AGENDA

Regional Transportation Council
Thursday, April 11, 2019
North Central Texas Council of Governments

11:00 am-12:00 pm **Proposal for Integrated Planning of Regional Transportation and Stormwater Management Together as a System of Improvements: Prevention Versus Response Workshop**

12:00 pm-12:45 pm **Regional Veloweb Trail Between Dallas and Fort Worth Working Lunch**

1:00 pm **Full RTC Business Agenda**
(NCTCOG Guest Secured Wireless Connection Password: rangers!)

1:00 – 1:05 1. **Approval of March 14, 2019, Minutes**
☑ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Gary Fickes, RTC Chair
Item Summary: Approval of the March 14, 2019, minutes contained in Reference Item 1 will be requested.
Background: N/A

1:05 – 1:05 2. **Consent Agenda**
☑ Action ☐ Possible Action ☐ Information Minutes: 0

2.1. **Community College Partnership**
Presenter: Shannon Stevenson, NCTCOG
Item Summary: Staff will request Regional Transportation Council approval to implement two new pilot projects related to students with Tarrant County College (TCC), the Arlington Independent School District (AISD), and the University of Texas at Arlington (UTA).
Background: North Central Texas Council of Governments (NCTCOG) staff met with the Secretary of Housing and Urban Development (HUD) and the Chancellor of Tarrant County College in 2018 to discuss how transportation is an important factor in the success of students from disadvantaged populations. The collaboration resulted in a commitment to taking a more holistic approach to assist those in poverty on numerous fronts including housing, health and wellness, transportation, and education.

Two possible pilot transit projects emerged from the discussions: 1) Project A-provide Trinity Metro transit passes for all Tarrant County College students and 2) Project B-provide transit to the TCC Southeast campus, UTA, AISD, and nearby park-and-ride lots. Project A is currently funded by TCC, but by providing alternate funding for this effort, TCC's funds can be

utilized to offer assistance to Dr. Ben Carson, HUD Secretary. Project B is part of an integrated approach to ensuring student success in transitioning from high school to TCC then onto UTA to finish their undergraduate degree. Both projects are consistent with the programs and policies in Mobility 2045, as well as Access North Texas. More detailed information can be found in Electronic Item 2.1. NCTCOG staff would be happy to explore this opportunity with other community colleges.

Performance Measure(s) Addressed:

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

2.2. **Transportation Improvement Program Modifications**

Presenters: Michael Morris and Rylea Roderick, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) and the ability to amend the Unified Planning Work Program (UPWP) and other planning/administrative documents with TIP-related changes will be requested. After RTC approval of February 2019 TIP revisions in January 2019, Paris District Modification 2019-0170 required an additional update to the scope to be consistent with Mobility 2045. RTC ratification is requested for the additional scope change to the February 2019 Modification 2019-0170.

Background: May 2019 revisions to the 2019-2022 TIP and February 2019 Modification 2019-0170 are provided as Electronic Item 2.2.1 and Electronic 2.2.2, respectively, for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed:

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

1:05 – 1:20 3. **Orientation to Agenda/Director of Transportation Report**

☐ Action ☐ Possible Action ☑ Information Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Regional Veloweb Trail Between Dallas and Fort Worth: Mayors Comments
2. Trinity Metro Chairman Scott Mahaffey's Appreciation of President/Chief Executive Officer Paul Ballard's Accomplishments
3. 11:00 am Workshop on Transportation and Stormwater (Electronic Item 3.1)
4. US 75 (See Press Releases)

5. AirCheckTexas Update (See Press Releases)
6. Gentrification Policy: Next Steps
7. Traffic Incident Management Executive Level Course Announcement (Electronic Item 3.2)
8. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
9. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
10. EarthX Transportation-Fleets Workshop, April 26, 2019 (Electronic Item 3.3)
11. 2019 Ozone Season Status Report (Electronic Item 3.4)
12. March Public Meeting Minutes (Electronic Item 3.5)
13. April Public Meeting Notice (Electronic Item 3.6)
14. Public Comments Report (Electronic Item 3.7)
15. Recent Correspondence (Electronic Item 3.8)
16. Recent News Articles (Electronic Item 3.9)
17. Recent Press Releases (Electronic Item 3.10)
18. Transportation Partners Progress Reports

1:20 – 1:30 4. **2017-2018 CMAQ/STBG Funding Program: Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the proposed programs and projects to be funded under the Management and Operations, North Central Texas Council of Governments (NCTCOG)-Implemented, and Regional/Air Quality Programs. These programs are part of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.

Background: Staff is reviewing the region's ongoing Air Quality and Management and Operations projects and programs. A determination is needed regarding which projects should be continued, which ones can be discontinued, and any new projects/programs of this nature that should be considered. To this end, NCTCOG staff has evaluated the list of existing Air Quality and Management and Operations projects and programs and is recommending the extension of many of these programs into the fiscal year 2020-2022 timeframe, along with the discontinuation of a few projects/programs, and creation of a few new ones.

Electronic Item 4.1 contains a recommended project list for consideration. Additional details on the funding program can be found in Electronic Item 4.2.

Performance Measure(s) Addressed:

☑ Safety ☑ Pavement and Bridge Condition

☑ Transit Asset ☑ System Performance/Freight/CMAQ

1:30 – 1:40 5. **2017-2018 CMAQ/STBG Funding Program: Assessment Policy**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

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

Background: In March 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. Staff has been working with several agencies to develop partnerships that will fund high-priority projects. The Assessment Policy Program is designed to take advantage of value capture mechanisms so as development occurs along the project area, the Regional Transportation Council is repaid (in part or in full) for improvements funded along the corridor. Details on the projects which staff are proposing to fund can be found in Electronic Item 5.1. Additional information on the funding program is included in Electronic Item 5.2.

Performance Measure(s) Addressed:

☑ Safety ☑ Pavement and Bridge Condition

☑ Transit Asset ☑ System Performance/Freight/CMAQ

1:40 – 1:50 6. **Approval of Funding for Red River Navigation System Feasibility Study**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of $500,000 for the Red River Navigation System feasibility study will be requested. Funding is contingent on support of the project by the Texas Legislature.

Background: In July 2014, staff initiated a conversation with the RTC about the Red River Navigation System feasibility study and partnership project. Discussion included a potential action item for $500,000 contingent on Texas Legislature approval of the feasibility study. Louisiana, Arkansas, Oklahoma, and Texas are working on a Red River navigational system from Denison, Texas to the Gulf of Mexico. North Central Texas Council of Governments staff wishes to support these feasibility studies, contingent on support from the Texas Legislature.

Performance Measure(s) Addressed:

☐ Safety ☐ Pavement and Bridge Condition

☐ Transit Asset ☑ System Performance/Freight/CMAQ

1:50 – 2:00 7. **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 related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Background: Transportation issues continue to be a focus for both the United States (US) Congress and the Texas Legislature. The 1st session of the 116th US Congress convened on January 3, 2019. The 86th Texas Legislature convened on January 8, 2019. This item will allow staff to provide updates on key positions of the Regional Transportation Council and allow any additional positions to be taken, if necessary.

Performance Measure(s) Addressed:

☑ Safety ☐ Pavement and Bridge Condition

☐ Transit Asset ☑ System Performance/Freight/CMAQ

2:00 – 2:10 8. **2020 Unified Transportation Program and Regional 10-Year Plan Update**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will brief the Council on the latest activities being undertaken and the plan going forward for the Regional 10-Year Plan update and 2020 Unified Transportation Program (UTP).

Background: In December 2016, the Regional Transportation Council (RTC) approved a set of projects for Fiscal Years (FY) 2017-2026 funded with Category 2 (MPO selection) and Category 4 (TxDOT District selection), and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (Commission selection) funds. That action was the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. In August 2018, the RTC approved an update to the Regional 10-Year Plan that primarily incorporated various project updates received to date. Since that time, North Central Texas Council of Governments (NCTCOG) staff has been coordinating regularly with the Texas Department of Transportation Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2020 UTP. In response to a January 31, 2019, deadline set forth by TxDOT, staff has drafted a list that includes these project updates, potential new candidate projects, and scores for each project. In addition, staff has drafted an additional list of projects that need initial funding to allow TxDOT to continue advancing pre-construction activities, including the acquisition of right-of-way.

Electronic Item 8.1 contains the proposed list of projects. Electronic Item 8.2 includes additional information about this

process and the proposed next steps related to the Regional 10-Year Plan. Electronic Item 8.3 contains additional details on the scoring methodology developed by staff.

Performance Measure(s) Addressed:
☑ Safety ☑ Pavement and Bridge Condition
☑ Transit Asset ☑ System Performance/Freight/CMAQ

2:10 – 2:20 9. **Mobility 2045 Update**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Kevin Feldt, NCTCOG

Item Summary: The Mobility 2045 Plan was adopted by the Regional Transportation Council (RTC) on June 14, 2018. Staff will provide a status report regarding work efforts to implement Mobility 2045.

Background: Following RTC adoption of Mobility 2045, staff and partner agencies have been working toward implementing the Plan. These efforts include planning and project development tasks, projects in construction, and coordinating with the public and our transportation partners. Staff will provide information regarding:

- Recent RTC actions supporting Plan recommendations
- Efforts to further the RTC's five primary emphasis areas
- Project development activities
- Construction activities
- Completed initiatives

Performance Measure(s) Addressed:
☑ Safety ☑ Pavement and Bridge Condition
☑ Transit Asset ☑ System Performance/Freight/CMAQ

2:20 – 2:30 10. **Title VI Program May 2019 Update**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will provide information on an update to the Title VI Program.

Background: As a primary recipient of Federal Transit Administration funding, the North Central Texas Council of Governments (NCTCOG) is required to have a Title VI Program. This program describes how NCTCOG implements nondiscrimination efforts related to Title VI of the Civil Rights Act and environmental justice. The program also describes how NCTCOG monitors subrecipients. This program must be updated every three years. For 2019, NCTCOG also is updating its Title VI Complaint Procedures, a component of the Title VI Program. The complaint procedures also were translated into Spanish. These changes necessitated a 45-day comment period because the complaint procedures are included in the Public Participation Plan, so this plan must also be updated. Electronic Item 10 contains a presentation with

background information. A copy of the draft North Central Texas Council of Governments Title VI Program May 2019 Update is available at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/Title-VI-Draft.pdf. A copy of the NCTCOG Public Participation Plan is available at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/PPP_Title-VI.pdf.

Performance Measure(s) Addressed:
☐ Safety ☐ Pavement and Bridge Condition
☐ Transit Asset ☐ System Performance/Freight/CMAQ

11. **Progress Reports**
☐ Action ☐ Possible Action ☑ Information
Item Summary: Progress Reports are provided in the items below.

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

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

13. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.

14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, May 9, 2019, at the North Central Texas Council of Governments***.

REGIONAL TRANSPORTATION COUNCIL
March 14, 2019

The Regional Transportation Council (RTC) met on Thursday, March 14, 2019, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Jerry Nickerson (representing Richard E. Aubin), Ceason Clemens (representing Mohamed Bur), Rickey D. Callahan, George Conley, Jim Wilson (representing David L. Cook), Theresa Daniel, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Curtistene McCowan (representing Robert Franke), Rick Grady, Lane Grayson, Jim Griffin, Roger Harmon, Ron Jensen, Jungus Jordan, Jennifer S. Gates (representing Lee M. Kleinman), Tito Rodriguez (representing Scott Mahaffey), Steve Mitchell, Cary Moon, Stan Pickett, Will Sowell, Stephen Terrell, T. Oscar Trevino Jr., Taylor Armstrong (representing William Tsao), Karen Hunt (representing Dennis Webb), Duncan Webb, B. Glen Whitley, Kathryn Wilemon, Lana Wolff (representing W. Jeff Williams), and Ann Zadeh.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Majed Al-Ghafry, Nicholas Allen, Melissa Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Kent Bauer, Carli Baylor, Nathan Benditz, Alberta Blair, Denice Boettcher, Maximilion Boettcher, David Boski, Tanya Brooks, Bob Brown, John Brunk, Luke Bullock, David Cain, Marrk Callier, Jack Carr, Molly Carroll, Angie Carson, Lori Clark, Mike Coleman, John Cordary, Dianne Costa, Hal Cranor, Brian Crooks, Clarence Daugherty, Ingay Dedow, Brian Dell, Cody Derrick, Edie Diaz, David Dryden, Chris Dyser, Chad Edwards, Sal Espino, Kevin Feldt, Ann Foss, Mike Galizio, Maribel Gallardo, Leah Gamble, Bob Golden, Kasey Harris, Jeff Hathcock, Victor Henderson, Elisa Hernandez, Rebekah Hernandez, Robert Hinkle, Matthew Holzapfel, Tommy Hudson, Ivan Hughes, Terry Hughes, Tom Johnson, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Stephen Knobbe, Dan Lamers, April Leger, Eron Linn, Travis Liska, Ramiro Lopez, Paul Luedtke, Matt McCombs, Jeni McGarry, Collette McName, Keith Melton, Monte Mercer, Chandler Merritt, Jimmy Moffitt, Michael Morris, Christie Myers, Zelma Myers, Sterling Naron, Jenny Narvaez, Jeff Neal, Mark Nelson, Evan Newton, John Nguyen, Mickey Nowell, Catherine Osborn, James C. Paris, Jamie Patel, Johan Petterson, John Polster, Vercie Pruitt-Jenkins, Chris Reed, Andrei Rodu, Michael Rogers, Steve Salin, Lori Shelton, Chelsey Smith, Paul Stevens, Dean Stuller, Vic Suhm, Gary Thomas, Jonathan Toffer, Joe Trammel, Lauren Trimble, Mitzi Ward, Amanda Wilson, Miles Wilson, and Jing Xu.

1. **Approval of February 14, 2019, Minutes:** The minutes of the February 14, 2019, meeting were approved as submitted in Reference Item 1. Ann Zadeh (M); Andy Eads (S). The motion passed unanimously.

2. **Consent Agenda:** The following items were included on the Consent Agenda.

    2.1. Clean Fleets North Texas 2018 Funding Recommendations: Approval of funding recommendations for additional applications received under the Clean Fleets North Texas 2018 Call for Projects was requested. An overview of the call for projects was provided in Electronic Item 2.1.1 and additional detail on the recommended projects was provided in Electronic Item 2.1.2.

    2.2 Policy Position on Communication with Tribal Nations: Adoption of the draft Regional Transportation Council Policy Position to Support Communication with Tribal Nations was requested. Background information was provided in Electronic Item 2.2.1 and a copy of the policy, P19-01, was provided in Reference Item 2.2.2.

2.3. Federal-State Partnership for State of Good Repair Program Grant: Approval to submit a grant application in partnership with Dallas Area Rapid Transit and Trinity Metro to the Federal-State Partnership for State of Good Repair Program was requested. A copy of the Notice of Funding Opportunity was provided in Electronic Item 2.3.1. Additional details about the project were provided in Electronic Item 2.3.2.

A motion was made to approve the items on the Consent Agenda. Theresa Daniel (M); Curtistene McCowan (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris provided an overview of items in the Director of Transportation Report. He presented the latest regional congestion data from INRIX that indicates the Dallas-Fort Worth region's congestion has decreased as the region experiences the benefits of the implementation of projects. He provided additional information regarding the Infrastructure for Rebuilding America grant applications that were approved by the Regional Transportation Council (RTC) at the February 14, 2019, meeting. All local governments have concurred they approve of the proposed projects to be included in the application for the North Texas Multimodal Operations, Velocity, Efficiency and Safety Program projects. In addition, BNSF has committed $2 million towards the projects. He also noted that later refinements to the bridge projects from transit agencies increased the cost so five projects were submitted in the application instead of seven in order to be below the constraints of the grant guidelines. He thanked Collin County Commissioner Duncan Webb for his work with the Congressional Delegation regarding US 75. He also noted that the Texas Transportation Commission has approved Private Activity Bonds for the North Tarrant Express 3C project. The RTC previously approved $5 million to help reach financial close on the project, but the funds may no longer be needed and returned to the RTC. Mr. Morris noted the Gentrification Study developed by the North Central Texas Council of Governments Transportation Department staff that will be presented in Agenda Item 10. He added that as transportation investments are made, especially in lower income areas, it may be beneficial that the path forward include a gentrification element with funding investments made by the Regional Transportation Council. He also noted that efforts have begun on the development of the FY2020 and FY2021 Unified Planning Work Program (UPWP) and encouraged entities to submit their requests by the deadline. Air quality funding opportunities for vehicles were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle, and information on upcoming Dallas-Fort Worth Clean Cities events were provided at www.dfwcleancities.org/dfw-clean-cities-meetings. Mr. Morris noted that many public comments have been received regarding US 380 and are being collected by staff. A March public meeting notice was provided in Electronic Item 3.1, and February public meeting minutes were provided in Electronic Item 3.2. He also noted a recent magazine article available at www.dmagazine.com/publications/d-magazine/2019/march/meet-the-kings-of-sprawl/. The Public Comment Report was provided in Electronic Item 3.3, recent correspondence in Electronic Item 3.4, recent news articles in Electronic Item 3.5, and recent press releases in Electronic Item 3.6. Transportation partners progress reports were distributed at the meeting.

4. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions. On February 15, the President signed the Fiscal Year (FY) 2019 appropriations bill that funds the government through September 30, 2019. The bill appropriates $325 billion of which there is $26.5 billion in discretionary budget authority for the United States Department of Transportation. She noted that Congress is now working on FY2020

appropriations and that the President recently released his 2020 budget request. The request calls for $84.1 billion for the Department of Transportation, which is a decrease of approximately $3.5 billion from the current appropriations. Ms. Hernandez added that the funding is often significantly adjusted by Congress. The budget request also includes increases to some grant programs, proposes cuts to Federal Railroad Administration and Amtrak grants by as much as 30-40 percent, and includes a federal investment that will be leveraged into $1 trillion for infrastructure, including water and broadband projects. The infrastructure total is down from the $1.5 trillion proposed last year but does keep the commitment of the $200 billion federal investment. The President also made a commitment to a long-term transportation reauthorization bill as the Fixing America's Surface Transportation Act expires next year. Ms. Hernandez also provided an update on the 86th Texas Legislature. She noted that March 8 was the bill filing deadline, and over 8,500 bills have been filed. The Speaker announced that all House bills will be referred to committee by March 21. The Lieutenant Governor released his priority bill list which echoes the Governor's priorities and lists 30 specific bills. However, none are related to the Regional Transportation Council (RTC) Legislative Program. She noted that some early action has been seen on bills such as teacher pay raises, school finance, property tax, and funding for Hurricane Harvey recovery. The House and Senate transportation committees have both held organization meetings, but no RTC priority bills have been heard to date. She noted that the House Appropriations and Senate Finance committees continue to meet on the budget, and subcommittees have made their recommendations to the full committees. Bill topics of interest were highlighted. She noted that the Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) bill on which staff have been working with counties was filed by Austin legislators. Related to tolling, bills have been filed that are not consistent with the RTC Legislative Program. The first bullet of the program states "allow for the ability utilize tolling, managed lanes, debt financing, and public-private partnerships…through a local decision-making process…" Filed bill language would require voter approval before a toll project could be built, includes language that would remove tolls once a project is paid, and would remove the use of system financing.

Michael Morris discussed the bill language related to voter referendum, eliminating system financing, and eliminating bonds after a tolled project is built and noted that the language is inconsistent with the RTC legislative position. He discussed the voter referendum portion and uncertainty of what jurisdiction of people would vote on a toll project since a specific jurisdiction of voters may not be equivalent to the users of the toll facility. Related to the elimination of system financing, he noted that the Texas Department of Transportation (TxDOT) collects revenue from various sources to build a system of roads, and there is concern that the removal of system financing could also impact TxDOT's availability to build transportation projects. He also discussed the elimination of tolls after a specified period and noted that the RTC position is that tolls are also used as tool to manage congestion, not simply as a revenue source. He asked if the RTC would like to provide direction to staff or if staff should continue to monitor the bill and provide updates. A motion was made to approve the Regional Transportation Council Chair to sign a letter to the House and Senate Transportation Committee Chairs, Speaker of the House, Lieutenant Governor, and legislative delegation siting the three portions of the bill language and why such legislation would be problematic for the RTC. Jungus Jordan (M); B. Glen Whitley (S). Member discussion continued regarding transportation funding needs and communication with the Legislature. Mr. Morris discussed the Transportation Funding 101 primer developed by staff and noted that this resource would be provided to members following the meeting. The motion passed unanimously.

5. **Congestion Management Process Update:** Mike Galizio provided an overview of the proposed update to the region's Congestion Management Process (CMP) document. The document is a federally mandated planning requirement for urbanized areas with a population exceeding 200,000. Although the CMP document is not subject to a specific schedule or deadline, many individual CMP strategies such as Try Parking It are presented to the Regional Transportation Council (RTC) on a continuous basis. He noted that CMP strategies are focused on short-term, lower-cost operational and management improvements that can be implemented prior to or concurrent with major higher-cost capacity projects. Since the region is designated as a nonattainment area for ozone, the CMP must describe how single occupant vehicle (SOV) capacity projects are integrating CMP strategies and must also demonstrate how the CMP fits into the metropolitan planning process. Mr. Galizio highlighted the CMP elements and how it relates to other federally required documents such as the Transportation Improvement Program and Metropolitan Transportation Plan. He also provided a brief overview of the history of the CMP, which was first adopted as the Congestion Management System in 1994. The current CMP for the North Central Texas region was adopted by the RTC in 2013. CMP benefits were highlighted and include strategies to address both recurring non-recurring congestion, a major focus on data collection and performance outcomes, and increased coordination with member agencies. Mr. Galizio presented a list of several key topics that will be considered as part of this CMP update, including an opportunity to develop performance measures that are more understandable to the general public and the reevaluation of the CMP network that currently includes 25 of the most congested roadway corridors identified in 2013. An overview of the CMP update schedule was provided, and additional information is available at www.nctcog.org/cmp.

6. **2017-2018 CMAQ/STBG Funding Program: Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs:** Michael Morris presented the latest efforts to extend existing and fund new Regional Transportation Council (RTC) Regional Air Quality and Management and Operations programs and projects through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. He noted that the RTC considers extending existing and funding new Regional/Air Quality and Management and Operations projects/programs every few years, and the last review occurred in 2014-2015. The purpose of the effort is to enable staff to respond to certain planning and implementation assistance requests, as well as assign resources for RTC priorities such as the Mobility Assistance Patrol and air quality initiatives that help the region with nonattainment requirements. A summary of proposed funding was highlighted and includes approximately $7.9 million CMAQ, $52.83 million STBG, $4.74 million Regional Toll Revenue, and $1.93 million RTC Local for a subtotal of $67.4 million. Additionally, staff proposed to remove $1.23 million of existing project funds, with $66.17 million of net additional funding requested for Fiscal Year (FY) 2020-2022 projects. A summary of the proposed funding for FY2020-2022 was detailed in Electronic Item 6.1. Additional details on the proposed funding were provided in Electronic Item 6.2. He noted that staff is working with the Texas Department of Transportation in Austin on a more efficient method to fund and implement these type projects. Mr. Morris also noted that approximately $28.78 million of the requested funding is to be used by North Central Texas Council of Governments staff and consultants to implement the regional projects and programs, with most of the funding passed through to other agencies in the region. The schedule for the effort was reviewed. Regional Transportation Council action will be requested at the April 11, 2019, meeting. Curtistene McCowan asked if funding for smart transit and walkable places is allocated for

specific locations or if there will be a call for projects. Mr. Morris noted he did not know if a formal call for projects would be opened. He encouraged members with proposed projects to contact staff who will determine the use of funds in specific locations.

