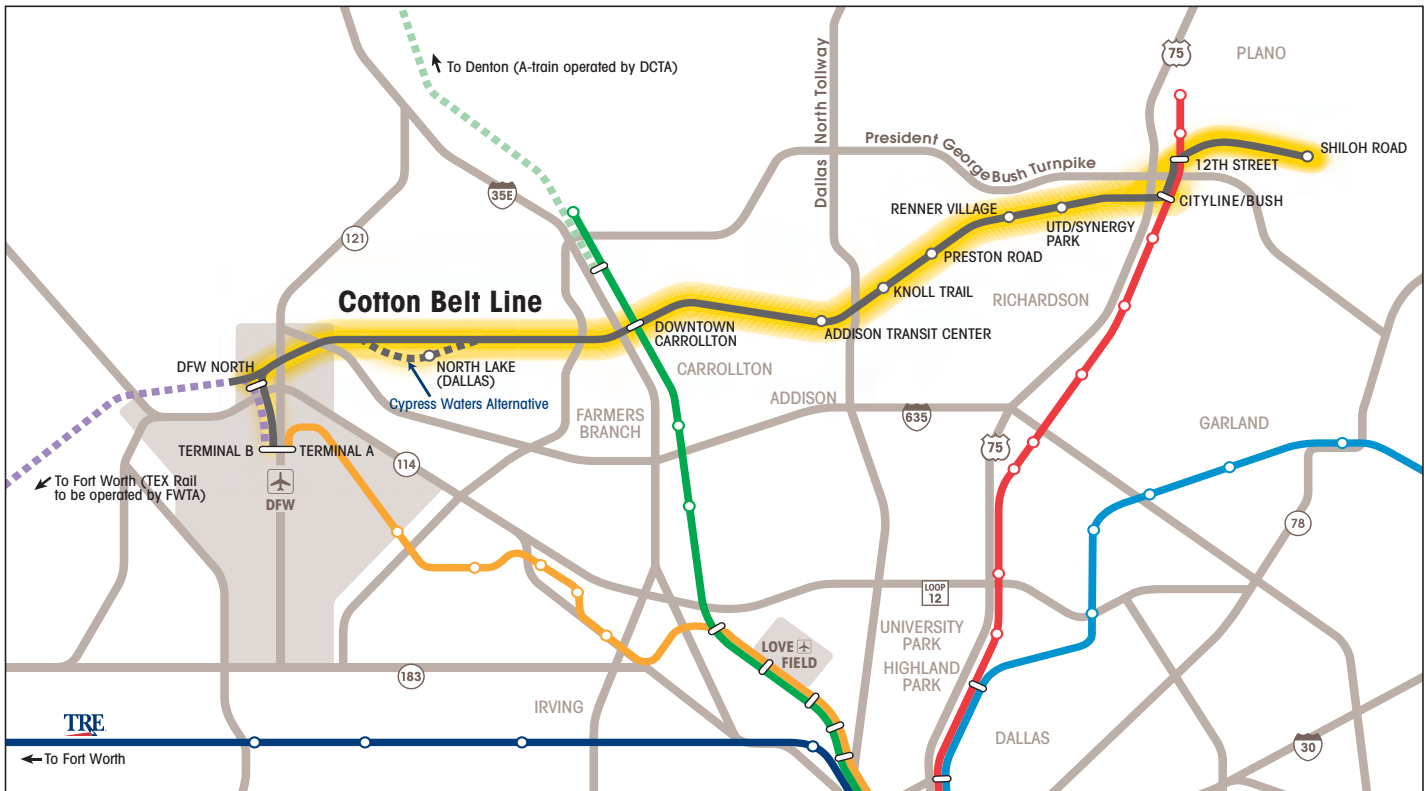
Cities and other stakeholders along the Cotton Belt asked DART to expedite the project. By identifying regional funding sources and reducing the scope, the agency has an opportunity to accelerate the schedule by more than 10 years. The plan is contingent upon federal funding and environmental clearance.

The east-west-oriented Cotton Belt will intersect stations along the Red, Green and Orange lines and provide long-awaited rail service to the town of Addison. Travelers on the Fort Worth Transportation Authority's TEX Rail commuter line will be able to connect to DART's Cotton Belt at DFW Airport.