7. **Community College Partnership:** Dan Lamers provided an overview of two proposed pilot projects in partnership with Tarrant County College (TCC) as a result of meetings with the Secretary of Housing and Urban Development and the Chancellor of Tarrant County College (TTC) to discuss how transportation is an important factor in the successful transition of vulnerable students from high school to college. The HUD Secretary's initiative is to pull vulnerable populations out of the poverty cycle and includes four pillars as a foundation; housing, health and wellness, transportation, and education. Project A would help provide Trinity Metro transit passes for all TCC students. This effort is currently funded by TCC, but the proposed pilot would provide an alternate funding source and allow TCC to use current funds for opportunities for students such as scholarships. The project is a partnership among the North Central Texas Council of Governments (NCTCOG), TCC, and Trinity Metro and implementation is anticipated for fall 2019. An estimated $300,000 in Regional Transportation Council (RTC) Local funds is proposed for the two-year program. Project B would provide shuttle services for students between Arlington Independent School District (AISD) campuses, TCC, and the University of Texas at Arlington (UTA), as well as park-and-ride lots. The project is a partnership among NCTCOG, City of Arlington, AISD, TCC, and UTA. An estimated $500,000 in existing Federal Transit Administration funds set aside for transit is proposed for the two-year program. Implementation is also anticipated for fall 2019. The schedule for this effort was reviewed, including potential expansion if successful. Several RTC members expressed support for the pilot projects and for expansion in Dallas County. Jennifer Gates asked if staff would analyze which of the options is more cost effective, supplementing a project that is already in place or establishing a new project. Mr. Morris noted that staff would analyze the cost effectiveness of each pilot, as well as the individual aspects of each project. Details were provided in Electronic Item 7.

8. **Start of 2019 Ozone Season:** Jenny Narvaez presented information on the 2019 ozone season which began March 1. She noted that the region is currently under two ozone National Ambient Air Quality Standards (NAAQS); the 2015 70 parts per billion (ppb) and 2008 75 ppb standards. Under the 2015 standard, nine counties are in nonattainment and have until August 3, 2021, to reach attainment. Under the 2008 standard, ten counties remain in nonattainment and have until July 20, 2021, to reach attainment. The historical ozone exceedance day trend was highlighted, and Ms. Narvaez noted that the exceedance trend continues downward. She also highlighted the ozone design value trend that will be the three-year average of the fourth highest value from the years 2017-2019. Ms. Narvaez also noted that the North Central Texas Council of Governments has multiple upcoming air quality initiatives, including funding opportunities. These include fleet funding, various Dallas-Fort Worth Clean Cities events, and the Air North Texas Ozone Action Day campaign. She noted that members could sign up for alerts, as well as view air quality and ozone information online at www.airnorthtexas.org. She encouraged members and local agencies to sign up to become Air North Texas Partners, and noted that staff will continue to monitor these trends and provide updates to members throughout the 2019 ozone season.

9. **2017-2018 CMAQ/STBG Funding Program: Assessment Policy:** Michael Morris highlighted projects in the IH 35W 3C area and described how four different funding elements are being implemented to create a system of projects. In addition, he presented proposed Assessment Policy projects to be funded through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block

Grant Program (STBG) Funding Program. He noted that the purpose of the program is to award CMAQ and STBG funds to projects across the region that include an assessment of transportation projects which provide an economic development component. In each case, the Regional Transportation Council (RTC) will be repaid for at least a portion of its contribution over time through value capture mechanisms. Five projects are proposed for funding and the locations were highlighted. Details were provided in Electronic Item 9.1, and a revised project listing was distributed at the meeting in Reference Item 9.1. For the Ferguson Parkway-City of Anna project, staff proposed to fund the engineering phase. The City of Anna is working to have some of the project paid by the Collin County bond program. Staff will continue to work with the City of Anna on the repayment component. The city expects to utilize a roadway impact fee to target and capture the economic development value of this project. The second project is the southbound frontage road of SH 360 in Grand Prairie. Staff proposed to fund a portion of the project as a grant through a partnership with Grand Prairie. The City of Grand Prairie will repay half of the RTC's contribution over a proposed 10-year period with an interest rate of 2.4 percent using Tax Increment Financing (TIF). For the Avondale-Haslet Road/Haslet Parkway/Intermodal Parkway project, the project was selected to receive $20 million from the Better Utilizing Investments to Leverage Development grant. The City of Haslet will repay $6.9 million to the RTC over a proposed 20-year period at 2.4 percent interest using various strategies. The Butler Housing project is an effort to increase transportation accessibility to the Butler Housing area. Coordination is continuing with Fort Worth Housing Solutions who will be moving its residents out of the units in preparation for a private developer to improve the property. Staff proposed to fund engineering and right-of-way for efforts to connect the area with downtown Fort Worth and increase the value of the property. He noted that a proposal for additional funding for future phases that would include a repayment component from the City of Fort Worth will be brought back at a later time. Mr. Morris noted that at this time, there is no equivalent project in the City of Dallas. However, staff proposed a Dallas Central Business District (CBD) project near the area of the potential high-speed rail station in downtown Dallas and an Oak Farms project that includes street car, roadway, and bicycle/pedestrian elements. Staff proposed to fund engineering only at this time. If successful, a proposal for additional funding for future phases that would include a repayment component will be brought back at a later date. The timeline for this effort was reviewed, which includes proposed action at the April 11, 2019, RTC meeting. Additional information was provided in Electronic Item 9.2.

10. **Gentrification Study:** Karla Weaver provided an overview of the Gentrification Study developed by Transportation Department staff. The report explores the meaning and implications of gentrification for North Texas and summarizes a variety of policy/legislative examples and programs implemented across the country. This report will provide a resource that various levels of governments may use to facilitate positive and equitable outcomes for neighborhoods affected by gentrification. She noted that the report uses the following definition "Gentrification is the process by which higher-income households displace lower-income residents of a neighborhood, changing the essential character and flavor of that neighborhood." Gentrification looks at physical upgrades to housing, displaces original residents with affluent households, and changes the character of a neighborhood. However, revitalization, which is the goal of many communities creates affordable options for the original residents, upgrades housing, adds employment for existing residents, retains the neighborhood's character, and enhances the social components of the community. Ms. Weaver noted that transportation infrastructure improvements are often seen as catalysts for gentrification, but that it is important to remember there are also socioeconomic factors, location context, and real estate market impacts that must be considered as well.

She also noted that the report identifies 19 strategies that are applicable to cities, counties, regions, and the State and include inclusionary zoning, property tax strategies, renter protections, neighborhood plans, and others. Senator Royce West and Councilmember Lee M. Kleinman from the City of Dallas asked Transportation Department staff to put together tools, policy, and legislation. Finally, the report also includes general recommendations that encourage public partners to plan and prepare for neighborhood change such as education, coordination with communities, legislation, and the adoption of policies. The full report is available at www.nctcog.org/housing. Regional Transportation Council Chair Gary Fickes noted that this is an important factor when considering the pros and cons of infrastructure improvements. Board members agreed that it was important to be proactive in having tools to assist communities. Details were provided in Electronic Item 10.

11. **Metropolitan Transportation Plan Policy Bundle-Round 3:** Kevin Feldt presented an overview of the third round of the Metropolitan Transportation Plan (MTP) Policy Bundle. The MTP Policy Bundle program was created to encourage entities to voluntarily adopt at least 50 percent of the list of policies identified in Mobility 2045. By voluntarily adopting these policies, participating entities will receive Transportation Development Credits (TDC) to offset the required local match on federally funded transportation projects. This effort is intended to encourage solutions beyond infrastructure improvements to help achieve regional goals. Mr. Feldt noted the amount of TDCs to be awarded for Fiscal Year (FY) 2020 has not yet been determined. Applicable policies for various agencies, including the required number of policies for adoption, were highlighted. Policies include idling restrictions, stormwater management, railroad safety, complete streets, land-use strategies, transit funding, and others. Interested entities must submit an online application. For those desiring their applications to be reviewed and comments provided by staff, the deadline is March 15, 2019. The final deadline for submittal of a complete application, including all comments, is April 15, 2019. He added that FY2019 TDCs expire September 30, 2019, and entities must reapply if TDCs are not spent by the deadline. Additional information was provided in Electronic Item 11 and is also available at www.nctcog.org/trans/mtp/policybundle/.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.

13. **Other Business (Old or New):** There was no discussion on this item.

14. **Future Agenda Items:** There was no discussion on this item.

15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, April 11, 2019, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:45 pm.

Community College Partnership

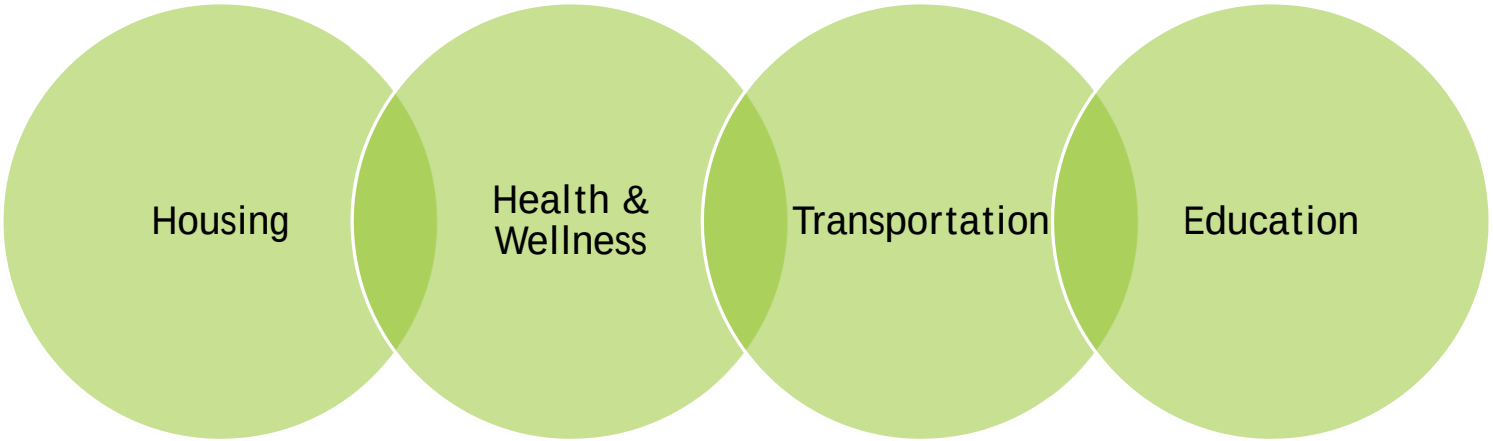
Regional Transportation Council

April 11, 2019

Shannon Stevenson

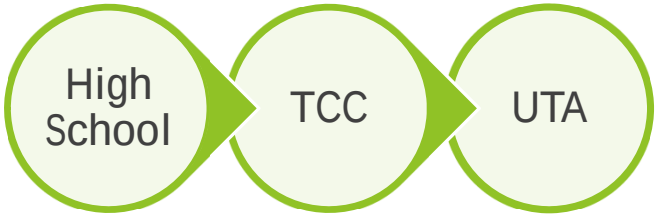
Program Manager, Transit Planning & Operations

Holistic Approach to Addressing Poverty



Background

- Meeting: NCTCOG, Dr. Ben Carson, Secretary of Housing and Urban Development & Dr. Eugene Giovannini, Tarrant County College (TCC) Chancellor
  - Discussions on Addressing Poverty Holistically
  - Transportation Initiatives
    - Project A: Student Transit Passes
    - Project B: Provide Transit Access between AISD Campuses, TCC, and UTA



- Conclusion: Improve Transportation Options for Students

AISD: Arlington Independent School District | UTA: University of Texas at Arlington

Project A: Student Transit Passes

- **Concept:** Provide transit passes for TCC students* giving TCC ability to use resources for additional scholarships
- **Partnership**: NCTCOG, TCC, and Trinity Metro
- **Where:** Tarrant County
- **When:** Fall 2019
- **How Much:** $300,000 for Two Years ($150,000 each year)
- **Proposed Funding Source:** RTC Local Funds

*TCC currently provides transit passes for students

Project B: AISD-TCC-UTA Transit Access

- **Concept:** Provide transit in Arlington between AISD campuses, TCC, UTA, and Park & Ride Lots
- **Partnership**: NCTCOG, the City of Arlington, AISD, TCC, and UTA
- **Where:** Arlington
- **When:** Fall 2019
- **How Much:** $500,000 for Two Years ($250,000 each year)
- **Proposed Funding Source:** Existing FTA Funds Previously Set Aside

FTA: Federal Transit Administration

Tentative Schedule

February 22, 2019	STTC Information
February/March 2019	Partner Coordination
March 14, 2019	RTC Information
March 22, 2019	STTC Action
April 11, 2019	RTC Action
May/June 2019	Project Development
Fall 2019	Project Implementation
Summer 2020	Project Evaluation
January 2021	Possible Project Expansion to Other Counties

Action Requested

RTC Approval:

To implement two new pilot projects related to students with Tarrant County College, the Arlington Independent School District, and the University of Texas at Arlington:

Project A: Provide transit passes for TCC students giving TCC ability to use resources for additional scholarships for $300,000 in RTC Local Funds

Project B: Provide transit access between AISD campuses, TCC, UTA, and Park & Ride Lots for $500,000 in Federal Transit Administration; and

To revise administrative documents as appropriate to incorporate these projects.

For More Information

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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: www.nctcog.org/trans/funds/transportation-improvement-program
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20296 **Facility:** CS **Location/Limits From:** VALLEY RIDGE BLVD FROM MILL STREET **Modification #:** 2019-0044

Impementing Agency: LEWISVILLE **Location/Limits To:** COLLEGE STREET

County: DENTON **CSJ:** 0918-46-289

City: LEWISVILLE **Desc:** CONSTRUCT 0 TO 4 LANE DIVIDED URBAN ARTERIAL

Request: APPLY $1,125 IN RTR 121-DE1 INTEREST EARNINGS TO PROJECT DUE TO CONSTRUCTION COST OVERRUN; INCREASE LOCAL CONTRIBUTION FUNDING FOR CONSTRUCTION IN FY2018

Comment: LOCAL CONTRIBUTION PAID BY CITY OF LEWISVILLE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	0918-46-289	Cat 3 - RTR 121 - DE1:	$0	$0	$4,700,000	$1,175,000	$0	$5,875,000
2018	CON	0918-46-289	Cat 3 - Local Contribution:	$0	$0	$0	$0	$10,270,000	$10,270,000
2018	CON	0918-46-289	Cat 3 - RTR 121 - DE2:	$0	$0	$1,300,000	$325,000	$0	$1,625,000
			Phase Subtotal:	**$0**	**$0**	**$1,300,000**	**$325,000**	**$10,270,000**	**$11,895,000**
			Grand Total:	**$0**	**$0**	**$6,000,000**	**$1,500,000**	**$10,270,000**	**$17,770,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	0918-46-289	Cat 3 - RTR 121 - DE1:	$0	$0	$4,701,125	$1,175,281	$0	$5,876,406
2018	CON	0918-46-289	Cat 3 - Local Contribution:	$0	$0	$0	$0	$12,098,594	$12,098,594
2018	CON	0918-46-289	Cat 3 - RTR 121 - DE2:	$0	$0	$1,300,000	$325,000	$0	$1,625,000
			Phase Subtotal:	**$0**	**$0**	**$1,300,000**	**$325,000**	**$12,098,594**	**$13,723,594**
			Grand Total:	**$0**	**$0**	**$6,001,125**	**$1,500,281**	**$12,098,594**	**$19,600,000**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14018 **Facility:** CS **Location/Limits From:** ON MOCKINGBIRD LANE FROM US 75 **Modification #:** 2019-0069

Impementing Agency: DALLAS **Location/Limits To:** GREENVILLE AVENUE

County: DALLAS **CSJ:** 0918-47-970

City: DALLAS **Desc:** PEDESTRIAN AND BICYCLE ENHANCEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, AND LIGHTING

Request: REVISE LIMITS TO BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST, LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH; REVISE SCOPE TO PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS; INCREASE ENGINEERING FUNDING IN FY2019; DECREASE ROW FUNDING IN FY2020; DECREASE CONSTRUCTION FUNDING IN FY2022

Comment: 2017-2018 CMAQ/STBG FUNDING PROGRAM: LOCAL BOND PROGRAM

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-47-970	Cat 5:	$166,754	$0	$0	$41,689	$0	$208,443
2020	ROW	0918-47-970	Cat 3 - Local Contribution:	$0	$0	$0	$0	$458,791	$458,791
2020	ROW	0918-47-970	Cat 5:	$1,809,967	$0	$0	$452,492	$0	$2,262,459
2020	ROW	0918-47-970	S102:	$900,000	$225,000	$0	$0	$0	$1,125,000
			Phase Subtotal:	**$2,709,967**	**$225,000**	**$0**	**$452,492**	**$458,791**	**$3,846,250**
2022	CON	0918-47-970	Cat 11:	$722,651	$180,663	$0	$0	$0	$903,314
2022	CON	0918-47-970	Cat 5:	$588,113	$0	$0	$147,028	$0	$735,141
			Phase Subtotal:	**$1,310,764**	**$180,663**	**$0**	**$147,028**	**$0**	**$1,638,455**
			Grand Total:	**$4,187,485**	**$405,663**	**$0**	**$641,209**	**$458,791**	**$5,693,148**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-47-970	Cat 5:	$281,897	$0	$0	$70,474	$0	$352,371
2020	ROW	0918-47-970	Cat 5:	$2,177,000	$0	$0	$544,250	$0	$2,721,250
2022	CON	0918-47-970	Cat 5:	$1,064,815	$0	$0	$266,204	$0	$1,331,019
			Grand Total:	**$3,523,712**	**$0**	**$0**	**$880,928**	**$0**	**$4,404,640**

Revisions since STTC Meeting: **Changed Request to add "REVISE SCOPE TO PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS."**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20206 **Facility:** US 380 **Location/Limits From:** WEST OF CR 608 IN FARMERSVILLE **Modification #:** 2019-0144

Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF FLOYD ROAD

County: COLLIN **CSJ:** 0135-05-025

City: FARMERSVILLE **Desc:** WIDEN EXISTING 2 LANES RURAL HIGHWAY TO 4 LANE DIVIDED, INCLUDING RAILROAD CROSSING

Request: PROJECT COMPETE; INCREASE TOTAL FUNDING BY $2,784,259 TO MATCH FINAL EXPENDITURES

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0135-05-025	SBPE:	$0	$260,000	$0	$0	$0	$260,000
2011	CON	0135-05-025	Cat 3 - RTR 121 - CC1:	$0	$0	$20,137,794	$0	$0	$20,137,794
			Grand Total:	**$0**	**$260,000**	**$20,137,794**	**$0**	**$0**	**$20,397,794**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0135-05-025	SBPE:	$0	$119,303	$0	$0	$0	$119,303
2011	CON	0135-05-025	Cat 3 - RTR 121 - CC1:	$0	$0	$23,182,053	$0	$0	$23,182,053
			Grand Total:	**$0**	**$119,303**	**$23,182,053**	**$0**	**$0**	**$23,301,356**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40018 **Facility:** VA **Location/Limits From:** CITY TRAIL IMPROVEMENTS; APPROX 1.9 MILES OF SHARED-USE PATH EXTEN OF THE W FORK TRINITY RIVER TRAIL ALONG PUMPHREY DR S **Modification #:** 2019-0196

Impementing Agency: WESTWORTH VILLAGE **Location/Limits To:** ALONG PUMPHREY DR SOUTH TO THE INTERSECTION OF SH183/TINKER DR AND ALONG ROARING SPRINGS RD TO CARB DR

County: TARRANT **CSJ:** 0902-90-026

City: WESTWORTH VILLAGE **Desc:** SIDEWALK IMPROVEMENTS ALONG WHITE SETTLEMENT ROAD WEST OF HOLLOWAY STREET, AND SIDEWALK IMPROVEMENTS FROM BURTON HILL ROAD EAST TO THE WEST FORK, WEST TRINITY RIVER TRAIL

Request: REDUCE CONSTRUCTION FUNDS AND TRANSFER FUNDS TO ENGINEERING PHASE IN FY2015 DUE TO INCREASED ENGINEERING COST; REVISE LIMITS AND SCOPE TO CITY TRAIL IMPROVEMENTS; SHARED-USE PATH FROM EAST OF THE INTERSECTION OF ROGNER DR/SH 183 TO THE INTERSECTION OF SHERRY LN/SH 183; SIDEWALK IMPROVEMENTS ALONG WHITE SETTLEMENT ROAD/BLVD FROM EAST OF ROGNER DR TO WEST FORK TRINITY RIVER

Comment: LOCAL CONTRIBUTION PAID BY CITY OF WESTWORTH VILLAGE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0902-90-026	Cat 5:	$213,600	$0	$0	$53,400	$0	$267,000
2018	CON	0902-90-026	Cat 5:	$1,432,065	$0	$0	$358,016	$0	$1,790,081
2018	CONENG	0902-90-026	Cat 5:	$34,335	$0	$0	$8,586	$0	$42,921
			Grand Total:	**$1,680,000**	**$0**	**$0**	**$420,002**	**$0**	**$2,100,002**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0902-90-026	Cat 5:	$294,571	$0	$0	$73,643	$0	$368,214
2018	CON	0902-90-026	Cat 5:	$1,351,094	$0	$0	$337,773	$0	$1,688,867
2018	CONENG	0902-90-026	Cat 5:	$34,335	$0	$0	$8,586	$0	$42,921
			Grand Total:	**$1,680,000**	**$0**	**$0**	**$420,002**	**$0**	**$2,100,002**

Revisions since STTC Meeting: **Changed requested scope change from "REVISE SCOPE TO CITY TRAIL IMPROVEMENTS; APPROX 1.8 MILES OF SHARED-USE PATH EXTEN OF THE W FORK TRINITY RIVER TRAIL FROM THE INTERSECTION OF SH 183/TINKER DR TO TRINITY TRAILS ON WHITE SETTLEMENT ROAD; SIDEWALK IMPROVEMENTS ALONG WHITE SETTLEMENT ROAD WEST OF HOLLOWAY STREET, AND SIDEWALK IMPROVEMENTS FROM BURTON HILL ROAD EAST TO THE WEST FORK, WEST TRINITY RIVER TRAIL" to "REVISE LIMITS AND SCOPE TO CITY TRAIL IMPROVEMENTS; SHARED-USE PATH FROM EAST OF THE INTERSECTION OF ROGNER DR/SH 183 TO THE INTERSECTION OF SHERRY LN/SH 183; SIDEWALK IMPROVEMENTS ALONG WHITE SETTLEMENT ROAD/BLVD FROM EAST OF ROGNER DR TO WEST FORK TRINITY TRAIL"**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25013 **Facility:** CS **Location/Limits From:** MEANDERING ROAD FROM SH 183 TO GILLHAM RD **Modification #:** 2019-0250

Impementing Agency: FORT WORTH **Location/Limits To:** LTJG BARNETT ROAD FROM GILLHAM ROAD TO MILITARY PARKWAY

County: TARRANT **CSJ:** 0902-90-046

City: VARIOUS **Desc:** REALIGN INTERSECTION AND ADD TRAFFIC SIGNAL AT ROBERTS CUT OFF, CONSTRUCT ROUNDABOUT AT LTJG BARNETT, RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, AND ADD SIDEWALKS AND BICYCLE LANES

Request: REVISE LIMITS TO MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE. LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE; CHANGE SCOPE TO RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT; MOVE $200,000 OF CONSTRUCTION FUNDING TO ROW FUNDING IN FY2019

Comment: 3,316,802 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-90-046	Cat 3 - TDC (MPO):	$0	$0	$316,802	$0	$0	$0
2016	ENG	0902-90-046	Cat 5:	$500,000	$0	$0	$0	$0	$500,000
2016	ENG	0902-90-046	Cat 7:	$1,084,010	$0	$0	$0	$0	$1,084,010
			Phase Subtotal:	**$1,584,010**	**$0**	**$316,802**	**$0**	**$0**	**$1,584,010**
2019	CON	0902-90-046	Cat 3 - TDC (MPO):	$0	$0	$3,000,000	$0	$0	$0
2019	CON	0902-90-046	Cat 5:	$6,000,000	$0	$0	$0	$0	$6,000,000
2019	CON	0902-90-046	STBG:	$9,000,000	$0	$0	$0	$0	$9,000,000
			Phase Subtotal:	**$15,000,000**	**$0**	**$3,000,000**	**$0**	**$0**	**$15,000,000**
			Grand Total:	**$16,584,010**	**$0**	**$0**	**$0**	**$0**	**$16,584,010**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-90-046	Cat 3 - TDC (MPO):	$0	$0	$316,802	$0	$0	$0
2016	ENG	0902-90-046	Cat 5:	$500,000	$0	$0	$0	$0	$500,000
2016	ENG	0902-90-046	Cat 7:	$1,084,010	$0	$0	$0	$0	$1,084,010
			Phase Subtotal:	**$1,584,010**	**$0**	**$316,802**	**$0**	**$0**	**$1,584,010**
2019	ROW	N/A	Cat 3 - TDC (MPO):	$0	$0	$40,000	$0	$0	$0
2019	ROW	N/A	STBG:	$200,000	$0	$0	$0	$0	$200,000
			Phase Subtotal:	**$200,000**	**$0**	**$40,000**	**$0**	**$0**	**$200,000**
2019	CON	N/A	Cat 3 - TDC (MPO):	$0	$0	$2,960,000	$0	$0	$0
2019	CON	N/A	Cat 5:	$6,000,000	$0	$0	$0	$0	$6,000,000
2019	CON	N/A	STBG:	$8,800,000	$0	$0	$0	$0	$8,800,000
			Phase Subtotal:	**$14,800,000**	**$0**	**$2,960,000**	**$0**	**$0**	**$14,800,000**
			Grand Total:	**$16,584,010**	**$0**	**$0**	**$0**	**$0**	**$16,584,010**

Revisions since STTC Meeting: **Updated requested scope change to include "sidepaths" and changed "roundabout" to be "intersection improvements"**

TIP Code: 11630.7 **Facility:** SH 161 **Location/Limits From:** ON FRONTAGE ROADS FROM IH 20 **Modification #:** 2019-0251

Impementing Agency: GRAND PRAIRIE **Location/Limits To:** IH 30

County: DALLAS **CSJ:** 2964-01-901

City: GRAND PRAIRIE **Desc:** INSTALL DMS AND CCTV CAMERAS; INSTALL 6 DMS AND 2 CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2964-01-901	Cat 5:	$84,017	$21,004	$0	$0	$0	$105,021
2020	CON	2964-01-901	Cat 5:	$840,176	$210,044	$0	$0	$0	$1,050,220
			Grand Total:	**$924,193**	**$231,048**	**$0**	**$0**	**$0**	**$1,155,241**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 84152 **Facility:** CS **Location/Limits From:** COLLINS STREET FROM MAYFIELD RD **Modification #:** 2019-0252

Impementing Agency: ARLINGTON **Location/Limits To:** IH 20

County: TARRANT **CSJ:** N/A

City: ARLINGTON **Desc:** WIDEN FROM 4 TO 6 LANES, SOUTHBOUND RIGHT TURN LANES AT ARBROOK BLVD AND IH 20, NEW STREETLIGHT POLES, NEW SIGNALS AT MAYFIELD RD AND ARBROOK BLVD, MODIFYING SIGNAL AT IH 20 WESTBOUND SERVICE ROAD, ADDING LANDSCAPING AND IRRIGATION

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REMOVE CMAQ FUNDING PREVIOUSLY APPROVED BY THE RTC ON DECEMBER 13, 2018 THROUGH THE STRATEGIC PARTNERSHIP PROJECT SELECTION AND FUND 100% LOCAL

Comment: LOCAL CONTRIBUTION PAID BY CITY OF ARLINGTON

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	N/A	Cat 3 - Local Contribution:	$0	$0	$0	$0	$349,500	$349,500
2019	ROW	N/A	Cat 3 - Local Contribution:	$0	$0	$0	$0	$45,000	$45,000
2019	CON	N/A	Cat 3 - Local Contribution:	$0	$0	$0	$0	$4,100,000	$4,100,000
			Grand Total:	**$0**	**$0**	**$0**	**$0**	**$4,494,500**	**$4,494,500**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40017 **Facility:** VA **Location/Limits From:** DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION **Modification #:** 2019-0254

Impementing Agency: CARROLLTON **Location/Limits To:** OLD DENTON RD

County: DENTON **CSJ:** 0918-46-282

City: CARROLLTON **Desc:** CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL

Request: DELAY ENGINEERING TO FY2019 AND CONSTRUCTION TO FY2020; MOVE FEDERAL FUNDS FROM ENGINEERING TO CONSTRUCTION; INCREASE CONSTRUCTION FUNDING IN FY2020

Comment: LOCAL CONTRIBUTION PAID BY CITY OF CARROLLTON; 2017 TA SET-ASIDE CALL FOR PROJECTS; PROJECT FUNDING IS 75% FEDERAL AND 25% LOCAL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-46-282	Cat 3 - Local Contribution:	$0	$0	$0	$0	$8	$8
2018	ENG	0918-46-282	Cat 5:	$545,747	$0	$0	$181,915	$0	$727,662
			Phase Subtotal:	**$545,747**	**$0**	**$0**	**$181,915**	**$8**	**$727,670**
2019	CON	0918-46-282	Cat 5:	$2,258,600	$0	$0	$752,870	$0	$3,011,470
2020	CONENG	0918-46-282	Cat 5:	$195,653	$0	$0	$65,218	$0	$260,871
			Grand Total:	**$3,000,000**	**$0**	**$0**	**$1,000,003**	**$8**	**$4,000,011**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-46-282	Cat 3 - Local Contribution:	$0	$0	$0	$0	$727,662	$727,662
2020	CON	0918-46-282	Cat 5:	$2,804,347	$0	$0	$934,785	$0	$3,739,132
2020	CONENG	0918-46-282	Cat 5:	$195,653	$0	$0	$65,218	$0	$260,871
			Grand Total:	**$3,000,000**	**$0**	**$0**	**$1,000,003**	**$727,662**	**$4,727,665**

TIP Code: 11547 **Facility:** CS **Location/Limits From:** TRE CROSSING **Modification #:** 2019-0257

Impementing Agency: FWTA **Location/Limits To:** AT PRECINCT LINE

County: TARRANT **CSJ:** 0902-48-842

City: HURST **Desc:** UPGRADE CROSSING BY PROVIDING NEW CROSSING PANELS, NEW AND LONGER CROSSING ARMS, NEW RAILROAD SIGNALS, AND A NON-MOUNTABLE CURB MEDIAN

Request: DECREASE CONSTRUCTION FUNDING TO MATCH FINAL EXPENDITURES AND MOVE COST SAVINGS TO TIP 11593

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	CON	0902-48-842	Cat 12(S):	$1,296,000	$0	$0	$324,000	$0	$1,620,000
			Grand Total:	**$1,296,000**	**$0**	**$0**	**$324,000**	**$0**	**$1,620,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	CON	0902-48-842	Cat 12(S):	$452,622	$0	$0	$113,155	$0	$565,777
			Grand Total:	**$452,622**	**$0**	**$0**	**$113,155**	**$0**	**$565,777**

TIP Code: 11383 **Facility:** VA **Location/Limits From:** SNIDER ST EXTENSION PROJECT; ON MAIN ST, SNIDER ST, AND NORTHEAST PKWY BOUNDED BY **Modification #:** 2019-0267

Impementing Agency: NORTH RICHLAND HILLS **Location/Limits To:** MAIN ST TO THE SOUTH, NORTHEAST PKWY ON THE NORTH, DAVIS BLVD ON THE EAST & SMITHFIELD RD ON THE WEST

County: TARRANT **CSJ:** 0902-48-864

City: NORTH RICHLAND HILLS **Desc:** PEDESTRIAN AMENITIES; LANDSCAPING; TRAFFIC SIGNALIZATION; STREET CONSTRUCTION INCLUDES EXTENDING SNIDER STREET NORTH TO CONNECT TO NORTHEAST PARKWAY (2 LANES), AND NORTHEAST PARKWAY WEST TO CONNECT TO SNIDER STREET (2 LANES)

Request: CANCEL PROJECT AND RETURN FUNDS TO SUSTAINABLE DEVELOPMENT POOL (TIP 11924)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-48-864	Cat 3 - RTR 161 - TC1:	$0	$0	$203,640	$50,910	$0	$254,550
2020	CON	0902-48-864	Cat 3 - RTR 161 - TC1:	$0	$0	$2,036,400	$509,100	$0	$2,545,500
			Grand Total:	**$0**	**$0**	**$2,240,040**	**$560,010**	**$0**	**$2,800,050**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-48-864	Cat 3 - RTR 161 - TC1:	$0	$0	$0	$0	$0	$0
2020	CON	0902-48-864	Cat 3 - RTR 161 - TC1:	$0	$0	$0	$0	$0	$0
			Grand Total:	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14029 **Facility:** CS **Location/Limits From:** ON SH 356/IRVING BLVD FROM O'CONNOR ROAD **Modification #:** 2019-0268

Impementing Agency: IRVING **Location/Limits To:** STRICKLAND PLAZA

County: DALLAS **CSJ:** 0918-47-269

City: IRVING **Desc:** RECONSTRUCT FROM 3 TO 2 LANES WITH A BICYCLE LANE, SIDEWALK IMPROVEMENTS, AND ON-STREET PARKING FROM O'CONNOR TO BRITAIN

Request: REVISE LIMITS TO ON SH 356/IRVING BLVD/2ND STREET FROM SOWERS ROAD TO STRICKLAND PLAZA; REVISE SCOPE TO RECONSTRUCT FROM 3 TO 2 LANES WITH A BICYCLE LANE, SIDEWALK IMPROVEMENTS, AND ON-STREET PARKING FROM SOWERS ROAD TO STRICKLAND PLAZA; CHANGE CSJ FROM 0918-47-920 TO 0918-47-269

Comment: 2017-2018 CMAQ-STBG PROJECT SELECTION/SUSTAINABLE DEVELOPMENT PHASE 4

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-47-920	Cat 3 - Local Contribution:	$0	$0	$0	$0	$1,787,410	$1,787,410
2019	ROW	0918-47-920	Cat 3 - Local Contribution:	$0	$0	$0	$0	$400,000	$400,000
2020	UTIL	0918-47-920	Cat 3 - Local Contribution:	$0	$0	$0	$0	$5,118,640	$5,118,640
2020	CON	0918-47-920	Cat 3 - RTR 161 - DA1:	$0	$0	$12,000,000	$755,460	$0	$12,755,460
			Grand Total:	**$0**	**$0**	**$12,000,000**	**$755,460**	**$7,306,050**	**$20,061,510**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-47-269	Cat 3 - Local Contribution:	$0	$0	$0	$0	$1,787,410	$1,787,410
2019	ROW	0918-47-269	Cat 3 - Local Contribution:	$0	$0	$0	$0	$400,000	$400,000
2020	UTIL	0918-47-269	Cat 3 - Local Contribution:	$0	$0	$0	$0	$5,118,640	$5,118,640
2020	CON	0918-47-269	Cat 3 - RTR 161 - DA1:	$0	$0	$12,000,000	$755,460	$0	$12,755,460
			Grand Total:	**$0**	**$0**	**$12,000,000**	**$755,460**	**$7,306,050**	**$20,061,510**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13043 **Facility:** IH 30 **Location/Limits From:** IH 45 **Modification #:** 2019-0279

Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BASS PRO DRIVE

County: DALLAS **CSJ:** 0009-11-129

City: VARIOUS **Desc:** RECONST 4/6/8 LN DISCONT TO 4/6 LN CONT FRTG RDS; IH 45 TO US 80: RECONST & WIDEN 8 TO 10 MAINLANES W/1 REV HOV TO 2 REV MGD LNS; US 80 TO IH 635: RECONST 6 TO 6 MAINLANES W/1 REV HOV LN TO 1 REV MANAGED LN; IH 635 TO BASS PRO: OPERATIONAL IMPROVEMENTS

Request: REVISE SCOPE TO RECONST 4/6/8 LANE DISCONT TO 4/6 LANE DISCONT FRTG RD; IH 45 TO US 80: RECONST & WIDEN 8 TO 10 MAINLANES; 1 REVERSIBLE HOV TO 2 REVERSIBLE MANAGED LANES; US 80 TO IH 635: RECONST 6 TO 6 MAINLANES; 1 REVERSIBLE HOV TO 1/2 REVERSIBLE MANAGED LANES TO MATCH 2045 MTP

Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-11-129	SBPE:	$0	$50,000,000	$0	$0	$0	$50,000,000
2020	ROW	0009-11-129	S102:	$90,000,000	$10,000,000	$0	$0	$0	$100,000,000
2024	CON	0009-11-129	Cat 12:	$20,000,000	$5,000,000	$0	$0	$0	$25,000,000
			Grand Total:	**$110,000,000**	**$65,000,000**	**$0**	**$0**	**$0**	**$175,000,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-11-129	SBPE:	$0	$50,000,000	$0	$0	$0	$50,000,000
2020	ROW	0009-11-129	S102:	$90,000,000	$10,000,000	$0	$0	$0	$100,000,000
2024	CON	0009-11-129	Cat 12:	$20,000,000	$5,000,000	$0	$0	$0	$25,000,000
			Grand Total:	**$110,000,000**	**$65,000,000**	**$0**	**$0**	**$0**	**$175,000,000**

TIP Code: 13030 **Facility:** IH 30 **Location/Limits From:** IH 35E **Modification #:** 2019-0280

Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 45

County: DALLAS **CSJ:** 0009-11-181

City: DALLAS **Desc:** RECONSTRUCT AND WIDEN 6 TO 12 MAINLANES AND RECONSTRUCT AND WIDEN 0/2 LANE DISCONTINUOUS TO 2/8 LANE DISCONTINUOUS FRONTAGE ROADS

Request: REVISE SCOPE TO RECONSTRUCT & WIDEN 6 TO 12 MAINLANES AND RECONSTRUCT AND WIDEN 0/6 LANE DISCONTINUOUS TO 2/8 LANE DISCONTINUOUS FRONTAGE ROADS TO BE CONSISTENT WITH MOBILITY 2045

Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-11-181	SBPE:	$0	$10,000,000	$0	$0	$0	$10,000,000
2020	ROW	0009-11-181	S102:	$45,000,000	$5,000,000	$0	$0	$0	$50,000,000
2023	CON	0009-11-181	Cat 12:	$20,000,000	$5,000,000	$0	$0	$0	$25,000,000
			Grand Total:	**$65,000,000**	**$20,000,000**	**$0**	**$0**	**$0**	**$85,000,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-11-181	SBPE:	$0	$10,000,000	$0	$0	$0	$10,000,000
2020	ROW	0009-11-181	S102:	$45,000,000	$5,000,000	$0	$0	$0	$50,000,000
2023	CON	0009-11-181	Cat 12:	$20,000,000	$5,000,000	$0	$0	$0	$25,000,000
			Grand Total:	**$65,000,000**	**$20,000,000**	**$0**	**$0**	**$0**	**$85,000,000**

TIP Code: 11663.2 **Facility:** VA **Location/Limits From:** ENTIRE MANAGED LANE SYSTEM **Modification #:** 2019-0281

Impementing Agency: TXDOT-FORT WORTH

County: VARIOUS **CSJ:** 0000-00-000

City: VARIOUS **Desc:** DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE

Request: SPLITING PROJECT FROM TIP 11663/CSJ 0902-00-171; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING OFFSET BY DE-OBLIGATION OF FY2019 FUNDING ON TIP CODE 11663/CSJ 0902-00-171

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	0000-00-000	STBG:	$1,360,000	$340,000	$0	$0	$0	$1,700,000
			Grand Total:	**$1,360,000**	**$340,000**	**$0**	**$0**	**$0**	**$1,700,000**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53075 **Facility:** SL 288 **Location/Limits From:** US 380 WEST OF DENTON **Modification #:** 2019-0286

Impementing Agency: DENTON CO **Location/Limits To:** IH 35W SOUTH OF DENTON

County: DENTON **CSJ:** 2250-02-014

City: DENTON **Desc:** CONSTRUCT TWO LANE RURAL ROADWAY ON NEW LOCATION PH 1 OF ULTIMATE FREEWAY - EXTENSION OF LOOP 288

Request: REVISE SCOPE TO CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 4 LANES) TO BE CONSISTENT WITH MOBILITY 2045

Comment: LOCAL CONTRIBUTION PAID BY DENTON COUNTY; RELATED TO TIP 20175/CSJ 2250-02-013

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	2250-02-014	Cat 3 - Local Contribution:	$0	$0	$0	$0	$1,532,590	$1,532,590
2006	ENG	2250-02-014	SBPE:	$0	$614,906	$0	$0	$0	$614,906
			Phase Subtotal:	**$0**	**$614,906**	**$0**	**$0**	**$1,532,590**	**$2,147,496**
2020	ROW	2250-02-014	S102:	$800,000	$100,000	$0	$100,000	$0	$1,000,000
2027	CON	2250-02-014	Cat 3 - Local Contribution:	$0	$0	$0	$0	$3,000,000	$3,000,000
			Grand Total:	**$800,000**	**$714,906**	**$0**	**$100,000**	**$4,532,590**	**$6,147,496**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	2250-02-014	Cat 3 - Local Contribution:	$0	$0	$0	$0	$1,532,590	$1,532,590
2006	ENG	2250-02-014	SBPE:	$0	$614,906	$0	$0	$0	$614,906
			Phase Subtotal:	**$0**	**$614,906**	**$0**	**$0**	**$1,532,590**	**$2,147,496**
2020	ROW	2250-02-014	S102:	$800,000	$100,000	$0	$100,000	$0	$1,000,000
2027	CON	2250-02-014	Cat 3 - Local Contribution:	$0	$0	$0	$0	$3,000,000	$3,000,000
			Grand Total:	**$800,000**	**$714,906**	**$0**	**$100,000**	**$4,532,590**	**$6,147,496**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55082 **Facility:** SH 121 **Location/Limits From:** AT FM 2862 **Modification #:** 2019-0290

Impementing Agency: TXDOT-DALLAS

County: COLLIN **CSJ:** 0549-03-034

City: ANNA **Desc:** CONVERT 2 LANE FACILITY TO 4 LANE DIVIDED

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0549-03-034	SBPE:	$0	$46,279	$0	$0	$0	$46,279
2020	ROW	0549-03-034	S102:	$128,000	$16,000	$0	$16,000	$0	$160,000
2021	CON	0549-03-034	Cat 8:	$793,645	$88,183	$0	$0	$0	$881,828
			Grand Total:	**$921,645**	**$150,462**	**$0**	**$16,000**	**$0**	**$1,088,107**

Revisions since STTC Meeting: **Withdrawn due to TxDOT request.**

TIP Code: 55097 **Facility:** IH 30 **Location/Limits From:** COOPER ST **Modification #:** 2019-0291

Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** DALLAS COUNTY LINE

County: TARRANT **CSJ:** 1068-02-127

City: ARLINGTON **Desc:** WIDEN 6 TO 8 GENERAL PURPOSE LANES, CONVERT 2 CONCURRENT EXPRESS LANES TO 3 CONCURRENT EXPRESS LANES, MODIFICATIONS TO SH 360 CONNECTIONS AND RAMP MODIFICATIONS

Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, CONVERT 2 CONCURRENT EXPRESS LANES TO 2/3 CONCURRENT EXPRESS LANES, AND RECONSTRUCT EXISTING 4/6 TO 4/6 CONSTRUCT DISCONTINUOUS FRONTAGE ROAD LANES TO BE CONSISTENT MOBILITY 2045

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1068-02-127	Cat 3 - Local Contribution:	$0	$0	$0	$0	$420,000	$420,000
2023	CON	1068-02-127	Cat 3 - Local Contribution:	$0	$0	$0	$0	$52,050,000	$52,050,000
			Grand Total:	**$0**	**$0**	**$0**	**$0**	**$52,470,000**	**$52,470,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1068-02-127	Cat 3 - Local Contribution:	$0	$0	$0	$0	$420,000	$420,000
2028	CON	1068-02-127	Cat 3 - Local Contribution:	$0	$0	$0	$0	$52,050,000	$52,050,000
			Grand Total:	**$0**	**$0**	**$0**	**$0**	**$52,470,000**	**$52,470,000**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13001 **Facility:** IH 30 **Location/Limits From:** SIX FLAGS DRIVE **Modification #:** 2019-0292

Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** DALLAS COUNTY LINE

County: TARRANT **CSJ:** 1068-02-147

City: ARLINGTON **Desc:** RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, 2 CONCURRENT EXPRESS LANES AND CONSTRUCT 0 TO 4 CONTINUOUS FRONTAGE ROAD LANES

Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, CONVERT 2 CONCURRENT EXPRESS LANES TO 2/3 CONCURRENT EXPRESS LANES, AND RECONSTRUCT EXISTING 4/6 TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES; INCREASE CONSTRUCTION FUNDING IN FY2023