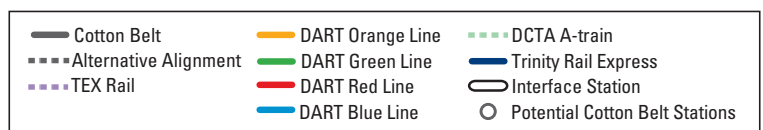
"We are very excited about the Cotton Belt project," Addison Mayor Todd Meier said. "It will help take our economic development boom to the next level, connecting us even more completely to our region and bringing us the transit part of our transit-oriented development for Addison Circle."

DART is pursuing a loan from the Federal Railroad Administration's Railroad Rehabilitation & Improvement Financing (RRIF) program to finance the project. If the agency can obtain a RRIF loan, it would come at a substantially lower interest rate than conventional tax-exempt debt.

Learn more:
DART.org/cottonbelt



DART is developing plans to expedite regional rail service on the eastern portion of its right of way along the Cotton Belt corridor.



Second Rail Alignment is Needed Downtown

D2 line will increase capacity, flexibility

In May 2013, a three-alarm fire broke out on the sixth floor of a 10-story building located along the downtown rail corridor across from West End Station. When the Dallas Fire Department ran hoses across the light rail tracks to better access the building, DART had to suspend downtown light rail operations.

The agency deployed bus shuttles while the fire was fought and cleaned up. For four hours, from late morning to just before afternoon rush, no trains could get in or out of downtown, affecting the entire light rail system.

All four DART Rail lines converge on a single set of tracks through the city's Central Business District. Although convenient and cost-effective, the design creates a bottleneck that impacts rail service – not just downtown, but throughout the 93-mile light rail network.

Adding a corridor

For the thousands of riders and employers who count on DART Rail to connect them to their destinations, traveling by train will become more reliable with the addition of the Dallas Central Business District Second Light Rail Alignment – or D2, as the new line is known.

D2 will enable DART to redistribute its four rail lines between two downtown rail corridors. If an incident or malfunction disrupts service along one alignment, some trains could be diverted to the other corridor to keep people moving.



The D2 project is a critical element of DART's efforts to add core capacity and expand access to light rail in the Downtown Dallas Central Business District.

Building D2 as a subway

The DART Board originally approved a plan to build D2 as primarily at-grade (street level or ground level) light rail. During the development phase, stakeholders told the agency that an underground transit solution makes the most sense for the Downtown Dallas community.

Now that D2 is being redesigned as a subway, the agency is refining the Locally Preferred Alternative (LPA) to reflect the most viable underground option. Building a subway changes the scope of the D2 project significantly: shifting the timeline, increasing the cost and adding complexity to both project development and engineering.

DART depends on federal funding to finance large capital planning projects like D2. To take advantage of current federal funding possibilities, the agency must solidify the new LPA route by June 2017 and submit a revised project plan to the Federal Transit Administration by September.

The agency is seeking funding for D2 from the Core Capacity category of FTA's Capital Investment Grant program. DART is advancing a program of interrelated projects that consists of D2, the platform extensions project and a central streetcar link in Downtown Dallas, which combined would add significant core capacity and enhance access to the DART System.

Learn more:
DART.org/D2

Platform Extensions Will Increase Capacity by 33%

Lengthening stations will allow longer trains on all lines

The Platform Extensions Project will extend and/or raise portions of the platforms at 28 Red Line and Blue Line stations to accommodate three-car trains, which will increase passenger capacity while maintaining train frequency.

DART built shorter platforms at the nonaerial stations on the Red and Blue lines located outside of downtown, which were all constructed before 2004. Since then, the agency has built new stations to the longer specification and lengthened the platforms downtown.

Constrained to two-car trains on Blue, Red and Orange line service, DART is limited to

moving 36 light rail vehicles per hour in each direction through downtown. With longer platforms, the agency could operate three-car trains on all rail lines, or 48 vehicles per hour – a 33 percent increase in capacity.

The Texas Department of Transportation has given the agency \$60 million for the project. Likewise, the Federal Transit Administration reallocated \$9.6 million in Capital Investment Grant funds from fiscal years 2014, 2015 and 2016 to DART for these extensions.