Comment: PART OF REGIONAL 10 YEAR PLAN

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1068-02-147	SBPE:	$0	$3,950,000	$0	$0	$0	$3,950,000
2020	ROW	1068-02-147	S102:	$2,768,000	$692,000	$0	$0	$0	$3,460,000
2028	CON	1068-02-147	Cat 4:	$52,592,000	$13,148,000	$0	$0	$0	$65,740,000
			Grand Total:	**$55,360,000**	**$17,790,000**	**$0**	**$0**	**$0**	**$73,150,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1068-02-147	SBPE:	$0	$3,950,000	$0	$0	$0	$3,950,000
2020	ROW	1068-02-147	S102:	$2,768,000	$692,000	$0	$0	$0	$3,460,000
2023	CON	1068-02-147	Cat 4:	$73,120,000	$18,280,000	$0	$0	$0	$91,400,000
			Grand Total:	**$75,888,000**	**$22,922,000**	**$0**	**$0**	**$0**	**$98,810,000**

Revisions since STTC Meeting: **Updated requested scope change from "RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, 2/3 CONCURRENT EXPRESS LANES AND CONSTRUCT 4/6 DISCONTINUOUS FRONTAGE ROAD" to "RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, CONVERT 2 CONCURRENT EXPRESS LANES TO 2/3 CONCURRENT EXPRESS LANES, AND RECONSTRUCT EXISTING 4/6 TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES"**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11697 **Facility:** IH 30 **Location/Limits From:** IH 30 COOPER/COLLINS STREET **Modification #:** 2019-0297

Impementing Agency: NCTCOG **Location/Limits To:** PRESIDENT GEORGE BUSH TURNPIKE

County: VARIOUS **CSJ:** 0000-00-000

City: VARIOUS **Desc:** FUNDS TO COVER THE COST OF SETTING UP TOLLS FOR $0 ON PRESIDENT GEORGE BUSH TURNPIKE FOR IH 30 DETOUR ROUTE

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	0000-00-000	Cat 3 - RTC/Local:	$0	$0	$50,000	$0	$0	$50,000
			Grand Total:	**$0**	**$0**	**$50,000**	**$0**	**$0**	**$50,000**

Revisions since STTC Meeting: **Updated requested scope change from "CLOSING IH 30 AT THE PRESIDENT GEORGE BUSH TURNPIKE INTERCHANGE FOR WESTBOUND TRAFFIC AND AT COOPER/COLLINS STREET FOR EASTBOUND TRAFFIC AS PART OF THE IH 30 - SH 360 INTERCHANGE CONSTRUCTION" to "FUNDS TO COVER THE COST OF SETTING UP TOLLS FOR $0 ON PRESIDENT GEORGE BUSH TURNPIKE FOR IH 30 DETOUR ROUTE."**

TIP Code: 14059 **Facility:** SS 303 **Location/Limits From:** COLLINS ST **Modification #:** 2019-0311

Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 360

County: TARRANT **CSJ:** 2208-01-070

City: ARLINGTON **Desc:** CONSTRUCT NEW SIDEWALK, RECONSTRUCT EXISTING SIDEWALK, ADD LIGHTING, AND SIGNAGE

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2208-01-070	Cat 5:	$280,000	$70,000	$0	$0	$0	$350,000
2019	ROW	2208-01-070	S102:	$0	$80,000	$0	$0	$0	$80,000
2020	CON	2208-01-070	Cat 5:	$2,864,000	$716,000	$0	$0	$0	$3,580,000
			Grand Total:	**$3,144,000**	**$866,000**	**$0**	**$0**	**$0**	**$4,010,000**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55236 **Facility:** FM 1461 **Location/Limits From:** WEST OF COUNTY ROAD 166 **Modification #:** 2019-0314

Impementing Agency: TXDOT-DALLAS **Location/Limits To:** CR 123

County: COLLIN **CSJ:** 1392-03-012

City: VARIOUS **Desc:** WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4 LANE URBAN (ULTIMATE 6 LANES)

Request: ADVANCE ENGINEERING AND ROW TO FY2019 AND ADD TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE ROW FUNDING IN FY2019

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	1392-03-012	SBPE:	$0	$750,000	$0	$0	$0	$750,000
2045	ROW	1392-03-012	S102:	$1,600,000	$200,000	$0	$200,000	$0	$2,000,000
			Grand Total:	**$1,600,000**	**$950,000**	**$0**	**$200,000**	**$0**	**$2,750,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1392-03-012	SBPE:	$0	$750,000	$0	$0	$0	$750,000
2019	ROW	1392-03-012	S102:	$7,031,076	$878,885	$0	$878,885	$0	$8,788,846
			Grand Total:	**$7,031,076**	**$1,628,885**	**$0**	**$878,885**	**$0**	**$9,538,846**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11682 **Facility:** VA **Location/Limits From:** CITY OF FRISCO - AUTOMATED VEHICLE DEPLOYMENT **Modification #:** 2019-0322

Impementing Agency: FRISCO **Location/Limits To:** BOUNDED BY LEBANON RD TO THE NORTH, PRESTON RD TO THE EAST, SH 121 TO THE SOUTH, AND LEGACY DR TO THE WEST

County: COLLIN **CSJ:** 0918-24-906

City: FRISCO **Desc:** IMPLEMENT A LOW/MEDIUM SPEED AV SHUTTLE DEPLOYMENT FOR EMPLOYEES/RESIDENTS/VISITORS OF $5 BILLION DOLLAR MILE, HALL PARK, FRISCO BRIDGES AND STONEBRIAR CENTRE MALL; CITY WILL CONTRACT FOR SERVICES/OPERATION OF SHUTTLE

Request: INCREASE STBG FUNDS IN FY2019; DECREASE LOCAL CONTRIBUTION FUNDS IN FY2019; REVISE LIMITS TO BOUNDED BY LEBANON RD TO THE NORTH, DALLAS PARKWAY TO THE EAST, SH 121 TO THE SOUTH, AND LEGACY DR TO THE WEST; REVISE SCOPE TO IMPLEMENT A LOW/MEDIUM SPEED AV SHUTTLE DEPLOYMENT FOR EMPLOYEES/RESIDENTS/VISTORS OF $5 BILLION DOLLAR MILE, AND HALL PARK; CITY WILL CONTRACT FOR SERVICES/OPERATION OF SHUTTLE

Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF FRISCO

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	0918-24-906	Cat 3 - Local Contribution:	$0	$0	$0	$0	$125,000	$125,000
2019	IMP	0918-24-906	STBG:	$300,000	$0	$0	$75,000	$0	$375,000
			Phase Subtotal:	**$300,000**	**$0**	**$0**	**$75,000**	**$125,000**	**$500,000**
			Grand Total:	**$300,000**	**$0**	**$0**	**$75,000**	**$125,000**	**$500,000**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13005 **Facility:** SH 199 **Location/Limits From:** AZLE AVENUE **Modification #:** 2019-0326

Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 820

County: TARRANT **CSJ:** 0171-05-068

City: LAKE WORTH **Desc:** CONSTRUCT 0 TO 6 FREEWAY MAIN LANES, CONSTRUCT 0 TO 4/6 LANE CONTINUOUS FRONTAGE LANES, AND INTERCHANGE AT IH 820

Request: REVISE SCOPE TO CONSTRUCT 0 TO 6 MAIN LANES AND INTERCHANGE AT IH 820 TO BE CONSISTENT WITH MOBILITY 2045

Comment: PART OF REGIONAL 10 YEAR PLAN

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0171-05-068	SBPE:	$0	$13,891,500	$0	$0	$0	$13,891,500
2019	ROW	0171-05-068	S102:	$4,800,000	$1,200,000	$0	$0	$0	$6,000,000
2026	CON	0171-05-068	Cat 2M:	$160,000,000	$40,000,000	$0	$0	$0	$200,000,000
			Grand Total:	**$164,800,000**	**$55,091,500**	**$0**	**$0**	**$0**	**$219,891,500**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0171-05-068	SBPE:	$0	$13,891,500	$0	$0	$0	$13,891,500
2019	ROW	0171-05-068	S102:	$4,800,000	$1,200,000	$0	$0	$0	$6,000,000
2024	CON	0171-05-068	Cat 2M:	$160,000,000	$40,000,000	$0	$0	$0	$200,000,000
			Grand Total:	**$164,800,000**	**$55,091,500**	**$0**	**$0**	**$0**	**$219,891,500**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13033 **Facility:** IH 35E **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2019-0327

Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 407

County: DENTON **CSJ:** 0196-02-124

City: VARIOUS **Desc:** RCNST & CONVERT 2 REV TO 4 CONC MNGD LNS; RCNST 6 TO 6/8 COLL DISTR LNS (DALLAS C/L TO SH 121); RCNST 8 TO 8 GP LNS (SH 121 TO FM 407); RCNST 2/6 TO 2/8 CONT FRTG (FM 407 TO SRT/SH 121); AND RCNST 4/6 TO 2/6 CONT FRTG FROM (SRT/SH 121 TO DALLAS C/L)

Request: REMOVE CONSTRUCTION FUNDING IN FY2026; DECREASE PARTIALLY OFFSETS AN INCREASE ON TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.3/TIP 0195-03-090, AND TIP 13033.4/CSJ 0196-02-126; REVISE SCOPE TO RCNST & CONVERT 2 REV TO 4 CONC MNGD LNS; WIDEN 6 TO 8 CD LANES (DALLAS C/L TO SH 121); RCNST 8 TO 8 GP LNS (SH 121 TO FM 407); RCNST 2/6 TO 2/8 CONT FRTG (FM 407 TO SRT/SH 121); AND RCNST 4/6 TO 2/6 CONT FRTG FROM (SRT/SH 121 TO DALLAS C/L)

Comment: PART OF REGIONAL 10 YEAR PLAN

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0196-02-124	SBPE:	$0	$50,000,000	$0	$0	$0	$50,000,000
2024	ROW	0196-02-124	S102:	$130,500,000	$14,500,000	$0	$0	$0	$145,000,000
2024	UTIL	0196-02-124	S102:	$1,800,000	$200,000	$0	$0	$0	$2,000,000
2026	CON	0196-02-124	Cat 2M:	$131,200,000	$32,800,000	$0	$0	$0	$164,000,000
			Grand Total:	**$263,500,000**	**$97,500,000**	**$0**	**$0**	**$0**	**$361,000,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0196-02-124	SBPE:	$0	$50,000,000	$0	$0	$0	$50,000,000
2024	ROW	0196-02-124	S102:	$130,500,000	$14,500,000	$0	$0	$0	$145,000,000
2024	UTIL	0196-02-124	S102:	$1,800,000	$200,000	$0	$0	$0	$2,000,000
2026	CON	0196-02-124	Cat 2M:	$0	$0	$0	$0	$0	$0
			Grand Total:	**$132,300,000**	**$64,700,000**	**$0**	**$0**	**$0**	**$197,000,000**

Revisions since STTC Meeting: **Updated requested scope change from "RCNST 6 TO 6/8 CD LANES (DALLAS C/L TO SH 121)" to "RCNST 6 TO 8 CD LANES (DALLAS C/L TO SH 121)"**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55176 **Facility:** SH 199 **Location/Limits From:** SOUTH OF FM 1886 **Modification #:** 2019-0331

Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH END OF LAKE WORTH BRIDGE

County: TARRANT **CSJ:** 0171-04-050

City: LAKE WORTH **Desc:** RECONSTRUCT AND WIDEN 0 LANE TO 6 LANE FREEWAY; RECONSTRUCT 4/6 LANE TO 4/6 LANE FRONTAGE ROADS; CONSTRUCT BRIDGES OVER LAKE WORTH & TRAFFIC MANAGEMENT SYSTEM

Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 LANE ARTERIAL TO 6 LANE FREEWAY, RECONSTRUCT 4/6 LANE TO 4/6 LANE FRONTAGE ROADS, CONSTRUCT BRIDGES OVER LAKE WORTH & TRAFFIC MGMT SYSTEM; REVISE LIMITS TO SH 199 FROM NORTH OF FM 1886 TO SOUTH END OF LAKE WORTH BRIDGE

Comment: PART OF REGIONAL 10 YEAR PLAN

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0171-04-050	SBPE:	$4,786,293	$1,196,573	$0	$0	$0	$5,982,866
2019	UTIL	0171-04-050	S102:	$204,800	$51,200	$0	$0	$0	$256,000
2020	CON	0171-04-050	Cat 2M:	$36,005,120	$9,001,280	$0	$0	$0	$45,006,400
2020	CON	0171-04-050	Cat 4:	$55,194,400	$13,798,600	$0	$0	$0	$68,993,000
			Phase Subtotal:	**$91,199,520**	**$22,799,880**	**$0**	**$0**	**$0**	**$113,999,400**
			Grand Total:	**$96,190,613**	**$24,047,653**	**$0**	**$0**	**$0**	**$120,238,266**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0171-04-050	SBPE:	$4,786,293	$1,196,573	$0	$0	$0	$5,982,866
2019	UTIL	0171-04-050	S102:	$204,800	$51,200	$0	$0	$0	$256,000
2020	CON	0171-04-050	Cat 2M:	$36,005,120	$9,001,280	$0	$0	$0	$45,006,400
2020	CON	0171-04-050	Cat 4:	$55,194,400	$13,798,600	$0	$0	$0	$68,993,000
			Phase Subtotal:	**$91,199,520**	**$22,799,880**	**$0**	**$0**	**$0**	**$113,999,400**
			Grand Total:	**$96,190,613**	**$24,047,653**	**$0**	**$0**	**$0**	**$120,238,266**

Revisions since STTC Meeting: **Updated requested scope change from "RECONSTRUCT AND WIDEN 4 LANE ARTERIAL TO 6 LANE FREEWAY, RECONSTRUCT AND WIDEN 4 LANE TO 6 LANE FRONTAGE ROADS, CONSTRUCT BRIDGES OVER LAKE WORTH & TRAFFIC MGMT SYSTEM" to "RECONSTRUCT AND WIDEN 4 LANE ARTERIAL TO 6 LANE FREEWAY, RECONSTRUCT 4/6 LANE TO 4/6 LANE FRONTAGE ROADS, CONSTRUCT BRIDGES OVER LAKE WORTH & TRAFFIC MGMT SYSTEM"**

TIP Code: 13033.1 **Facility:** IH 35E **Location/Limits From:** AT 1171 AND MAIN STREET **Modification #:** 2019-0332

Impementing Agency: TXDOT-DALLAS

County: DENTON **CSJ:** 0196-02-128

City: LEWISVILLE **Desc:** RECONSTRUCT INTERCHANGE AND EXISTING 4 TO 4 LANE FRONTAGE ROADS

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); IH 35E DENTON COUNTY PRIORITY INTERCHANGES; SWAPPING FOR CAT 2 FROM IH 35E ULTIMATE TIP 13033/CSJ 0196-02-124 AND TIP 25033.2/CSJ 0196-02-125

Comment: PART OF REGIONAL 10 YEAR PLAN

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0196-02-128	SBPE:	$0	$2,385,617	$0	$0	$0	$2,385,617
2021	ROW	0196-02-128	S102:	$8,000,000	$2,000,000	$0	$0	$0	$10,000,000
2023	CON	0196-02-128	Cat 2M:	$33,189,346	$8,297,336	$0	$0	$0	$41,486,682
			Grand Total:	**$41,189,346**	**$12,682,953**	**$0**	**$0**	**$0**	**$53,872,299**

TIP Code: 13033.2 **Facility:** IH 35E **Location/Limits From:** AT BS 121 **Modification #:** 2019-0333

Impementing Agency: TXDOT-DALLAS

County: DENTON **CSJ:** 0196-02-127

City: VARIOUS **Desc:** RECONSTRUCT INTERCHANGE AND EXISTING 4 TO 4 LANE FRONTAGE ROADS

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PLAN (STIP); IH 35E DENTON COUNTY PRIORITY INTERCHANGE; SWAPPING FOR CAT 2 FROM IH 35E ULTIMATE TIP 13033/CSJ 0196-02-124 AND TIP 25033.2/CSJ 0196-02-125

Comment: PART OF REGIONAL 10 YEAR PLAN

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0196-02-127	SBPE:	$0	$3,738,198	$0	$0	$0	$3,738,198
2021	ROW	0196-02-127	S102:	$12,206,361	$3,051,590	$0	$0	$0	$15,257,951
2023	CON	0196-02-127	Cat 2M:	$52,006,806	$13,001,702	$0	$0	$0	$65,008,508
			Grand Total:	**$64,213,167**	**$19,791,490**	**$0**	**$0**	**$0**	**$84,004,657**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13033.3 **Facility:** IH 35 **Location/Limits From:** IH 35W **Modification #:** 2019-0334

Impementing Agency: TXDOT-DALLAS **Location/Limits To:** US 380

County: DENTON **CSJ:** 0195-03-090

City: DENTON **Desc:** RECONSTRUCT INTERCHANGE AND EXISTING 4 TO 4 LANE FRONTAGE ROADS

Request: ADD TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); IH 35E DENTON COUNTY PRIORITY INTERCHANGE; SWAPPING FOR CAT 2 FROM IH 35E ULTIMATE TIP 13033/CSJ 0196-02-124 AND TIP 25033.2/CSJ 0196-02-125

Comment: PART OF REGIONAL 10 YEAR PLAN

REVISION REQUESTED:

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

TIP Code: 13033.4 **Facility:** IH 35E **Location/Limits From:** AT CORPORATE DRIVE **Modification #:** 2019-0335

Impementing Agency: TXDOT-DALLAS

County: DENTON **CSJ:** 0196-02-126

City: DENTON **Desc:** RECONSTRUCT INTERCHANGE AND EXISTING 4 TO 4 LANE FRONTAGE ROADS

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STAEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); IH 35E DENTON COUNTY PRIORITY INTERCHANGE; SWAPPING FOR CAT 2 FROM IH 35E ULTIMATE TIP 13033/CSJ 0196-02-124 AND TIP 25033.2/CSJ 0196-02-125

Comment: PART OF REGIONAL 10 YEAR PLAN

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0196-02-126	SBPE:	$0	$3,400,945	$0	$0	$0	$3,400,945
2022	ROW	0196-02-126	S102:	$9,462,973	$2,365,743	$0	$0	$0	$11,828,716
2023	CON	0196-02-126	Cat 2M:	$47,314,864	$11,828,716	$0	$0	$0	$59,143,580
			Grand Total:	**$56,777,837**	**$17,595,404**	**$0**	**$0**	**$0**	**$74,373,241**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25033.2 **Facility:** IH 35E **Location/Limits From:** FM 407 **Modification #:** 2019-0339

Impementing Agency: TXDOT-DALLAS **Location/Limits To:** TURBEVILLE ROAD

County: DENTON **CSJ:** 0196-02-125

City: VARIOUS **Desc:** RECONSTRUCT EXISTING 4 GENERAL PURPOSE LANES (NB ONLY); WIDEN AND CONVERT 2 LANE REVERSIBLE TO 4 LANE CONCURRENT MANAGED LANES; WIDEN 4/6 LANE CONTINUOUS TO 4/8 LANE CONTINUOUS FRONTAGE ROADS

Request: REMOVE CONSTRUCTION FUNDING IN FY2045; DECREASE PARTIALLY OFFSETS AN INCREASE ON TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.3/TIP 0195-03-090, AND TIP 13033.4/CSJ 0196-02-126

Comment: PART OF REGIONAL 10 YEAR PLAN

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0196-02-125	SBPE:	$0	$35,000,000	$0	$0	$0	$35,000,000
2045	ROW	0196-02-125	S102:	$90,000,000	$10,000,000	$0	$0	$0	$100,000,000
2045	UTIL	0196-02-125	S102:	$1,800,000	$200,000	$0	$0	$0	$2,000,000
2045	CON	0196-02-125	Cat 2M:	$67,877,625	$16,969,406	$0	$0	$0	$84,847,031
			Grand Total:	**$159,677,625**	**$62,169,406**	**$0**	**$0**	**$0**	**$221,847,031**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0196-02-125	SBPE:	$0	$35,000,000	$0	$0	$0	$35,000,000
2045	ROW	0196-02-125	S102:	$90,000,000	$10,000,000	$0	$0	$0	$100,000,000
2045	UTIL	0196-02-125	S102:	$1,800,000	$200,000	$0	$0	$0	$2,000,000
2045	CON	0196-02-125	Cat 2M:	$0	$0	$0	$0	$0	$0
			Grand Total:	**$91,800,000**	**$45,200,000**	**$0**	**$0**	**$0**	**$137,000,000**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55038 **Facility:** FM 2514 **Location/Limits From:** EAST OF LAVON PARKWAY **Modification #:** 2019-0358

Impementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF DRAIN DRIVE

County: COLLIN **CSJ:** 2679-03-015

City: WYLIE **Desc:** WIDEN FACILITY FROM 2 LANE TO 4 LANE URBAN DIVIDED (ULTIMATE 6 LANE DIVIDED)

Request: DELAY ROW PHASE TO FY2020 AND INCREASE FUNDING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	2679-03-015	SBPE:	$0	$452,260	$0	$0	$0	$452,260
2017	ROW	2679-03-015	S102:	$5,640,800	$705,100	$0	$705,100	$0	$7,051,000
2020	UTIL	2679-03-015	S102:	$1,600,000	$200,000	$0	$200,000	$0	$2,000,000
2021	CON	2679-03-015	Cat 2M:	$8,934,236	$2,233,559	$0	$0	$0	$11,167,795
			Grand Total:	**$16,175,036**	**$3,590,919**	**$0**	**$905,100**	**$0**	**$20,671,055**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	2679-03-015	SBPE:	$0	$452,260	$0	$0	$0	$452,260
2020	ROW	2679-03-015	S102:	$7,040,000	$880,000	$0	$880,000	$0	$8,800,000
2020	UTIL	2679-03-015	S102:	$1,600,000	$200,000	$0	$200,000	$0	$2,000,000
2021	CON	2679-03-015	Cat 2M:	$8,934,236	$2,233,559	$0	$0	$0	$11,167,795
			Grand Total:	**$17,574,236**	**$3,765,819**	**$0**	**$1,080,000**	**$0**	**$22,420,055**

TIP Code: 55037 **Facility:** FM 2514 **Location/Limits From:** NORTH OF DRAIN DRIVE **Modification #:** 2019-0359

Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BROWN STREET

County: COLLIN **CSJ:** 2679-03-016

City: WYLIE **Desc:** WIDEN FACILITY FROM 2 LANE TO 4 LANE URBAN DIVIDED (ULTIMATE 6 LANE DIVIDED)