DART has requested \$49 million in Core Capacity Grant funding in the FY 2017 federal budget for this project. With congressional approval of this vital funding, DART can begin work in 2018 with completion by 2021.



Lengthening and/or modifying platforms at 28 original Red and Blue line stations will enable DART to operate longer trains on all lines during the busiest hours.

Dallas Streetcar Rolls into Bishop Arts District



The recent extension of the Dallas Streetcar is attracting new development and making it easier to take transit between the Bishop Arts District and Downtown Dallas.

Transit complements neighborhood's urban lifestyle

The Bishop Arts District is on a new track since DART and the city of Dallas opened the second phase of the Dallas Streetcar on Aug. 27.

Now the thriving shopping and nightlife district, which originally was built around trolley lines, has a streetcar stop for the first time since the 1950s. The entertainment destination – packed full of restaurants, galleries, taverns and boutiques – also is known for limited parking.

In April 2015, DART began service on the first phase of the city-owned Dallas Streetcar line, which was partly funded by \$26 million

in Federal Transit Administration TIGER grants. Dallas contracted with DART to design, build, operate and maintain the vehicles and system.

Pennsylvania-based Brookville Equipment Corp. manufactured the modern streetcars, which fit in with the pedestrian-friendly nature of the neighborhood.

DART currently is working with Dallas on the Central Streetcar Link, which will expand modern streetcar service from Union Station to the M-Line Trolley, linking places like the Kay Bailey Hutchison Convention Center and Omni Dallas Hotel with the Downtown Dallas Central Business District and Uptown.

Learn more:
DART.org/dallasstreetcar

Partnerships Expand Transportation Options

Customers can pair private services with public transit

To solve transportation challenges creatively, DART has formed public-private partnerships with several companies to help people get where they want to go.

Toyota grant subsidizes Collin County taxi service

When Texoma Area Paratransit Service stopped operating in Allen, Fairview and Wylie in late 2015, some senior citizens and people living with a disability were left to find other ways to get to medical appointments and run errands.

With money provided by the cities and an emergency 90-day grant from the North Central Texas Council of Governments (NCTCOG), DART began administering interim service on Feb. 29, 2016, via its paratransit contractor, MV Transportation, Inc. MV used dedicated DART-owned vans and dedicated drivers.

Learning of the earlier service shutdown, Toyota Motor North America, Inc. – which is relocating its headquarters to West Plano – announced a \$1 million grant to continue service after the initial period.

In October 2016, DART moved to a taxi-based service to reduce operating costs. The service, rebranded Collin County Rides (CCR), is available to eligible registrants in the three cities, who can travel to or from any location within Collin County and the Downtown Rowlett Station.

Beyond subsidizing service, the Toyota grant has made possible technological fine-tuning, future program growth, transportation innovation and transit planning for Collin County.



Eligible residents in Allen, Fairview and Wylie can use DART's Collin County Rides taxi service to reach medical appointments, run errands or access the DART System.

Ride and car sharing make transit viable

Following a successful trial in 2015, DART continues to expand its relationships with ride-sharing services Uber and Lyft. In conjunction with DART, these services solve the first- and last-mile transportation to buses and trains.

"If we are going to persuade more people to ride public transportation, we must consider the entire trip and not just DART's part," DART President/Executive Director Gary Thomas said.

DART also has partnered with Zipcar to bring self-service, on-demand car sharing access to transit riders. Zipcar leases parking spaces at the Mockingbird and Inwood/Love Field stations.

To make trip planning easier, customers can access the Uber, Lyft and Zipcar apps through DART's free GoPass mobile-ticketing app.



DART riders can connect to Zipcars located at the Mockingbird and Inwood/Love Field stations to drive to places not easily reached by transit.

Learn more:
DART.org/CCR

Transit Drives Local Economic Boom

UNT study illustrates impact on cities, region



DART Rail has catalyzed growth at CityLine/ Bush Station. The massive CityLine development, anchored by State Farm's regional hub, sits adjacent to the station.

Transit-oriented development (TOD) is breathing energy into the cities served by DART. From Richardson to Irving and beyond, DART is fueling a new lifestyle with real dividends.