Request: DELAY ROW PHASE TO FY2020; REVISE SCOPE TO WIDEN FACILITY FROM 2 LANE TO 4/6 LANE URBAN DIVIDED

Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	2679-03-016	SBPE:	$0	$820,000	$0	$0	$0	$820,000
2017	ROW	2679-03-016	S102:	$12,640,000	$1,580,000	$0	$1,580,000	$0	$15,800,000
2020	UTIL	2679-03-016	S102:	$1,600,000	$200,000	$0	$200,000	$0	$2,000,000
2021	CON	2679-03-016	Cat 2M:	$16,143,810	$4,035,953	$0	$0	$0	$20,179,763
			Grand Total:	**$30,383,810**	**$6,635,953**	**$0**	**$1,780,000**	**$0**	**$38,799,763**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	2679-03-016	SBPE:	$0	$820,000	$0	$0	$0	$820,000
2020	ROW	2679-03-016	S102:	$12,640,000	$1,580,000	$0	$1,580,000	$0	$15,800,000
2020	UTIL	2679-03-016	S102:	$1,600,000	$200,000	$0	$200,000	$0	$2,000,000
2021	CON	2679-03-016	Cat 2M:	$16,143,810	$4,035,953	$0	$0	$0	$20,179,763
			Grand Total:	**$30,383,810**	**$6,635,953**	**$0**	**$1,780,000**	**$0**	**$38,799,763**

TIP Code: 55251 **Facility:** SH 114 **Location/Limits From:** NORTH OF SS 482 **Modification #:** 2019-0372

Impementing Agency: TXDOT-DALLAS

County: DALLAS **CSJ:** 0353-06-921

City: IRVING **Desc:** RELOCATE EXISTING TOLL GANTRY

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

REVISION REQUESTED:

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

TIP Code: 11593 **Facility:** CS **Location/Limits From:** 16 TRE GRADE CROSSINGS THROUGHOUT TARRANT COUNTY **Modification #:** 2019-0380

Impementing Agency: FWTA

County: TARRANT **CSJ:** N/A

City: VARIOUS **Desc:** UPGRADE CROSSINGS BY PROVIDING NEW CROSSING PANELS, NEW AND LONGER CROSSING ARMS, NEW RAILROAD SIGNALS, AND A NON-MOUNTABLE CURB MEDIAN

Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADDITION OF CATEGORY 12 (S) FUNDS OFFSETS A DECREASE ON TIP 11547/CSJ 0902-48-842

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	CON	N/A	Cat 12(S):	$452,622	$0	$0	$113,155	$0	$565,777
			Grand Total:	**$452,622**	**$0**	**$0**	**$113,155**	**$0**	**$565,777**

Revisions since STTC Meeting: **Changed Implementing Agency from NCTCOG to FWTA**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40029 **Facility:** VA **Location/Limits From:** DELAWARE CREEK TRAIL CONNECTOR FROM SENTER RD/SENTER VALLEY RD **Modification #:** 2019-0386

Impementing Agency: IRVING **Location/Limits To:** CAMPION TRAIL AT MOUNTAIN CREEK PRESERVE

County: DALLAS **CSJ:** 0918-47-142

City: IRVING **Desc:** INSTALL A BIKE TRAIL

Request: DELAY CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES TO FY2019 THEREBY ADDING PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CLARIFY SCOPE TO CONSTRUCT NEW SHARED-USE PATH

Comment: 2014 TAP CALL FOR PROJECTS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-142	Cat 9 TAP:	$123,913	$0	$0	$30,978	$0	$154,891
2018	CON	0918-47-142	Cat 9 TAP:	$1,652,174	$0	$0	$413,043	$0	$2,065,217
2018	CONENG	0918-47-142	Cat 9 TAP:	$123,913	$0	$0	$30,979	$0	$154,892
			Grand Total:	**$1,900,000**	**$0**	**$0**	**$475,000**	**$0**	**$2,375,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-142	Cat 9 TAP:	$123,913	$0	$0	$30,978	$0	$154,891
2019	CON	0918-47-142	Cat 9 TAP:	$1,652,174	$0	$0	$413,043	$0	$2,065,217
2019	CONENG	0918-47-142	Cat 9 TAP:	$123,913	$0	$0	$30,979	$0	$154,892
			Grand Total:	**$1,900,000**	**$0**	**$0**	**$475,000**	**$0**	**$2,375,000**

PROPOSED MAY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11695 **Facility:** VA **Location/Limits From:** MODULAR FURNITURE AND CHAIRS FOR WORK STATIONS **Modification #:** 2019-0392

Impementing Agency: NCTCOG

County: VARIOUS **CSJ:** N/A

City: VARIOUS **Desc:** MODULAR FURNITURE AND CHAIRS FOR WORK STATIONS

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

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	N/A	Cat 3 - RTC/Local:	$0	$0	$62,401	$0	$0	$62,401
			Grand Total:	**$0**	**$0**	**$62,401**	**$0**	**$0**	**$62,401**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	N/A	Cat 3 - RTC/Local:	$0	$0	$62,402	$0	$0	$62,402
			Grand Total:	**$0**	**$0**	**$62,402**	**$0**	**$0**	**$62,402**

Revisions since STTC Meeting: **Modification added after STTC approval of the May 2019 TIP Modifications on March 22, 2019**

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS **Apportionment Year:** FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0695

Request: REFINE FY2015 PROGRAM OF PROJECTS **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

Currently Approved: **FUNDING TABLE:**

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

Revision Requested: **FUNDING TABLE:**

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

IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
APPORTIONMENT YEAR:	Identifies the apportionment year in which funds were committed to the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
REQUEST:	Describes the action being requested through the modification.
UZA:	Identifies the Urbanized Area in which the project is located.
COMMENT:	States any comments related to the project.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: http://www.nctcog.org/trans/tip/15-18/index.asp.
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP.
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program.

Source: NCTCOG

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

PROPOSED MAY 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2019-0371

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5309 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12838.17	RED AND BLUE LINE PLATFORM EXTENSION	2019	CAPITAL	$62,080,000	$60,000,000	$0	$2,320,000	0	$124,400,000
			TOTAL:	**$62,080,000**	**$60,000,000**	**$0**	**$2,320,000**	**0**	**$124,400,000**

Revision Requested:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY PROJECT
12838.17	RED AND BLUE LINE PLATFORM EXTENSION	2019	CAPITAL	$49,170,000	$0	$0	$55,016,105	0	$104,186,105	DECREASE FEDERAL SHARE; INCREASE LOCAL SHARE
			TOTAL:	**$49,170,000**	**$0**	**$0**	**$55,016,105**	**0**	**$104,186,105**	

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0372

Request: DELETE PROJECT

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12655.18	OPERATING ASSISTANCE	2018	OPERATING	$70,420	$0	$0	$70,420	0	$140,840
			TOTAL:	**$70,420**	**$0**	**$0**	**$70,420**	**0**	**$140,840**

Revision Requested:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY PROJECT
12655.18	OPERATING ASSISTANCE	2018	OPERATING	$0	$0	$0	$0	0	$0	DELETE PROJECT
			TOTAL:	**$0**	**$0**	**$0**	**$0**	**0**	**$0**	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0373

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5309 FUNDS

Revision Requested:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY PROJECT
12838.18	RED & BLUE LINE PLATFORM EXTENSIONS	2019	CAPITAL	$2,000,000	$0	$0	$2,237,792	0	$4,237,792	ADD PROJECT
			TOTAL:	**$2,000,000**	**$0**	**$0**	**$2,237,792**	**0**	**$4,237,792**	

PROPOSED MAY 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT **Apportionment Year** FY2016 PROGRAM OF PROJECTS **Modification #:** 2019-0374

Request: INCREASE FUNDING BY $1,140,255 LOCAL FOR A REVISED TOTAL OF $20,321,016 TOTAL ($9,590,380 FEDERAL AND $10,730,636 LOCAL) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5309 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12802.16	RED & BLUE LINE PLATFORM EXTENSIONS	2017	CAPITAL	$9,590,381	$0	$0	$9,590,381	0	$19,180,762
			TOTAL:	**$9,590,381**	**$0**	**$0**	**$9,590,381**	**0**	**$19,180,762**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY PROJECT
12802.16	RED & BLUE LINE PLATFORM EXTENSIONS	2019	CAPITAL	$9,590,380	$0	$0	$10,730,636	0	$20,321,016	INCREASE LOCAL SHARE
			TOTAL:	**$9,590,380**	**$0**	**$0**	**$10,730,636**	**0**	**$20,321,016**	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS **Apportionment Year** FY2018 PROGRAM OF PROJECTS **Modification #:** 2019-0375

Request: REFINE FY2018 PROGRAM OF PROJECTS **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: 518,796 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3- TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12206.18	PROJECT ADMINISTRATION	2019	CAPITAL	$392,787	$0	$0	$0	78,558	$392,787
12576.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	$1,057,864	$0	$0	$0	158,680	$1,057,864
12813.18	GENERAL PLANNING	2019	PLANNING	$100,000	$0	$0	$0	20,000	$100,000
12863.18	ACQUISITION OF SIGNAGE	2019	CAPITAL	$275,000	$0	$0	$0	55,000	$275,000
12870.18	MOBILITY MANAGEMENT	2019	CAPITAL	$392,787	$0	$0	$0	78,558	$392,787
			TOTAL:	**$2,218,438**	**$0**	**$0**	**$0**	**390,796**	**$2,218,438**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY PROJECT
12206.18	PROJECT ADMINISTRATION	2019	CAPITAL	$392,787	$0	$0	$0	78,558	$392,787	NO CHANGE
12576.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	$1,057,864	$0	$0	$0	158,680	$1,057,864	NO CHANGE
12813.18	GENERAL PLANNING	2019	PLANNING	$740,000	$0	$0	$0	148,000	$740,000	INCREASE FUNDING
12863.18	ACQUISITION OF SIGNAGE	2019	CAPITAL	$275,000	$0	$0	$0	55,000	$275,000	NO CHANGE
12870.18	MOBILITY MANAGEMENT	2019	CAPITAL	$392,787	$0	$0	$0	78,558	$392,787	NO CHANGE
			TOTAL:	**$2,858,438**	**$0**	**$0**	**$0**	**518,796**	**$2,858,438**	

PROPOSED MAY 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2019-0376

Request: REFINE FY2016 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 193,280 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3- TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12246.16	OPERATING ASSISTANCE	2017	OPERATING	$53,666	$0	$0	$53,666	0	$107,332
12247.16	PROJECT ADMINISTRATION	2016	CAPITAL	$70,000	$0	$0	$0	14,000	$70,000
12567.16	ACQUISITION OF SOFTWARE	2016	CAPITAL	$100,000	$0	$0	$0	20,000	$100,000
12666.16	MOBILITY MANAGEMENT	2016	CAPITAL	$30,000	$0	$0	$0	6,000	$30,000
12696.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	$252,000	$0	$0	$0	50,400	$252,000
12710.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	$14,400	$0	$0	$0	2,880	$14,400
12789.16	ACQUISITION OF FARE COLLECTION EQUIPMENT	2016	CAPITAL	$100,000	$0	$0	$0	20,000	$100,000
12830.16	ACQUISTION OF SHOP EQUIPMENT	2018	CAPITAL	$400,000	$0	$0	$0	80,000	$400,000
			TOTAL:	**$1,020,066**	**$0**	**$0**	**$53,666**	**193,280**	**$1,073,732**

Revision Requested:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY PROJECT
12246.16	OPERATING ASSISTANCE	2017	OPERATING	$53,666	$0	$0	$53,666	0	$107,332	NO CHANGE
12247.16	PROJECT ADMINISTRATION	2016	CAPITAL	$70,000	$0	$0	$0	14,000	$70,000	NO CHANGE
12567.16	ACQUISITION OF SOFTWARE	2019	CAPITAL	$0	$0	$0	$0	0	$0	DELETE PROJECT
12664.16	ACQUISITION OF HARDWARE	2019	CAPITAL	$81,265	$0	$0	$0	16,253	$81,265	ADD PROJECT
12666.16	MOBILITY MANAGEMENT	2016	CAPITAL	$30,000	$0	$0	$0	6,000	$30,000	NO CHANGE
12696.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	$252,000	$0	$0	$0	50,400	$252,000	NO CHANGE
12710.16	ACQUISITION OF SIGNAGE	2016	CAPITAL	$14,400	$0	$0	$0	2,880	$14,400	NO CHANGE
12766.16	ACQUSITION OF MISCELLANOUS EQUIPMENT	2019	CAPITAL	$274,735	$0	$0	$0	55,747	$278,735	ADD PROJECT
12789.16	ACQUISITION OF FARE COLLECTION EQUIPMENT	2016	CAPITAL	$100,000	$0	$0	$0	20,000	$100,000	NO CHANGE
12830.16	ACQUISTION OF SHOP EQUIPMENT	2019	CAPITAL	$140,000	$0	$0	$0	28,000	$140,000	DECREASE FUNDING
			TOTAL:	**$1,016,066**	**$0**	**$0**	**$53,666**	**193,280**	**$1,073,732**	

PROPOSED MAY 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2013 PROGRAM OF PROJECTS

Modification #: 2019-0377

Request: REFINE FY2013 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12033.13	BUS PREVENTIVE MAINTENANCE	2013	CAPITAL	$11,203,269	$0	$0	$2,800,818	0	$14,004,087
12034.13	BUS TRANSIT ENHANCEMENTS	2013	CAPITAL	$182,935	$0	$0	$45,734	0	$228,669
12390.13	PURCHASE REPLACEMENT VEHICLES	2013	CAPITAL	$3,403,000	$0	$0	$600,530	0	$4,003,530
12549.13	ADA PARATRANSIT SERVICE	2013	CAPITAL	$1,200,000	$0	$0	$300,000	0	$1,500,000
			TOTAL:	**$15,989,204**	**$0**	**$0**	**$3,747,082**	**0**	**$19,736,286**

Revision Requested:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY PROJECT
12033.13	BUS PREVENTIVE MAINTENANCE	2013	CAPITAL	$11,203,269	$0	$0	$2,800,818	0	$14,004,087	NO CHANGE
12034.13	BUS TRANSIT ENHANCEMENTS	2013	CAPITAL	$182,935	$0	$0	$45,734	0	$228,669	NO CHANGE
12390.13	PURCHASE REPLACEMENT VEHICLES	2013	CAPITAL	$3,386,158	$0	$0	$597,557	0	$3,983,715	DECREASE FUNDING
12549.13	ADA PARATRANSIT SERVICE	2013	CAPITAL	$1,144,332	$0	$0	$286,083	0	$1,430,415	DECREASE FUNDING
12902.13	CONSTRUCTION OF BUS SHELTERS	2019	CAPITAL	$72,510	$0	$0	$18,128	0	$90,638	ADD PROJECT
			TOTAL:	**$15,989,204**	**$0**	**$0**	**$3,748,320**	**0**	**$19,737,524**	

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**

Source: NCTCOG

RTC Action
April 11, 2019

ELECTRONIC ITEM 2.2.2

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: www.nctcog.org/trans/funds/transportation-improvement-program
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55151 **Facility:** SH 276 **Location/Limits From:** HUNT COUNTY LINE **Modification #:** 2019-0170

Impementing Agency: TXDOT-DALLAS **Location/Limits To:** COUNTY ROAD 2472

County: HUNT **CSJ:** 1290-05-019

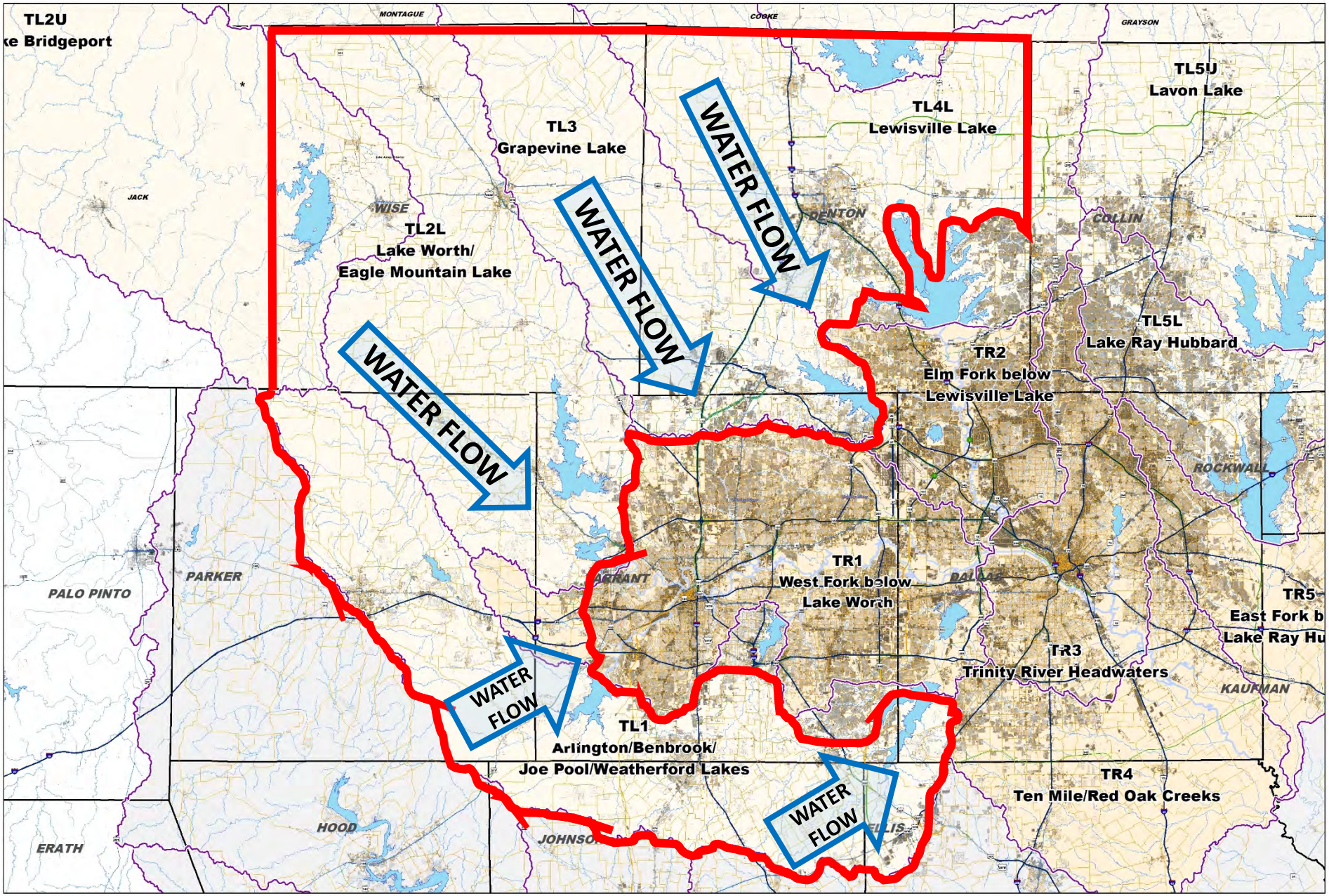
City: OTHER **Desc:** RECONSTRUCT AND WIDEN 2/4 LANE RURAL TO 4 LANE DIVIDED URBAN (TRANSITION)

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

Comment: CONTINUATION OF TXDOT-DALLAS PROJECT IN ROCKWALL COUNTY (TIP 53035/CSJ 1290-04-011); REVISED SCOPE AFTER RTC APPROVAL ON JANUARY 10, 2019 DUE TO MTP CONSISTENCY

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	1290-05-019	SBPE:	$0	$100,000	$0	$0	$0	$100,000
2045	ROW	1290-05-019	S102:	$307,200	$38,400	$0	$38,400	$0	$384,000
			Grand Total:	**$307,200**	**$138,400**	**$0**	**$38,400**	**$0**	**$484,000**



WHERE: Proposed Study Area

North Central Texas Council of Governments

N

0 3 6 12 18 Miles

"HUC - Hydrologic Unit Code

Data Source : Watershed Boundary Dataset (WBD) by USDA - Natural Resources Conservation Service

Stream Data by National Hydrography Dataset (NHD)

Increase Incident Response
Decrease Driver Delay

Executive Level Incident Management Training Opportunity

Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG). The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages a common, coordinated response to traffic incidents — a source of significant delays in our rapidly growing region.

Goals of the Traffic Incident Management Executive Level Course focus on:

- building partnerships with local emergency response agencies
- enhancing safety for emergency personnel
- reducing upstream traffic accidents
- improving the efficiency of the transportation system
- improving air quality in the Dallas-Fort Worth region

Space is limited. Register today. 817.695.9245 / bwalsh@nctcog.org

Thursday, May 2, 2019
10 am— noon
NCTCOG
Transportation Council Room
616 Six Flags Drive, Centerpoint II
Arlington, Texas 76011

North Central Texas Council of Governments
Transportation

ELECTRONIC ITEM 3.2

North Central Texas Council Of Governments

TO: Regional Transportation Council
(Primary and Alternate Members)
Mayors, City Managers
Surface Transportation Technical Committee
County Sheriffs, Police Chiefs, Fire Chiefs
Medical Examiners and Transportation Providers

DATE: March 29, 2019

FROM: Michael Morris, P.E.
Director of Transportation

SUBJECT: Announcement for the May 2019 Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2018, the 16-county Dallas-Fort Worth region experienced 122,126 total reportable crashes, of which 42,510 were injury crashes, and 678 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents is extremely important, and have demonstrated the ability to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 110 classes have been offered at the first responder level to 3,086 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 27 classes have been offered at the executive level to 948 decision and policy makers. For your reference, summaries of the regional attendance levels for the First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training web page http://www.nctcog.org/FIM.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour Federal Highway Administration (FHWA) Traffic Incident Management program for all certified firefighters before December 1, 2020. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by FHWA. Course participants can also earn continuing education credit for Texas Commission on Law Enforcement and Track Type II Fire by attending the TIM training.

616 Six Flags Drive, Centerpoint Two
P. O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: 817-640-7806 ♻ recycled paper
www.nctcog.org

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Those agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation and best practices. Important to note is that agency attendance at the NCTCOG TIM training, between 2013 to the present, is a requirement for attending the biannual NCTCOG Photogrammetry Training Workshops and will be a scoring component in the upcoming 2019 Incident Management Equipment Purchase Call for Projects (CFP). More information on the 2019 CFP will be provided during the May Executive Level Course.

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, May 2, from 10 am to 12 pm. There is no charge for this class. The course will be held in the NCTCOG Transportation Council Room (616 Six Flags Drive, Centerpoint II, Arlington, Texas).

To RSVP for this course, please contact Barbara Walsh of NCTCOG at 817/695-9245 or bwalsh@nctcog.org. Please note that due to limited space, the course is restricted to the first 50 individuals who RSVP. We look forward to seeing you on May 2, 2019.

Michael Morris, P.E.

CF:bw

cc: Natalie Bettger, Senior Program Manager, NCTCOG
Assistant Fire Chief John Glover, Town of Flower Mound Fire Department
Senior Sergeant Daniel Plumer, Dallas County Sheriff's Department

Dallas-Fort Worth CLEAN CITIES | Transportation Energy Partners Energy Independence Summit | NAFA Fleet Management Association South Central Chapter | EarthX

Transportation Energy Partners and DFW Clean Cities present

Sirens, Schools, and Shippers

Efficiency Solutions for Fleets that Support Our Communities

The world is in the midst of the biggest transportation transformation in history since the introduction of the first automobile. Will you take the road best traveled, or will you be left behind? This hands-on workshop will address the nuts and bolts of transitioning fleets to more efficient vehicles in the following sectors. Join us to find out how to become a leader among peer fleets.