A recent study confirms it: More than \$7 billion in economic activity is being generated by projects completed or planned near DART Rail stations between 2014 and 2015, according to the Economics Research Group at the University of North Texas. A 2014 study from UNT identified \$5.3 billion in transit-oriented development near DART Rail stations between 1996 and 2013.

By contrast, the entire 93-mile light rail system was built at a cost of \$5.5 billion.

The regional economic benefit takes many forms. The new 2014-2015 activity could create more than 43,000 jobs – resulting in nearly \$3 billion in wages, salaries and benefits.

Further, the projects completed or under construction during the two-year study period already have generated \$69 million in state and local tax revenue. The study predicts potential spending for planned or proposed developments could produce another \$160 million in state and local tax revenue.

“Increased property values and the revenues generated from that are ways Dallas and the other DART cities are benefiting from our investment,” Dallas Mayor Mike Rawlings said.

“DART has created new connections to attract developers to fertile areas for investment. We see that transformation in all parts of our city and are excited to see what’s next.”

In North Texas, TOD has meant new mixed-use developments, a revitalized Downtown Dallas and reborn suburban downtown districts. Corporate campuses also are strategically locating next to DART Rail.

“The investment and development activity around DART stations proves the wisdom of regional leaders in building a regional transit network,” said Michael Carroll, Ph.D., director of the UNT Economics Research Group team.

Learn more:
DART.org/economicdevelopment

Rail Fuels Transit-Oriented Development

North Texas cities see benefits of DART investment

More than 7,000 jobs and over \$1 billion in investment: this is the potential impact of just one transit-oriented development project in Irving.

Hidden Ridge is being developed, in part, by Verizon, a Fortune 500 company employing about 2,000 people at its existing campus. The Irving City Council approved rezoning an adjacent 110-acre property in April 2016.

That decision is paving the way for an expansive mixed-used development that the city expects will add more than 3 million square feet of office space, 1,200 residential units, a high-rise hotel and 85,000 square feet of retail and restaurant space.

Pioneer Natural Resources plans to develop a 750,000-square-foot headquarters on 35 acres in the development. The company expects to break ground this spring, eventually relocating 1,090 staff members and hiring an additional 320 people.

A signature piece of the Hidden Ridge project will be a new DART station, Carpenter Ranch.

The Hidden Ridge project is expected to be fully built by 2025. Irving City Councilman and former DART Board Chairman John Danish said rail continues to deliver high energy and tremendous interest in his city.

“Irving was founded in 1903 as a railroad station, and still today, rail continues to drive much of Irving’s growth,” Danish said. “Everywhere you look in Irving, and particularly in Las Colinas along the DART corridor, you see cranes and construction.”



(Above) Plans for Verizon’s Hidden Ridge development include more than 3 million square feet of office space, 85,000 square feet of retail, a full-service hotel, residential apartments and homes.

(Left) During Orange Line construction, DART built infrastructure for the future Carpenter Ranch Station that will service the Hidden Ridge area.

State Farm anchors CityLine project

In Richardson, the \$1.5 billion CityLine project continues to grow. This dynamic mixed-use development features restaurants, entertainment and retail space. It also is home to the State Farm complex, which occupies about 2 million square feet of leased space and employs some 8,000 people.

“State Farm chose this area for its regional hub because of the benefits it provides to the company, our current and future

employees and our customers,” spokesman Chris Pilcic said. “We know many new hires appreciate having multiple transportation options. We have a number of employees utilizing DART to get to work and we suspect more will use transit options in the future.”

Nearly 30,000 people live or work in the CityLine development.

Revitalization reshapes Downtown Garland

Garland continues to attract more people and businesses to its downtown area and to improve the quality of life for residents.

The city is working on the next phase of mixed-use development through a partnership with Oaks Properties, taking advantage of the proximity to Downtown Garland Station. The City Center project will add 153 apartment units next to City Hall to the 188 existing units built in 2009 at Oaks 5th Street Crossing.

“The arrival of the DART Blue Line in Downtown Garland in 2002 helped spark new life into our city’s core with transit-oriented development, increased visibility of our arts venues and historic assets, and new eateries and nightspots in downtown,” Garland Mayor Pro Tem Scott LeMay said.



The city-owned Patty Granville Arts Center and Oaks Properties’ 5th Street Crossing apartments launched the development taking place near Downtown Garland Station.



The Village of Rowlett is a mixed-use development under construction one block from Downtown Rowlett Station and will include housing, retail and the municipal library.

Village of Rowlett will add housing, retail downtown

Progress continues on the \$30 million Village of Rowlett project that will introduce a mix of residential, retail and commercial development.

“Rowlett is successfully creating the sustainable, energized and walkable downtown our community has long envisioned,” Rowlett Mayor Todd Gottel said. “Downtown Rowlett Station is very much a part of this vision and is a key element in attracting quality development.”

New Stations Make College More Accessible

Transit helps reduce commuting costs



(Above) UT Dallas and DART recently renewed their Comet Cruiser shuttle agreement, with routes that connect the campus to CityLine/Bush Station and the community.

(Left) Eligible DCCCD students can receive a free local DART GoPass, which will reduce the transportation barrier for many people wanting to advance their education.

DART has a bus stop or rail station within walking distance of more than 30 trade schools, colleges and universities, making it possible to progress from community college to a doctoral degree without owning a car.

DCCCD offers free GoPass

Student success is a priority for the Dallas County Community College District. The DCCCD Board of Trustees approved \$1.2 million to provide free local DART passes for eligible students at all DCCCD colleges, beginning with the Spring 2017 semester.

“Transportation is a big barrier for many of our students, and our partnership with DART to provide a Student GoPass to those who are eligible is one way to remove that obstacle,” said Dr. Joe May, DCCCD chancellor. “We know that removing barriers gives students a chance to go to college, earn a credential and start a career.”

Several other colleges participate in DART’s Higher Education Pass Program, including Southern Methodist University,

The University of Texas at Dallas, UNT Dallas College of Law and The University of Texas Southwestern Medical Center.

UNT Dallas incorporates DART Rail into campus

In October 2016, DART opened UNT Dallas Station on the Blue Line, giving students an easier way to reach campus by transit. During the design phase, the agency conferred with officials at the University of North Texas at Dallas to ensure that the new station complemented the growing campus’s master plan.

In July, UNT Dallas broke ground on its first residence hall, which is scheduled to open this fall. Students who live on campus will be able to use DART to run errands, reach jobs or explore the area without a car.

UT Dallas shuttle connects campus to community

At The University of Texas at Dallas, located in Richardson, the Comet Cruiser Route 883 connects the campus to the rest of the DART System via CityLine/Bush Station,

as well as to nearby apartments and shopping destinations. Public transit is a lifeline for many students who don’t have vehicles. And for faculty, staff and students looking to reduce commuting costs, the shuttles create a viable travel alternative.

“As we examined the infrastructure of our rapidly growing university, we decided to take a multimodal approach to transportation and parking,” said Dr. Calvin D. Jamison, UT Dallas vice president for administration. “I think we’ve created a positive, comprehensive model of how to use public transit to move individuals on and off an urban college campus.”

DART also has shuttle partnerships with SMU and UT Southwestern.

Learn more:
DART.org/collegepass
DART.org/students

Riders Influence Bus Route Changes

Review process evaluates effectiveness of bus system



Garland resident Bradley Smith decided several years ago not to own a car, but that doesn't keep him from getting to the job he loves in Las Colinas.

"I prefer not to own a vehicle, so I live where I know DART service is available," Smith said.

Smith takes Bus Route 283 from Garland to Downtown Dallas. From there, he catches the Orange Line to Irving Convention Center Station. He walks or bikes the remaining few blocks to his job.

According to Rob Smith, DART's assistant vice president for service planning and development, the agency considers riders like Bradley when evaluating the overall effectiveness of its bus system. Geography, demographics and regulatory considerations factor in as well.

"We make it a priority to ensure that service changes do not disproportionately affect lower-income and minority communities," Rob Smith said.

DART has begun implementing service changes based on the Comprehensive Operations Analysis of the bus network to ensure that bus routes go where customers need them most.