School Buses • Emergency Response • Delivery

who should attend?

- Fleet Managers & Purchasing Officials
- Sustainability and Financial Staff
- Professionals Interested in Improving Fleet Efficiency

what will you learn?

- Financial and environmental benefits of using advanced vehicle technologies
- Solutions to challenges and overcoming barriers to implementing new technologies
- Strategies for deploying vehicles in the community

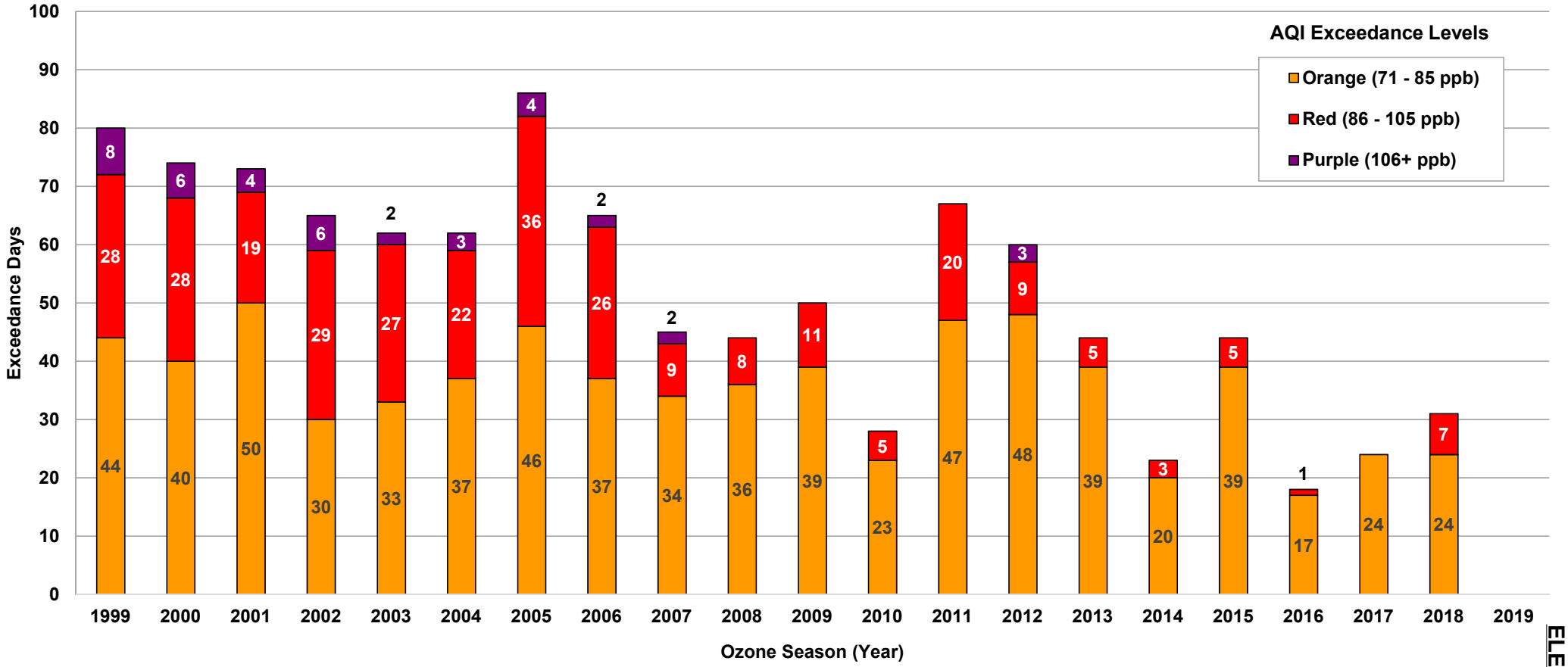
where will it be?

- Earth X at Fair Park on Friday, April 26th

www.dfwcleancities.org/earthxworkshop

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤70 ppb (As of April 5, 2019)

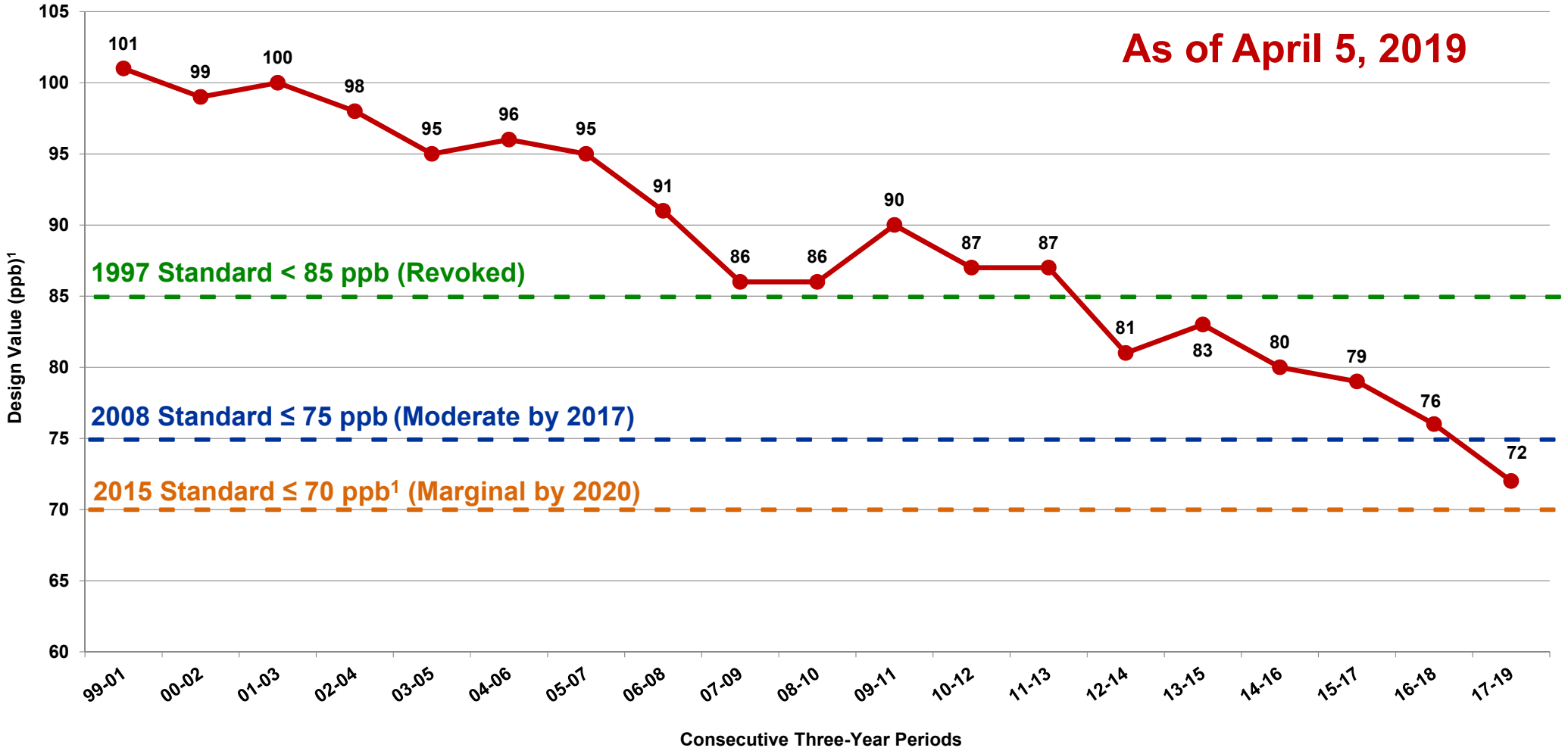


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the for the revised ozone standard of 70 ppb.

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

ELECTRONIC ITEM 3.4

8-HOUR OZONE NAAQS HISTORICAL TRENDS



[1]Attainment 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).

Source: NCTCOG TR Dept

For More Information

Jenny Narvaez
Program Manager
(817) 608-2342
jnarvaez@nctcog.org

Jackson Enberg
Air Quality Operations Analyst
(817) 704-2506
jenberg@nctcog.org

Trey Pope
Air Quality Operations Analyst
(817) 695-9297
tpope@nctcog.org

https://www.nctcog.org/trans/quality/air/ozone

MINUTES

Regional Transportation Council
PUBLIC MEETING

2017-2018 CMAQ/STBG Funding: Regional/Air Quality and Management and Operations Programs

RTC's Assessment Policy Project Funding

Start of 2019 Ozone Season

AirCheckTexas Program Update

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, March 11, 2019, at 6:00 pm at the North Central Texas Council of Governments (Arlington); Dan Lamers, Senior Program Manager, moderated the meeting, attended by 17 people.

Public Meeting Purpose and Topics

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

1. 2017-2018 CMAQ/STBG Funding: Regional/Air Quality and Management and Operations Programs – presented by Cody Derrick
2. RTC's Assessment Policy Project Funding – presented by Evan Newton
3. Start of 2019 Ozone Season – presented by Jenny Narvaez
4. AirCheckTexas Program Update – presented by Darshan Patel

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

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

Summary of Presentations

2017-2018 CMAQ/STBG Funding: Regional/Air Quality and Management and Operation Funding Programs presentation:
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/03/CMAQ-STBG-Fund.pdf
Handout:
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/03/Handout-Regional-AQ.pdf

In April 2017, a process to select projects via several funding programs was presented to the RTC. Projects were categorized into 11 programs, and project selection has occurred in stages throughout 2017, 2018 and 2019.

Both the Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC) usually consider extending existing and funding new air quality and management and operations projects every few years. The last review occurred in 2014 and 2015, and projects were funded through Fiscal Year (FY) 2018. If carryover funds were insufficient, projects were extended into FY 2019 through the Transportation Improvement Program (TIP).

The Regional/Air Quality and Management and Operations Programs ensure programs and projects continue without interruption into FY 2020-2022, enable staff to respond to certain planning and implemention assistance requests, assign resources for RTC priorities and improve air quality initiatives.

Staff is proposing to allocate more than $66 million in various funding sources to vanpool programs, clean air programs, traffic signal retiming, mobility assistance patrol, transit operations, data collection, aviation and freeway incident management, among others. A portion of the requested funding will be used by NCTCOG staff to implement regional projects and programs, and the balance will be passed through to other agencies in the region.

All details will be finalized before the RTC takes action on the Regional/Air Quality and Management and Operations Programs in April 2019.

RTC's Assessment Policy Project Funding presentation:
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/03/Assessment-Policy.pdf
Handout:
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/03/Handout-RTC-Assessment-Policy.pdf

In April 2017, a process to select projects via several funding programs was presented to the RTC. Projects were categorized into 11 programs, and project selection has occurred in stages throughout 2017, 2018 and 2019.

The purpose of the Assessment Policy Program is to assess the increased value of transportation improvements to adjacent property so the Regional Transportation Council (RTC) is repaid as development occurs in project areas.

Staff is proposing to allocate more than $34 million in RTC funding for the City of Anna's Ferguson Parkway, Fort Worth's Butler Housing, the Dallas central business district and several roadways in the TxDOT Fort Worth District. Details will be finalized before the RTC takes action on the Assessment Policy Program in April 2019.

Start of 2019 Ozone Season presentation:
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/03/Ozone.pdf

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth's upper atmosphere and at ground level. Ground-level ozone is commonly referred to as "bad ozone"

and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravate lung diseases and inflame and damage the airway.

North Texas is currently under two ozone standards, one for 2008 and one for 2015. The attainment deadline for the 2008 standard was July 20, 2018. The region did not meet the standard, and therefore, its air quality status has been reclassified as serious. It must achieve attainment by July 20, 2021. The nonattainment deadline for the 2015 standard is August 3, 2021.

Everyone in the region can help improve air quality by working from home, using mass transit, avoiding uncessary trips, carpooling, etc. More information on air quality and ozone alerts is available at https://www.airnorthtexas.org.

AirCheckTexas Program Update presentation:
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/03/ACT.pdf

The AirCheckTexas Program was established in 2002 and asissts low- and middle-income residents in nine participating counties in repairing or replacing vehicles that either fail inspection or are at least 10 years old.

The program is funded by the $6 fee collected through vehicle registrations. Since its inception, more than 35,000 vehicles have been repaired and more than 36,000 have been replaced. AirCheckTexas has provided approximately $121 million in financial assistance.

Governor Greg Abbott vetoed Fiscal Year 2018-2019 funding for the program during the 85th Legislative Session in 2017. Operations have been maintained from a carryover of previous appropriations from the 84th Legislative Session, but the carryover expires at the end of FY 2019. Therefore, April 8, 2019 is the last day AirCheckTexas applications will be accepted, and the program will officially end on June 28, 2019.

Efforts are currently underway to reinstate previously collected funds, and residents can contact their local legislature to support House Bill 2253 and Senate Bill 1070.

ORAL COMMENTS RECEIVED AT MEETING

RTC's Assessment Policy Project Funding

Staron Faucher, AECOM

A. Bulter Housing Project

Question: What is the plan for Butler Housing?

Summary of response by Evan Newton: The projects included on slide 10 of the presentation are in very preliminary stages. Funding allocated to these initiatives is intended to help kick them off. We'll bring details back to the public for review and comment once they've been finalized.

Summary of response by Dan Lamers: Butler Housing and Oak Farms are historic areas. Both of them need to be connected to their surrounding neighborhoods in a safe manner, allowing for both accessability and economic development.

Question: Has Butler Housing been torn down?

Summary of response by Dan Lamers: City of Fort Worth will be closing down Butler Housing and relocating residents, but I believe there is a historic African American school that will remain. A large portion of the allocated funding will be used to evaluate land use, roadway connections and bicycle and pedestrian components.

Start of 2019 Ozone Season

Warren Melton, Citizen

A. Modeling air quality benefits of trees

Question: How does the NCTCOG Transportation Department model the air quality benefits of trees?

Summary of response by Dan Lamers: Our Department does not model the air quality impacts of biogenic sources. The ozone Jenny mentioned in her presentation does not distinguish whether it came from a cow or a vehicle tailpipe.

Summary of response by Jenny Narvaez: We measure volatile organic compounds and nitrogen oxides that come from vehicles. The modeling you are referring to is conducted by the Texas Commission on Environmental Quality (TCEQ).

Summary of response by Brian Dell: I know TxDOT has what's called the Green Ribbon Program, and you should be able to contact them about this initiative.

B. Most effective air quality projects

Question: Which projects are most effective for air quality?

Summary of response by Jenny Narvaez: I would say on-road, heavy-duty vehicle replacement programs.

Other

Anthony Sosa, Citizen

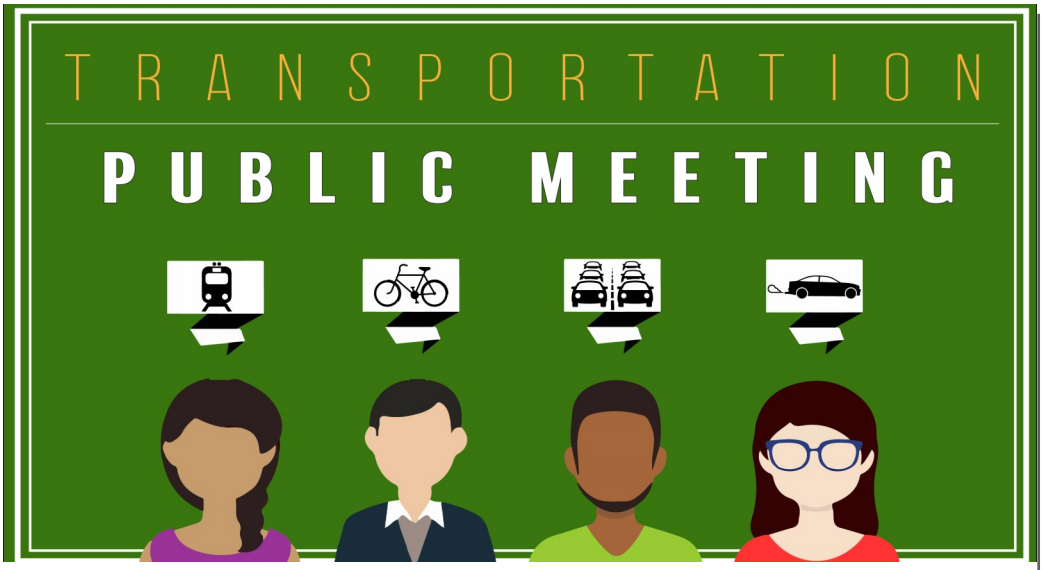
A. Transportation projects today versus projects in the early 2000s

Question: What differentiates today's projects from those that occurred in the early 2000s?

Summary of response by Dan Lamers: In the early 2000s, transportation development focused on moving people to places in a safe and efficient manner. While this is certainly still a focus in today's world, we're also trying to provide transportation choices for people throughout their daily lives. We're seeing a much more sensitive approach to finding holistic solutions.

COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

No comments received via website, email or social media.



PRESENTATIONS

10-Year Plan Update

In December 2016, the Regional Transportation Council approved a 10-Year Plan identifying major projects to be implemented in the region by Fiscal Year 2026. An updated draft of the project list that goes out to FY 2029 and details on the project scoring process will be presented for review and comment.

2019 Congestion Management Plan Update

Federal regulations mandate urbanized areas with populations over 200,000 must implement and maintain a Congestion Management Process (CMP) for measuring transportation congestion levels and prioritizing management strategies. Staff will present a brief overview of federal CMP requirements, the history and role of the CMP in the metropolitan planning process and elements and topics to be considered in the CMP update.

Mobility 2045 Status Report

Mobility 2045 defines a long-term vision for the region's transportation system and guides spending of federal and state transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities and other programs that reduce congestion and improve air quality. An implementation status update will be presented.

511DFW Traveler Information System

Traveler information for the region related to freeways, toll roads, city streets and transit trip planning is available through 511DFW. The system provides information in Spanish and English through mobile apps for Android, iOS devices, the 511DFW.org website and by dialing 511. A demonstration will be presented to showcase various features and capabilities of the mobile app.

RESOURCES AND INFORMATION

2019 Spring Outreach Season: www.nctcog.org/input
Regional Smoking Vehicle Program: www.smokingvehicle.net
Mobility 2045 Administrative Revisions: www.nctcog.org/input

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

NCTCOGtrans

North Central Texas Council of Governments

MONDAY, APRIL 8, 2019, 2:30 PM

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

For special accommodations due to a disability or for language translation, contact Carli Baylor at 817-608-2365 or cbaylor@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

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

CentrePort/DFW Airport Station Arrival Options April 8

Eastbound Train	1:49 pm
Westbound Train	1:31 pm

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

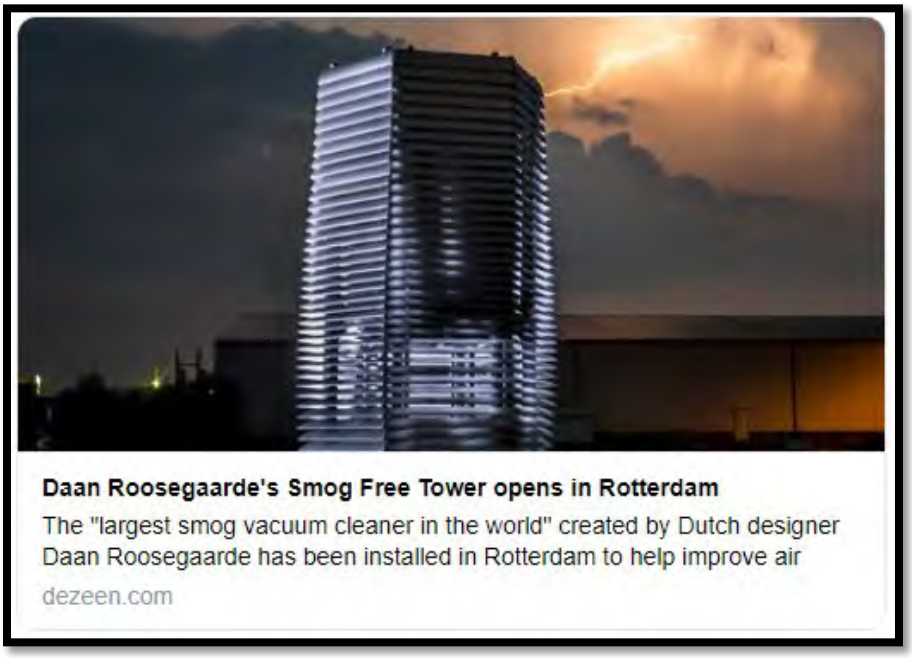
This month, public comments were received on a number of topics across social media platforms and via email. Projects, including the 380 Bypass in McKinney, urban transportation planning best practices and construction updates were in the majority.

Air Quality

Twitter

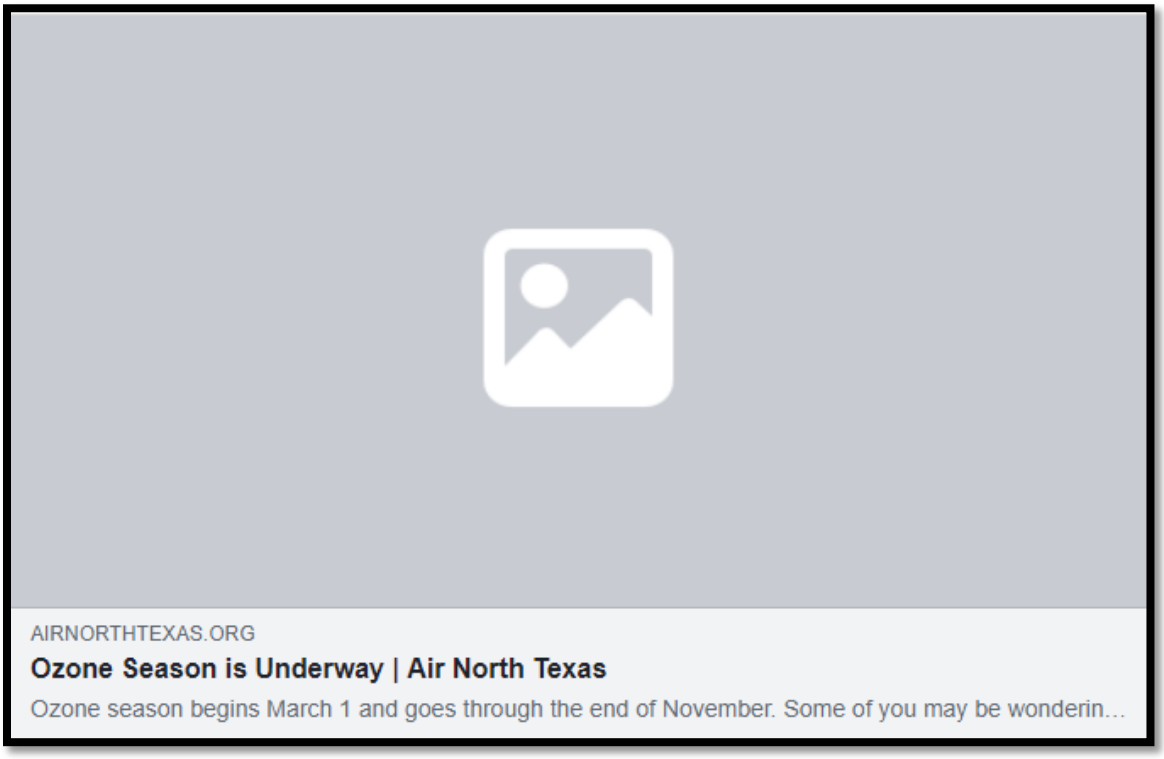
1. Wish there was a giant #Smog filter outside that captures smog particles and makes them into something useful? Oh wait, there is: http://ow.ly/BVEo50m6vIi

Reduce smog in #DFW by carpooling. Find a buddy at http://ow.ly/EkFt50m6vIj . #MotivationMonday #AirNorthTexas @NCTCOGtrans – Green Dallas (@GreenDallas)



Facebook

1. Ozone Season is Underway according to NCTCOG Transportation Department. Click the link below to learn more and sign up for air pollution alerts. #SustainableDenton #AriNorthTexas – City of Denton Sustainability



2. Air Action day is just around the corner and we hope you will be joining us in working towards cleaner habits that allow us all to easier. #DriveCleanTexas NCTCOG Transportation Department – City of Denton Sustainability

3. Check out this adorable armadillo Arlo that Air North Texas uses to provide a current read on the air quality index here in Dallas. (today's air quality index is green which means it's GOOD and safe for everyone!)