DART has just completed a two-year evaluation of all bus services. The purpose of the Comprehensive Operations Analysis was to:

- determine effectiveness of all bus routes
- improve route ridership and productivity
- increase route and system efficiency

"Service planning is an art, not a science. It's important that our routes reflect the needs of all of our riders," Smith said.

Some changes recommended by the COA were implemented in 2016. For example, Bus Route 385, which previously circulated between the Lake Ray Hubbard Transit Center and a major retailer located at I-30 and Chaha Road, now connects with the Downtown Rowlett Station. Baylor Scott & White Medical Center-Lake Pointe in Rowlett, which previously had only on-call service, now is served by Bus Route 887.

Other changes resulting from the COA will be phased in throughout 2017 and beyond.

Technology Engages Customers, Improves Travel Experience

DART innovates for next-level service

Solar-powered bus shelters, touchscreen kiosk trip-planning and mobile ride-sharing integration are some of the technological advances that will help riders reach their destinations safely and efficiently.

GoPass app to expand car-sharing integration

Plan a trip. Purchase a transit pass. Summon a driver for the last leg of a journey – all without leaving the GoPass app. That soon will be possible, thanks to a \$1.2 million grant to DART from the Federal Transit Administration.

DART will use this grant to more fully integrate ride-sharing services into its GoPass ticketing app. The free app, which was introduced in September 2013, has been downloaded more than 500,000 times.

“This grant will allow us to provide more seamless integration with companies like Uber, Lyft and Zipcar, making our app that much more powerful,” DART Chief Financial Officer David Leininger said.

The grant is from FTA’s Mobility on Demand Sandbox Demonstration Program. This program is part of a larger research effort to support transit agencies and communities as they integrate new mobility tools like smartphone apps, bike and car sharing, and demand-responsive bus and van services.



DART is developing the next generation of its GoPass mobile ticketing app, which not only will connect customers to ride-sharing services, but allow them to pay for those trips, too.

Electric buses make for cleaner air

Soon, North Texans will see a different kind of bus on the streets of Dallas. DART is awaiting delivery of seven all-electric Proterra EV buses. The agency received a \$7.6 million grant from FTA’s Low or No Emission Vehicle Deployment Program to purchase the vehicles and the infrastructure to charge and maintain them.

The electric buses are slated to be used on D-Link, a route that connects arts, dining, cultural and entertainment destinations in Downtown Dallas and surrounding districts.

The Proterra EV buses, which should arrive in 2017, will join the electric light rail trains as zero-emission vehicles in DART’s transit fleet. The electric battery technology is similar to that used on the Dallas Streetcar.



A small fleet of zero-emission, all-electric Proterra EV buses will be used on the D-Link downtown circulator route when they arrive later in 2017.



DART is working with its vendor to test an advanced version of its solar-powered bus shelter that features digital signs with bus arrival times, lighted windscreen signs and security cameras.

Bus shelters enhance customer communications

DART is testing an innovative shelter design with added communications for bus customers. The agency has deployed three so far as a pilot program: one in southern Dallas, one in northern Dallas and a third in Irving.

“We targeted high-traffic areas to test the enhanced bus shelters,” said Jennifer Jones, DART planning and development project manager II. “We’ve gotten a lot of positive feedback from our customers and will continue to evaluate other areas that may be a good fit.”

These shelters maximize the use of solar power. Electronic signage lets customers know the estimated arrival time of their bus without having to use their smartphone or call customer service. Security cameras add a safety feature. The shelters even have back-lit signs, which offer the potential for advertising revenue.



A touch-screen kiosk at Dallas Love Field airport helps travelers plan trips using DART services.

Touchscreen map connects travelers to transit

Passengers can figure out the best way to their destination with a new interactive kiosk near baggage claim at Dallas Love Field airport. DART worked with CHK America to develop the kiosk.

“This intuitive touchscreen technology makes it easier for our customers to explore their transit options and choose the mode or modes of transportation that best suits their needs,” said Nevin Grinnell, DART vice president and chief marketing officer.

Solar power illuminates bus stops

DART has more than 60 solar-powered LED-lit bus stops located in areas with limited ambient light, good ridership and safety concerns. The agency hopes to install more solar lights at stops to better draw the bus operators’ attention.

In the Bishop Arts District, DART installed a more advanced version. Called the Bright-Up PV-Stop, the solar-powered light is located at a bus stop in a well-shaded spot along Route 723 Bishop Arts Service. The Bright-Up unit improves security with dusk-to-dawn lighting as well as a flashing beacon for stop recognition.



In the Bishop Arts District, a solar-powered light tops the bus stop pole to brighten the area and draw the bus operator’s attention to waiting customers.

Light Rail Expands in Southern Dallas

Blue Line extension brings new opportunities

As single-family neighborhoods and vacant land entice redevelopment, southern Dallas is emerging as an opportune destination for transit-focused economic growth.

DART paved the way to new destinations and opportunities on Oct. 24 with a three-mile extension of the Blue Line farther into South Oak Cliff. Two new stations at Camp Wisdom and UNT Dallas, as well as an updated Ledbetter Station, make the community more accessible.

“This extension goes to a part of our community that is in need of more transportation choices,” DART President/Executive Director Gary Thomas said. “Residents along this section of the line gain improved access to the region.”

Connecting higher education

The Blue Line extension brings light rail to a sector of Dallas known as the Education Corridor, enabling more people to discover the academic programs offered at the University of North Texas at Dallas, Paul Quinn College and Cedar Valley College.



“Mobility matters to college students,” UNT System Chancellor Lee Jackson said. “Rail lines don’t move after they open, and students can make their plans to commute to campus, save money and study while riding, knowing that the service will be there no matter how long their student days last.”

Helping Dallas grow south

Time and again, DART proves that public transit is more than moving people. DART transforms communities.

The Blue Line extension empowers residents of southern Dallas and nearby cities to explore the employment, housing, health care and entertainment destinations accessible by DART.

“When you build a rail system, as we have done here in Dallas, neighborhoods stabilize,” U.S. Rep. Eddie Bernice Johnson said at a ribbon-breaking ceremony.

“When people have a way to get to work and back home at a reasonable cost, they can be stable. And the advantage of that is crime goes down, families are more stabilized, and children don’t have to move from school to school.”

City and community leaders are optimistic that the combination of available land and improved transportation options will make the area attractive to investors.

“Southern Dallas is our city’s greatest opportunity for growth,” Mayor Mike Rawlings said. “That’s not just because of the inventory of land available for development, but also the quality of the people who live, work and learn there. This DART extension is a critical piece of the city’s vision.”

Learn more:
[DART.org/SOC3](https://www.dart.org/SOC3)



The new UNT Dallas (left) and Camp Wisdom (above) stations give residents of southern Dallas improved access to the DART System and establish anchors for future development.

Agencies Partner to Implement Positive Train Control

DART and FWTa divide efforts for the Trinity Railway Express



Since the commuter rail line shares track with other railroads, DART and FWTa must install a positive train control system on the Trinity Railway Express corridor that is capable of preventing collisions and derailments.

Congress passed the Rail Safety Improvement Act of 2008, as amended, which requires Class 1 and commuter railroads to implement positive train control (PTC) systems by the federally mandated deadline of Dec. 31, 2018.

DART and the Fort Worth Transportation Authority (FWTA) jointly own the Trinity Railway Express. The TRE shares a 34-mile corridor with Amtrak and freight railroads, including BNSF, DGNO, FW&W and Union Pacific. The two transit agencies have selected the I-ETMS PTC technology that is designed to be interoperable with all of the TRE's tenant railroads.

PTC technology is capable of automatically controlling train speeds and movements.

PTC system design requirements include prevention of:

- train-to-train collisions
- overspeed derailments
- incursions into established work zone limits
- movement of a train through a main line switch in the wrong position

DART is obtaining the required radio spectrum, purchasing the radios and installing the fiber-optic line along the TRE route between Union Station in Dallas and the T&P Station in Fort Worth. FWTA is responsible for the design and installation of the dispatch and back-office systems, equipment installations on the trains and wayside units, systems integration and TEX Rail-specific items.



Where Public Transportation Goes, Community Grows

Here's what service-area city officials say about DART's impact on their communities.



"We are very excited about the Cotton Belt project. It will help take our economic development boom to the next level, connecting us even more completely to our region and bringing us the transit part of our transit-oriented development for Addison Circle."