Read up at www.airnorthtexas.org

Thanks NCTCOG Transportation Department – James Kidd

Thanks for sharing, James! 😊 – NCTCOG Transportation Department

Alternative Fuels

Twitter

1. Fleet leaders and managers, register for this free webinar TODAY on transitioning fleets to alternative fuels and vehicles. Thursday, 2/21 at 3-4pm EST https://bit.ly/2DZV3RM

@earthxorg @NCTCOGtrans – Empire Clean Cities (@EMPIRECLEAN)

Bicycle & Pedestrian

Twitter

1. Closing out this lovely day with our Sunday Funday post!! Check out what is happening this week!!

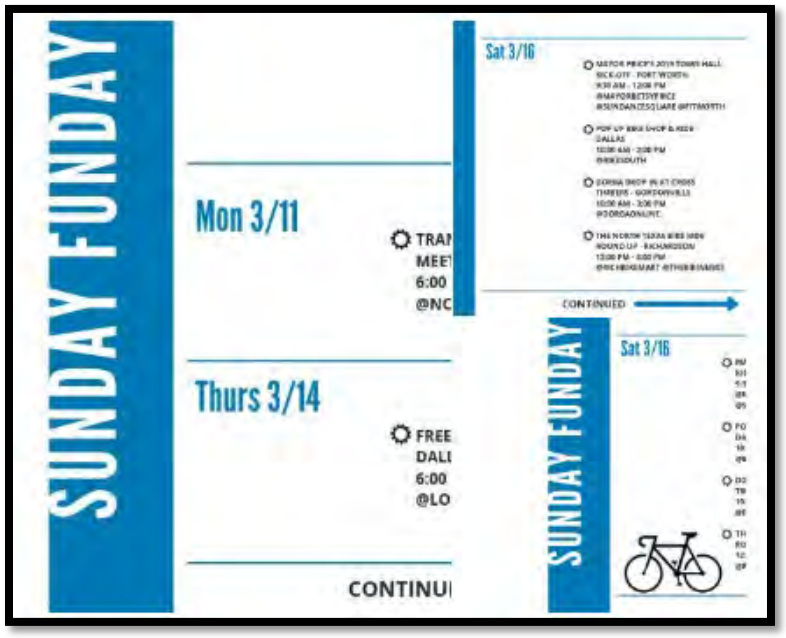
@NCTCOGtrans

@localhubbicycle

@MayorBetsyPrice

@dorbaonline

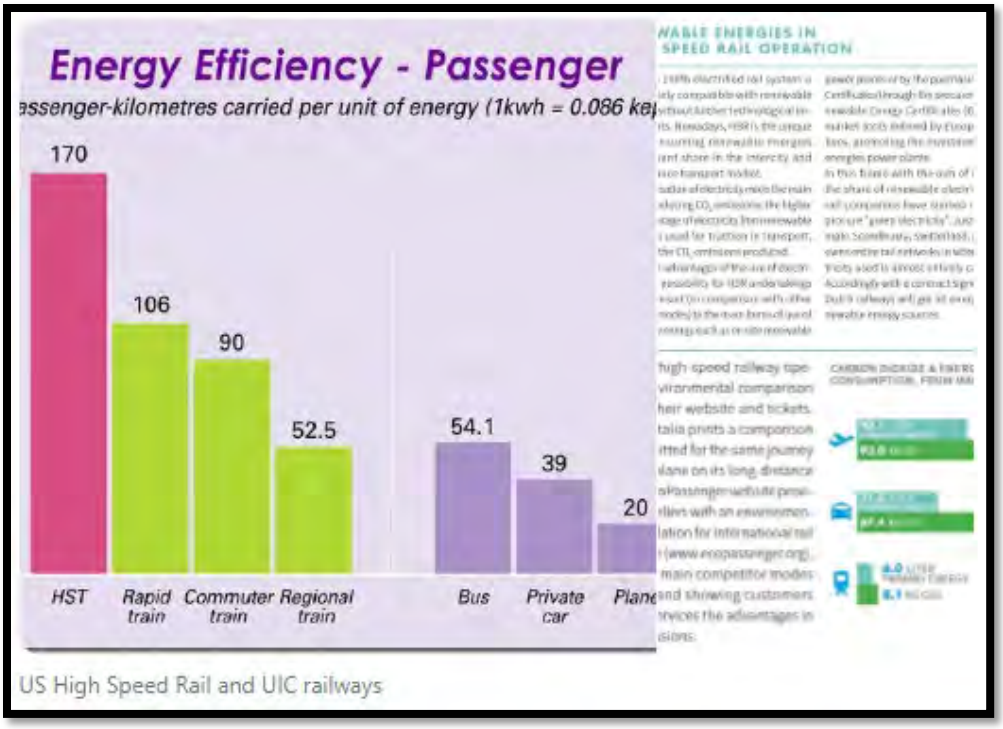
@RichBikeMart – BikeDFW (@BikeDFW)



High-speed Rail

Twitter

1. We agree it's time to #ActOnClimate and #HighSpeedRail is a solution as the most energy-efficient mode of long-distance #transportation! 🚄 #infrastructure #BuildHSR @TexasCentral #Texas #Dallas @NCTCOGtrans #rail #mobility #sustainability #climatechange #climateaction – US High Speed Rail (@USHSR)



2. It's time to #ActOnClimate w/ #HighSpeedRail! 🚄 #BuildHSR #sustainability #mobility #Texas @TexasCentral @NCTCOGtrans – US High Speed Rail (@USHSR)

Facebook

1. The Green New Deal published back on February 7 supports the $2 trillion infrastructure investment called for by the American Society of Civil Engineers, plus a National High Speed Rail (HSR) Network that is required to provide the zero emission transportation alternative the Nation needs to reach the greenhouse gas emissions goal set by the IPCC.

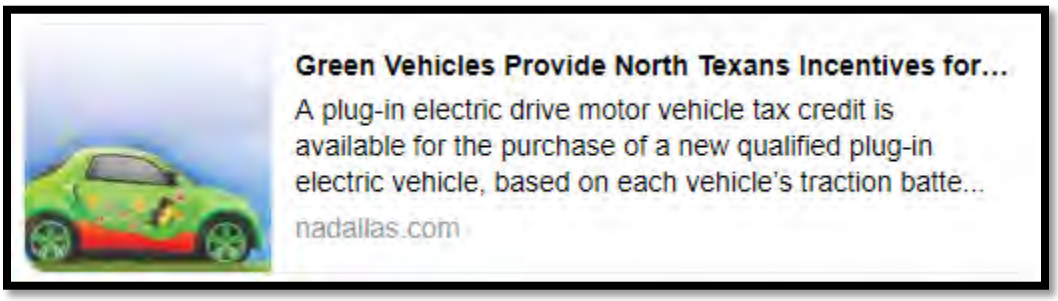
This is tremendously exciting. Yes, I have had criticisms of the fact sheet put out by Rep. Ocasio-Cortez, but the focus of this diary is on the concrete, real, and achievable Green New Deal goal of building a National HSR Network – Political Revolution

I saw that map in a dream recently NCTCOG Transportation Department Public Transportation Tarrant Transit Alliance – Jimmy Park

Innovative Vehicles & Technology

Twitter

1. Green Vehicles Provide North Texans Incentives for Purchase https://www.nadallas.com/DAL/February-2019/Green-Vehicles-Provide-North-Texans-Incentives-for-Purchase/#.XG1k_X16s0E.twitter …. @NCTCOGtrans #greendriving #electriccar – Natural Awakenings (@NaturalDallas)



2. A city where all the traffic lights are green? The tech is live in Lakewood and coming soon to other Colorado cities https://coloradosun.com/2019/02/26/audi-green-light-project-lakewood-colorado/ … via @coloradosun @CityOfDallas @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)

Project Planning

Email

1. **Trish Donaghey**

It seems unreasonable to those of us in Collin Co. to have virtually zero E-W access via 121 or 380 due to TXDOT construction occurring AT THE SAME TIME on BOTH highways!

Couldn't this construction have been coordinated better, like it usually is on N-S Hwy. 75?

Distressed at constant DAYTIME gridlock where only ONE LANE gets thru in both E and W directions on 380,

Trish

Collin Co. owner since 1979

Collin Co. resident since 1996

2. **Dian Sepanic**

Mayor Smith,

How can we protect our investment in our home and community?

What will you be doing to preserve our community? Will the 380 bypass option that runs near my home in Whitley Place be challenged by our civic representatives?

What can we do to help you preserve our neighborhood?

3. **Karen Thompson**

To the honorable Mayor and members of the City Council of McKinney, the Collin County Commissioners, North Central Texas Council of Governments, TXDOT and Burns and McDonald:

Please find the attached letter with photos presenting the negative impact a bypass would have on our farm and ranch neighborhood and expressing our support for expanding 380 on 380. We ask that you implement the ONE McKinney 2040 master plan as approved in October 2018. We oppose the adoption of alternatives proposed in the Plan's appendices as their potential negative impact on other elements of the plan have not been sufficiently studied.

As you make your recommendation to TXDOT, please respect the wishes of McKinney residents as expressed in the Spring and Fall Surveys.

(Attachment 1)

4. **Rebecca Easterwood**

To the honorable Mayor and members of the City Council of McKinney, the Collin County Commissioners, North Central Texas Council of Governments, TXDOT and Burns and McDonald:

When we moved to McKinney in 2010, we deliberately searched for a retirement property that was well away from both 75 and 380. Our ranch is 2.5 miles north of 380 and 2 miles east of 75. We are in a part of McKinney that has been designated agricultural/ green space in its master plan. The red route would go right through my front pasture and not far from my living room. We harvest hay twice a year and in between it is where I graze my horses. I have no other pasture on my property in which I can harvest hay or graze my animals.

Please find the attached letter with photos presenting the negative impact a bypass would have on our ranch and farm community and expressing our support for expanding 380 on 380. We ask that you implement the ONE McKinney 2040 master plan as approved in October 2018. We oppose the adoption of alternatives proposed in the Plan's appendices as their potential negative impact on other elements of the plan have not been sufficiently studied.

As you make your recommendation to TXDOT, please respect the wishes of McKinney residents as expressed in the Spring and Fall Surveys.

(Attachment 2)

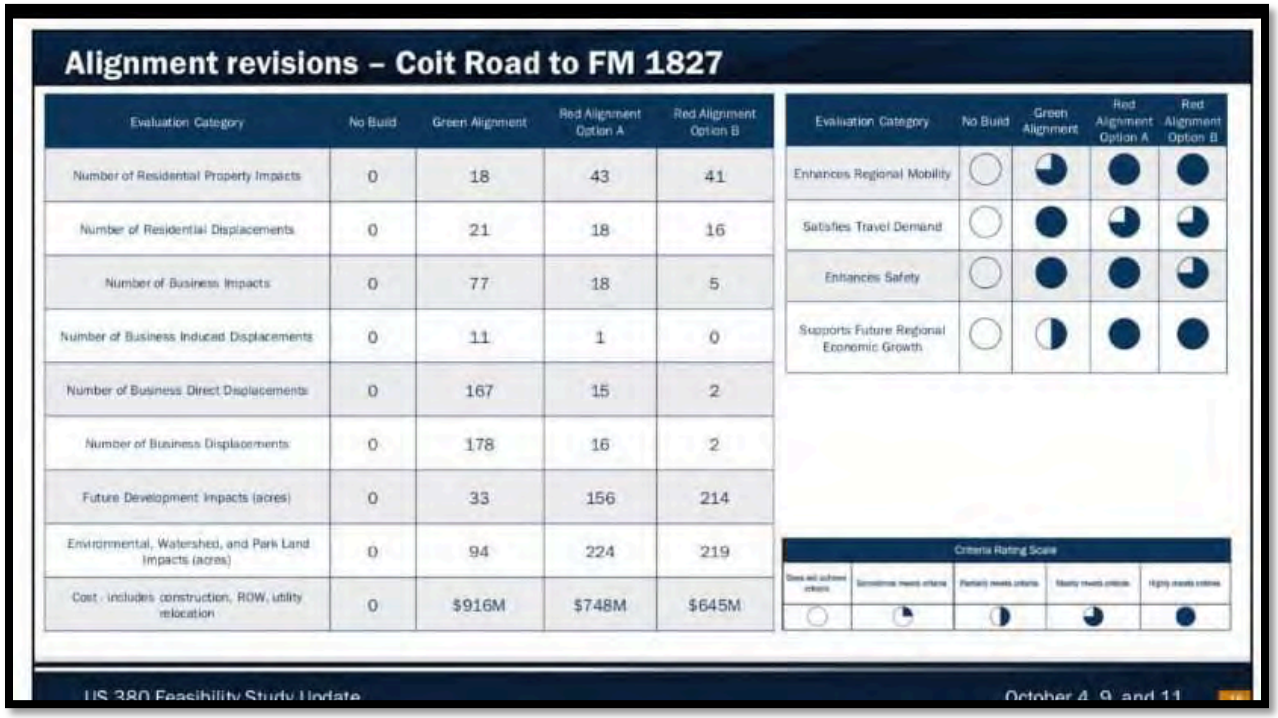
5. **Ashley Limas**

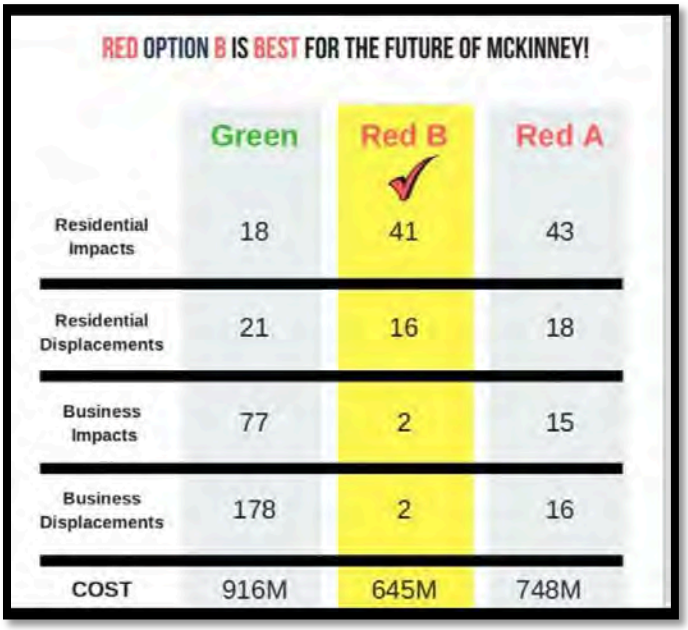
Hi All,

My name is Ashley Limas and I am a Collin County homeowner. My fiance and I just purchased a house in Collin County in September of 2018. We are planning on making this place our home for a long time. We are young millennials who have chosen this community to live in, Vote in, and contribute to. We both also grew up in Collin County, went to school here, had our first jobs here, and learned how to drive right on 380.

We have followed the growth of McKinney over several years as well as the growth of 380. My parents own a home in Tucker Hill and the Company that I work for owns a business along 380 in McKinney, Lone Star Food Stores Valero right at the corner of 75 and 380. Because of this, the proposed options affect me personally. I can not stand by and watch 178 businesses get displaced and 77 more get impacted by the green alignment option, and so I am reaching out to all of you. This number does not even include the new businesses recently built, or new construction going on right now along 380. If the green alignment is chosen both new and existing businesses will be impacted. I don't think people realize the massive negative impact this option will have.

<u>I urge all of you to consider the positive impact of Red Option B.</u> We believe Red Option B is the best option and best for McKinney as a whole because there will only be two businesses displaced by this route, instead of 178 or more! McKinney needs our commercial base to grow not to be destroyed. No route is perfect, people will be affected by all routes but TXDOT has stated repeatedly to us that they will chose one of these 3 routes. We are looking at the option that does the least damage while also relieving traffic from 380.





6. **Monte Self**

All,

Being a 5th generation Collin County/McKinney resident and part of a large voting block & tax base including not only Tucker Hill, Stonebridge, and others in Collin County. I'm asking each of you to consider the growth of our area for the future and not just for now. Please don't make the same mistakes that past Collin County & City Government Officials have made causing this current dilemma! It is time to stand up and support McKinney businesses and citizen interest.

If the Green Alignment is chosen, 178 businesses will be displaced, this # does not include the new businesses recently built, as well as new construction going on currently along 380, and future construction. 77 businesses will be impacted, which

means they will be unable to stay in business due to the loss of parking and construction blockage that will take years to complete. Also, this will change the attitude of traffic, causing shoppers to go outside of McKinney to do their purchasing, leading to lost profits and the ability to remain open. Which will lead to loss of tax revenue and the need to increase citizen taxes.

In my opinion, the green alignment is like trying to fix a leak in a water line and not patching the hole with hopes that the repair has been completed. We need more than one East /West roadway. Leave 380 alone as a Business Route, since most cities have a Business Route, and add the Red Option B bypass LAR to alleviate congestion. Also, the arterial improvements will help reduce traffic moving to 380 and giving other routes to Hwy 75.

We believe Red Option B is the best option to cause the least destruction of McKinney and not cause it's citizens & visitors to shop & eat in other surrounding towns to avoid the construction mess for years. As you know, when businesses leave, they very seldom return to same area. Also, citizens and businesses along 380 for 2 or more blocks North & South will have to move and probably move to other towns. Red Option B Bypass is the least expensive route, least destructive, estimated to displace fewer businesses and citizens. No route is perfect but I feel this is the best choice for McKinney/Collin County as a whole.

7. **Mary Hammack**

Dear Mr. Bur,

As a member of the Prosper community, I write to you now to urge your support for Fixing 380 on 380. Running a Bypass (a freeway) north would be a disaster of huge proportions for the environment of the entire area.

a) I have a huge objection to the negative impact of a Bypass upon water runoff. Contamination would be a problem during construction, and then permanently, once the roadway is in operation. I am very concerned about Wilson Creek and the East Fork of the Trinity River.

b) Air pollution: With a Bypass, a corridor / path of air quality problems will develop and become another permanent condition through the entire area, affecting existing homes, and schools which are already planned to be built.

c) Speed and safety: The straight line Green Option is already established. The proximity of a curved Red Option bypass near schools and established residential properties is a safety nightmare.

d) Right of Way impact: There is minimal comparative impact on the Green alignment vs the significant Red Option ROW impact on adjoining residential properties.

e) Development plans in place: The Red Options do not support existing comprehensive plans in Prosper and McKinney.

f) Proximity of a Bypass to cemeteries: There are 3 cemeteries to be considered.

g) Mane Gate: My concern for the continuing life of this wonderful place cannot be overstated. It is a blessing to many and a shining star in McKinney!

Please keep 380 ON 380.

8. **Leslie Allcorn**

As a long-time McKinney resident who lives and works on 380, I would appreciate my voice and opinion being heard.

Obviously, growth and change can be difficult to any community and McKinney is surely suffering growing pains both positive and negative.

I know that none of the proposed options is perfect for all involved but I STRONGLY support the Red Option B. It offers the fewest commercial displacements (which directly impacts my livelihood) and also offers an alternative to just one East/West thoroughfare through the central/north part of McKinney.

As a resident of Tucker Hill, any other option will negatively impact my home as well. Obviously, 380 will continue to be a busy and important highway that many will travel on. It is currently the one and only way for me to get to my lovely home. Please understand that it is imperative that an additional road is needed and that making 380 a Limited Access Highway would make it even more difficult for me to get in and out of my neighborhood and would eliminate my small business.

Please stand up for our community and our businesses. This is why we voted to elect you!

9. **Eugene Powell**

All,

East Prosper residents have all been duped by this sudden change in the plan and we would not have bought in this area had we known this was a possibility. A route through Prosper may provide a devastating blow to Prosper as a whole with an impact on the current buildout plans of more high end affluent properties, only to be replaced by more retail, industrial, and potentially high density properties. The land area of Prosper is very small in comparison to McKinney, the area of the original bypass plan, thus the economic impact will tend to be much greater – as studies have shown[1]. Other studies have shown that when a bypass is built, that overall traffic may not actually be reduced and that the area zoning changes tend to be more in line with retail

and/or industrial, depending on supporting infrastructure[2]. I've already noticed a flood of for sell signs going up in our neighborhood – I guess we will have to follow.

1. https://uknowledge.uky.edu/cgi/viewcontent.cgi?article=1286&context=ktc_researchreports

2. http://www.edrgroup.com/pdf/Urban-Freeway-Bypass-Case-Studies.pdf

10. **Angela Nyberg**

Dear Mayor Fuller - we are so opposed to the 380 bypass! The city of McKinney needs to do the right thing and keep 380 on 380. Once other roads like Wilmeth, Bloomdale, Frontier Parkway and the outer loop are finished there will be no need for the 380 bypass. There is no need to spend the money and time to build an ugly road that will destroy the personal homesteads of so many.

Please take into consideration the personal property rights of families coupled with a sound use of Txdot's resources and time.

11. **Thomas Childers**

Hi,

I am writing today to urge you to please go with Option B when deciding how to move forward in changing US 380.

It truly makes no sense to disrupt so many existing businesses and neighborhoods by taking either of the other two options. I and most of my neighbors feel it would be a horrible situation for us if you don't choose option B. The cost for disruption for everyone in the area is far too great to take any other option.