Addison Mayor Todd Meier



"DART's Green Line to Downtown Carrollton provides fundamental support for our developmental initiatives. The light rail becomes especially useful during large-scale events, such as our Festival at the Switchyard, and helps to meet the goal of merging Carrollton's past and present."

Carrollton Mayor Matthew Marchant



DART service in our community connects our residents to jobs, education, medical services and entertainment throughout the region – affordably, conveniently and reliably. It's more than infrastructure; our investment in DART is a long-term investment in our city's vitality.

Cockrell Hill Mayor Luis D. Carrera



"Increased property values and the revenues generated from that are ways Dallas and the other DART cities are benefiting from our investment. DART has created new connections to attract developers to fertile areas for investment. We see that transformation in all parts of our city and are excited to see what's next."

Dallas Mayor Mike Rawlings



"The sky is the limit when it comes to projects in and around Farmers Branch Station on the Green Line. Mustang Station, a multifamily housing development, has completed the first phase and is ready to start on the second. Nearby, 29 patio homes have been built and sold in the station area. We've opened a the new Farmers Branch Market directly adjacent to the platform. The DART station is a powerful center of activity that will be a huge boost for Farmers Branch."

Farmers Branch Mayor Bob Phelps



"The arrival of DART's Blue Line in Downtown Garland in 2002 helped spark new life into our city's core with transit-oriented development, increased visibility of our arts venues and historic assets, and new eateries and nightspots in downtown. Our Forest/Jupiter Station also is serving as a catalyst for future development opportunities. Garland's roots first developed because of the railroad. It's only fitting that our growth toward the future should be inspired by rail traffic, too!"

Garland Mayor Pro Tem Scott LeMay



Since DART’s inception in 1983, the city of Glenn Heights has enjoyed a strong partnership with DART. As the only city south of Dallas offering DART services, we are proud to meet the transportation needs of our citizens. The recently introduced Blue Line extension is a solid attraction for the city moving forward and we are optimistic that we will see improved levels of customer service.

Glenn Heights Mayor Leon P. Tate



“Proactively meeting today’s divergent needs of its member cities while giving visionary care toward expanding its transportation system are integral components of DART’s success into the future.”

Highland Park Mayor Joel T. Williams III



“Everywhere you look in Irving, and particularly in Las Colinas along the DART corridor, you see cranes and construction. Transit-oriented development, when complete, will deliver 23 projects that include 15,000 residential units and nearly 11 million square feet of retail and office space. Additionally, we have much more construction planned along the DART and TRE lines in Irving. So, more than a century after the city’s founding as a rail station, rail continues to deliver high energy and tremendous interest.”

Irving City Councilman John Danish



“DART drives the pulse of Downtown Plano and has ignited a true renaissance. As a result, downtown has emerged as a vibrant destination for shopping, dining and cultural art experiences. The energy is palpable every time the train approaches Downtown Plano Station and you hear the bells and see the lights at the crossing.”

Plano Mayor Harry LaRosiliere



“In July 2002, Richardson became the first city outside of Dallas to welcome DART Light Rail and today our community benefits from four stations. Since then, access to DART has had a tremendous and positive impact on our community, spurring transit-oriented developments such as the \$1.5 billion CityLine project. Through such developments, light rail clearly has helped bring quality jobs, attracted new dining, shopping and entertainment venues, contributed significantly to the city’s tax base and fostered dynamic, walkable neighborhoods that enhance Richardson’s overall quality of life.”

Richardson Mayor Paul Voelker



“Rowlett is successfully creating the sustainable, energized and walkable downtown our community has long envisioned. Downtown Rowlett Station is very much a part of this vision and is a key element in attracting quality development. For example, Bankhead Brewing Co. opened a new restaurant with an amazing outdoor patio next to Rowlett’s downtown water tower. The \$34 million mixed-use Village of Rowlett project, which also will house the Rowlett Library when completed in 2017, can be directly attributed to the availability of DART Light Rail!”

Rowlett Mayor Todd Gottle



“With a constant focus on improving mobility throughout North Texas, DART and its member-city partners are integral components of the region’s overall efforts to sustain area infrastructure, spur economic growth and cultivate more livable communities.”

University Park Mayor Olin Lane Jr.



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