12. **Terry Reishus**

Dear Mr Fuller,

We moved to McKinney two years ago after first moving to Texas and Prosper 4 years ago. We picked Timber Creek to build our retirement home because of the proximity to the downtown and the highways and seeing in the planning of the arterial roads on Wilmeth, Bloomdale and Cty Rd 1461. We were excited to see that there were sound plans to offer an east west alternative to 380 and allow for continued growth. We never thought we would now be faced with the possibility of a freeway right next to our development.

I urge you to take a lead as Prosper and Frisco have done and push to keep 380 on 380 for the following reasons.

- First and foremost the public, residential and business, show a majority prefer to keep 380 on 380.

- Second McKinney's 2040 plan that was just done last fall does not include a bypass.

- The Outer Loop which when built and probably open before any bypass alternative would be a true bypass and is more consistent with TXDOT's suggested 5 to 6 mile major highway proximity.

- If you do a bypass 380 is still going to need an upgrade costing millions.

I urge you, just as you campaigned on, to keep 380 on 380. Build the arterials and then fix 380 on 380 right. A straight line is still and always will be the shortest distance between two points.

13. **Martina Gistato**

Mayor Fuller,

I realize the counsel has yet to take a stand on the expansion of 380. As a resident of Tucker Hill, the City of McKinney and Collin County, I am concerned about what might be going into the decision making.

I have been and continue to be for Red Option B. The thought of all the businesses that are currently opening along the 380 corridor west of 75, as well as those already established, being displaced is something I can't wrap my head around.

I am for growth but not to the detriment of those who seek to provide goods and services to the developments they intend to provide services if their futures are in doubt.

The most sensible alternative is for a bypass to protect the already established communities and businesses along 380. Red Option B would cause the least damaging for businesses. The threatening and divisiveness attack by a group of Prosper residents does not take into account the livelihood of the many businesses along 380 versus the two that would be displaced by my preferred option. And what, in good conscience, is the continued permit granted for new businesses along 380 allowed if they will be faced with financial disaster in the near future.

It is time to take a stand! Past ignorance of foresight can no longer be an excuse. This won't be the last discussion of expanding roads as we grow. Let's get this right.

14. **Jessica Contreras**

Dear McKinney, Collin County, and TXDoT leaders,

I am writing to appeal to you to support the 380 Bypass (Red B) as proposed by TXDoT. I am a 9 year McKinney resident and have seen the traffic on 380 get much worse as the years have passed.

I support Red Option B for the future of Hwy 380. It is the least destructive and is best for the region's future. I also care for everyone impacted and request that Mane Gait be avoided and the route be moved as far north of Heatherwood and other impacted neighborhoods if possible. I am a tax paying citizen and do not want to lose our growing tax base of nearly, if not over, 200 businesses, some of which just opened. Please do the right thing for Mckinney and Collin County and pass a resolution in support of a bypass, Red Option B.

If the green alignment is chosen, 178 businesses will be displaced. This number does not include the new businesses recently built as well as new construction going on now along 380. 77 businesses will be impacted, which means they will not be able to stay in business, losing their parking. In addition construction will take years complete and those businesses left will suffer.

Thank you for your time. I hope you will consider the impact of your decision on the safety of McKinney residents and the very valuable businesses that exist along 380.

15. **Aojing Lilly Lu**

I am respectfully reminding you of my position in support of Red Option B for the future of Hwy 380. It is the least destructive and is best for the region's future. I also care for everyone impacted and request that Mane Gait be avoided and the route be moved as far north of Heatherwood and other impacted neighborhoods if possible. We are tax paying citizens and do not want to lose our growing tax base of nearly, if not over, 200 businesses, some of which just opened. Please do the right thing for Mckinney and Collin County and pass a resolution in support of a bypass, Red Option B.

16. **Jimmy Le**

I am respectfully reminding you of my position in support of Red Option B for the future of Hwy 380. It is the least destructive and is best for the region's future. I also care for everyone impacted and request that Mane Gait be avoided and the route be moved as far north of Heatherwood and other impacted neighborhoods if possible. We are tax paying citizens and do not want to lose our growing tax base of nearly, if not over, 200 businesses, some of which just

opened. Please do the right thing for Mckinney and Collin County and pass a resolution in support of a bypass, Red Option B.

17. **Ruben Martinez**

As a resident of McKinney, every one of my friends, family and co-workers that live here are in favor of fixing 380 ON 380.

We are united in saying NO to the Bypass!

We are all watching Mayor George Fuller very closely on this... and we won't forget what is decided either way.

18. **Lisa Norton**

I am a 22 year resident of McKinney. I have lived in three different homes and paid taxes this entire time. I bought my house in Pecan Ridge specifically so my son could attend McKinney North High School. As a teacher in the district, I could send him to any school, but as a single mom I wanted to be properly zoned if for any reason my employment changed. Now my equity and ability to sell this house may be severely impacted by a bypass that I was not advised of when I bought this house in a quiet neighborhood off Bloomdale road.

This is not an insignificant issue and it impacts many real people in an adverse way.

I hope you will take these concerns into serious consideration.

19. **Iris Mostrom**

To Whom It May Concern,

My name is Iris Mostrom. I am a homeowner at 4017 Meramac Dr, McKinney, TX 75071 located in the Pecan Ridge neighborhood that is at risk to be impacted by the 380 Bypass. My husband and I moved to McKinney into our first house back in Feb, 2014 and have loved our little neighborhood, convenient location near 75 and 380 yet far enough away that we get our oasis of serenity. We are expecting our first child this coming July and now everything we have worked so hard for towards our home into expanding our family are in jeopardy because of this bypass. It has been very concerning and heartbreaking to be following the development regarding this issue as we and all McKinney residents affected feel that our voices are not being heard or adequately addressed:

- A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."

- This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

- Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

- The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017(date?) and followed it with a stronger resolution of opposition in October 2018.

- The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.

- From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

- Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

It is our wish and that of thousands others in these neighborhoods that the City of McKinney keeps 380 on 380. Please help us preserve our homes and where we wish to see our future generations prosper.

20. **Paula Bodine**

To my elected officials,

I want to vehemently express my opposition to any bypass solution for addressing congestion on 380. I and a MAJORITY of TXDOT survey respondents expressed the opinion and desire that 380 be best fixed on 380.

Additionally,

**The Town of Prosper passed a resolution opposing any bypass within its town limits. As a Prosper resident of 8 years, I attended this council meeting in October 2018, and cheered its passing!!

**The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self, who appears to be self motivated by his home in Tucker Hill. It was not proposed or supported by the full Commissioners Court. Although TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager, Commissioner Susan Fletcher has gone on the record opposing the bypass.

**Many Prosper residents considered beautiful Tucker Hill home options, but they realized that the area was too close to 380, which would only get busier and improved! For those of us that PURPOSEFULLY purchased our homes away from a major thoroughfare, it is exceptionally frustrating that those impacted by the poor planning of Southern Land Co. are trying to foist on

us a major thoroughfare where none was originally planned, and is in opposition to the McKinney 2040 Mobility Strategy.

**The lack of transparency and the insufficient due process for Prosper citizens to organize and oppose Option B bypass is appalling. How did this solution, minimized by TXDOT officials just a few short months ago as "just a suggestion," become an official option!??

**The choice of Option B is so spur of the moment, there has been no engineering impact analysis performed, and in fact 380 will still need some intervention to deal with its traffic. Any Bypass cost analysis should still INCLUDE the required costs to improve 380, as a Bypass will not eliminate this need.

**Please don't destroy Mane Gait, where our veterans and others experience transformative therapy.

Thank you for your attention and support on this urgent matter!

21. **Stanley and Marjorie Youngblood**

Dear Sir.

We are writing to urge your support for fixing 380 on 380. We ae opposed to all bypass options, particularly the proposed bypass option B through Prosper. My reasons are:

a) congestion on US380 is primarily a result of the recent spurt in development along 380 in McKinney between Lake Forest and Hardin Blvd (e.g. Costco, Cinemark, Kroger). Traffic counts by TXDOT from west Prosper to east (of US75) McKinney confirm that this congestion is localized. I strongly favor a Limited Access Roadway (LAR) along the current 380 corridor as is being done west of Coit Road. Concepts along the lines that Ben Pruett has provided can provide a LAR that minimizes the loss of right away for businesses and residents directly adjoining US380.

b) As a Prosper resident, we strongly favor City of Prosper resolution opposing any bypass through our eastern border. We chose to live an a Prosper neighborhood (Whitley Place) about one mile north of 380 to avoid the noise and congestion of 380. Option B bypass would literally place a freeway within 2500 feet of our home.

c) traffic safety is currently a major problem along the 380 corridor; a LAR will greatly improve the safety of those using this corridor by providing safe entry onto/departure from 380 as well as facilitating through traffic.

d) the rapid expansion of development permitted by city of McKinney has been a primary factor in exacerbating the congestion of 380 in McKinney. Resources should not be funneled off on bypasses at the expense of directly addressing the congestion problems on 380 in McKinney.

e) Placing a bypass freeway north of 380 along Bloomdale road will adversely affect the safety and quality of life of current and planned neighborhoods in this area. Placing a freeway here will isolate these neighborhoods and introduce safety issues for these residents as well as the planned high school off of Bloomdale road. Moreover, the proposed bypasses are redundant with the northern corridor freeway currently in process and would be located too close this freeway based on TXDOT guidelines for appropriate spacing of freeways.

f) a more appropriate emphasis of TXDOT should be facilitating the development of east/west arterial boulevards north of US380 that reach US75 on the east, and Dallas North tollway to the west to serve the rapidly expanding residential neighborhoods in northern Collin County.

We hope that these points will be taken into serious consideration in selecting transportation solutions in the future.

22. **Daniel Mostrom**

To Whom It May Concern,

My name is Daniel Mostrom. I am a homeowner at 4017 Meramac Dr, McKinney, TX 75071 located in the Pecan Ridge neighborhood that is at risk to be impacted by the 380 Bypass. My wife and I moved to McKinney into our first house back in Feb, 2014 and have loved our little neighborhood, convenient location near 75 and 380 yet far enough away that we get our oasis of serenity. We are expecting our first child this coming July and now everything we have worked so hard for towards our home into expanding our family are in jeopardy because of this bypass. It has been very concerning and heartbreaking to be following the development regarding this issue as we and all McKinney residents affected feel that our voices are not being heard or adequately addressed:

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- The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017(date?) and followed it with a stronger resolution of opposition in October 2018.

- The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.

- From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

- Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

It is our wish and that of thousands others in these neighborhoods that the City of McKinney keeps 380 on 380. Please help us preserve our homes and where we wish to see our future generations prosper.

23. **Greg Schupp**

I am a resident of McKinney and Collin County. At this time I am looking for my elected officials to help McKinney by staying strong and advocating for the solution that best addresses the issues and preserves the homes and businesses that have invested in our wonderful city.

I am advocating for Red Option B. I am very concerned as are others in a very large voting block that our voices will not be heard! I purchased what I hoped to be my forever home in Tucker Hill. I'm really concerned about the other routes; the cost, the number of businesses impacted, the loss of invested equity in my home and what I feel will ruin what made McKinney and the Tucker Hill/Stonebridge developments so attractive.

I see opportunities to have Red Option B route adjusted to save areas you feel are important, but I feel this route is the least destructive and best for McKinney as a whole. There will only be 2 businesses displaced by this route. McKinney needs our commercial base to grow not be destroyed.

I've already lost close neighbors because of the fear and uncertainty this issue has created. I hope you will value the input being provided along with so many others who I consider my friends and neighbors.

24. **Gregg Swartz**

To City and Local Government Officials,

My name is Gregg Swartz, and I reside in Whitley Place in the Town of Prosper with my wife and 2 elementary school age children. We moved here in August 2017 and enjoy the community and high quality of schools.

Imagine our shock and dismay when we learned that TX DOT was proposing a 380 Bypass that would run through the town of Prosper. As the survey results indicate, this is a BAD idea to which my family and I are strongly opposed. There are numerous concerns I have with this proposal:

1. SAFETY: The Bypass option will divert traffic toward residential areas and the site of a future Prosper ISD High School, which will create safety issues with an increased number of young, high school drivers having to navigate a busy, high-speed freeway in order to get to school. This is a recipe for disaster.

2. RIGHT OF WAY: The 380 Bypass will require the purchase of a full Right of Way. This full ROW will require existing residents to relocate and have a negative impact on the adjacent properties.

3. TRAFFIC: Prosper is already batting growth issues and trying to improve its existing infrastructure of roads. A 380 Bypass will increase traffic on First Street, Frontier Parkway, Custer, and Coit Roads. Increased congestion and higher likelihood of traffic accidents (and potentially fatalities) will result from a bypass.

I strongly urge you to "Keep 380 on 380" as the most logical, cost-effective, and safest solution.

Thank you.

25. **George Matthew Wysor**

Dear Sirs,

As a resident of Prosper, AND a business owner in McKinney, I expect both of you to listen to and consider my opinion.

I feel so strongly opposed to any bypass as an option to address 380 that I’m writing to you both from my hospital bed (in McKinney, on 380!!)

I am in full agreement with the attached letter from my wife, Paula Bodine. Please continue to do everything possible to prevent a bypass as the solution to 380.

26. **Rob and Nancy Stogsdill**

Good afternoon,

I am writing to you on behalf of my family. While we understand there are several factors being taken into consideration with the decision regarding the proposed route of Hwy 380, I would like to list the primary reasons on my position to keep 380 on 380.

- The bypass plans, both A and B, do not relieve traffic congestion south of the current 380.
- Bypass option B increases traffic congestion in Prosper, particularly along First Street.
- Keeping 380 on 380 relieves congestion both north and south of 380.
- Keeping 380 on 380 aligns with McKinney's "One McKinney 2040" Comprehensive Plan.
- A bypass does not align with the Town of Prosper's Comprehensive Plan.
- Both bypass plans would decrease safety of students at new school locations. Pedestrian traffic and new drivers on a busy road increase the likelihood of a tragic, unnecessary and completely avoidable accident.
- As businesses evolve along 380, much of the rework and upgrades of utilities along the 380 corridor will in all likelihood need to take place in the next 10 -15 years regardless of whether 380 is widened or a bypass is put in. Taking these inevitable costs into account appear to make the widening 380 along its current corridor more cost effective than it appears.
- In contrast, with the needed right of ways, utilities and new flood plain study factors will actually increase the costs of the bypass options above and beyond what was listed in the the latest version of the recommendations.
- Widening 380 along its current, straight corridor, would allow for a faster pace of traffic, with speeds up to 70 mph. This provides commuters and other travelers shorter travel times between locations.

In addition to the more technical and logistical points above, I strongly believe a government should listen to its people and the people have spoken through multiple channels over a sustained period support for keeping 380 on 380. In the town halls, public hearings and surveys, the constituents of Prosper and McKinney overwhelmingly support keeping 380 on 380. In just the fall 2018 TXDot Survey -

- 6,258 out of 10,086 (over 62%) McKinney and Prosper respondents supported keeping 380 on 380.
- 265 of 466 (57%) business owners also support keeping 380 on 380.

What's more is both the Town of Prosper and the Prosper ISD have issued resolutions against a bypass into Prosper. They heard their constituents and are responding accordingly. I humbly ask that the final decision be based upon what the people want.

27. **Cindy Cavener-Sumer**

During George Fuller's 2017 campaign as a candidate for Mayor of the City of McKinney, he requested that we "flood the McKinney Mayor with thousands of emails" in protest of the 380 Bypass. He vigorously campaigned against the 380 Bypass, and he was elected by the majority of voters, who also vigorously object to the 380 Bypass. Listen to this again, just to refresh your memory. Every single point was valid and is still valid today. "Thousands of residents negatively impacted," he said.

https://www.youtube.com/watch?v=hBfvGGg_apo&list=PLSz1PLtXqS4N9DzvkJ8k0jLVKSy3hevN6&index=2&t=0s

Points to Consider:

1. McKinney has a plan for growth and the 380 Bypass has never been a part of it. Please refer to the McKinney 2040 Plan that was just passed in October 2018. The Green Alignment (no bypass) conforms to the McKinney 2040 Plan.

2. The 380 Bypass also negatively impacts One McKinney Plan for trails and open space. Trails and open spaces are a huge part of what McKinney says makes it "Unique By Nature". The Green Alignment conforms to the One McKinney Plan.

3. The 380 Bypass conflicts with the Town of Prosper's Comprehensive Plan, and they passed a Resolution of Opposition in October 2018. The Green Alignment conforms to Prosper's Comprehensive Plan.

4. Many of our State of Texas and Collin County Representatives support keeping 380 on 380 (Green Alignment) and not the bypass. The exception seems to be Judge Self, who originated the request that TxDOT add a bypass west of Custer. It was not proposed or supported by the full Commissioners Court, however, and TxDOT has presented it as a Commissioner's Court proposal. Interestingly, Judge Self resides in Tucker Hill, so this proposal that "bypassed" the actual Commissioners, is a HUGE conflict of interest.

5. The TxDOT public surveys overwhelmingly support (62%) keeping 380 on 380. Surveys include residents of McKinney, Prosper and Frisco. The Green Alignment conforms to public preference.

6. TxDOT has stated that the "ideal" highway spacing is five miles apart. 380 is half way between 121 and the Outer Loop, approximately five miles each way. The Green Alignment conforms to this ideal.

7. The bullying and strong arming that McKinney has done to Prosper is just embarrassing. It makes us all look bad. We are better than that, at least most of us are. I suppose it is right in line, though, with the attitude of some of those in the Tucker Hill neighborhood who are determined to be treated like “kings” as the guy stated in the city council meeting. I can find the meeting minutes if I need to. You probably remember. He advised the McKinney City Council and Mayor to “protect their kings” in Tucker Hill. Remember also, Judge Self lives in Tucker Hill, and it was his proposal to shove the whole mess in Prosper’s lap.

We moved here to enjoy the small town feel of the city. We love the downtown, the Farmer’s Market, the activities for families, the good school district, the great libraries. It has retained much of these attributes despite its growth. Many of the neighborhood developments are their own little communities now, with life long relationships formed. It has been a great place to raise families, which accounts for its tremendous growth.

There are many, many reasons we support the Green Alignment besides the ones state above. The more human aspects of the other alignments: neighborhoods destroyed, communities torn apart, distrust of our elected officials, disgust with the lack of transparency and integrity.

You are aware that many communities outside McKinney are watching what is going on. Who do you think is going to want to move to McKinney? No one. They can see that some of the elected officials say whatever it takes to get elected and then do a 180 when it’s time to make it happen. They say they will look out for you and protect your property rights, and then they move to take it away at the first opportunity. They say they want to develop communities within the city to keep it “unique by nature” and then they intentionally, deliberately destroy them. Why would people have any faith in the process or invest in the community?

The Green Alignment allows the cities of north Texas to work together for the benefit of all. My understanding from TxDOT since the beginning was that they wanted to come up with a solution that benefited the cities and citizens of north Texas as a whole. The Green Alignment is that solution.

Say No to the 380 Bypass.

28. **Dalana Squires**

To Mayor Fuller and all

Hello. My name is Dalana Squires and I live at 6762, County Road 202, Mckinney TX 75071. The bypass will not affect my property per se, but I am at a loss as to why this is still being pushed forward. Logically, it looks like a total waste of funds, along with destroying the properties of many. We have known for many years that the City of Mckinney plans to widen and finish Wilmeth, Bloomdale, Frontier Pkwy, and the Outer Loop. Why, with all of these east to west, wide roads, running from Preston to 75, (once complete) would a 380 bypass even be needed? It seems very redundant, a waste of money, a unnecessary impact on homes, not to mention ugly. 380 can stay on 380 by building overpasses and double decking the highway at key intersections, without impacting homes and neighborhoods. All I can think of is the City of Mckinney is trying to get TXDOT to fund roads instead of finishing the plans that were already in place for these east to west running roads.

Keep 380 on 380.

29. **Stephanie Williams**

There seem to be plenty of valid reasons to Fix 380, and little to no reason to build a bypass. First, from what I understand a bypass goes against Mckinney's 2040 plan and will interfere with it. It seems TxDOT isn't being honest about this process. I am beginning to question the integrity of TxDOT altogether. Survey's show that the majority vote in each town is against a bypass. Now the word is that the people's voice doesn't matter at all. My town of Prosper passed a resolution opposing any bypass within its town limits. The by pass option wasn't even on the table until presented by Tucker Hill's resident Judge Keith Self. It should never even have been entertained as a possibility. From what I understand TX dot builds freeways not arterials. 380 will need to be repaired no matter what which will involve a significant investment.

30. **Robert S. Carter**

Gentlemen,

I am opposed to both Alignment Options A and B and would prefer to see US Highway 380 expanded in place. With regard to the alternative that is option B, construction of that option would box in my subdivision with freeways and highways on three different sides.

When I built my home 30 hears ago, I expected to see Hwy 380 improved and upgraded, but I did not expect the tranquility I enjoy to be boxed in on three sides with freeways.

I reside in Walnut Grove about 3/8 mile north of US Highway 380. I Accordingly, I reside in the ETJ of the City of McKinney and am subject to the “ONE Community. ONE Vision. One McKinney 2040 Comprehensive Plan” adopted by the city in 2018. The plan includes a Mobility Strategy chapter, developed over a three-year period by a Citizens advisory committee and city leaders. The adopted Mobility strategy designates US Highway 380 as a major regional Highway. It appears the advisory committee and city leaders spent very little time reviewing the impacts that alternates such as Alignment Options A and B would have on the existing and planned land use and development strategy of the city of McKinney. It appears this plan assumed that US Highway 380 would be expanded in place.

In addition, in spring of 2018 TxDOT hosted informational meetings requesting feedback for 5 alignments. In that survey more than 4,000 responses were submitted to TxDOT. The vast majority of McKinney, Prosper and Frisco residents prefer Fix US Highway 380 on 380 over the bypass options.

31. **Elise Williams**

Hello,

We have been McKinney/Heatherwood community residents for six years. We live 2 streets away from the proposed bypass. We could not even imagine the noise and air pollution that will be produced by a bypass so near to our home. We have three boys 14, 11, and 7 years old. They play outside with their friends everyday. Our neighborhood is a very family oriented community and we have bbq's in our front yards with neighbors nearly every weekend. Adding a bypass would lower our quality of life a great deal. We bought here knowing Rd 123 would be turned into a street like Eldorado, not a freeway. We dread the decision of having to move away from our neighbors who have become like family if a bypass is put in our backyard.

**A bypass goes against McKinney's 2040 plan that was just passed in October 2018.

**This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

***Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380. Additionally, a total of 446 Business Owners responded to the fall survey – 265 or more than 2 to 1 are in support of Fix 380 on 380.

**The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.

**From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

** Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

**TxDOT's own study shows the new or "green" alignment along 380 is the best for capacity, exceeding the red routes capacity by 12k vehicles daily.

**The expansion of Highway 380 is essential to accommodate the rapid growth in Collin County and thus, this project should not be moved further north than existing 380. It's eventual proximity to the Outer Loop would cause less optimization of our overall transportation network. Expansion on the current 380 corridor would greatly benefit the mobility in Collin County both now and in the future.

****Perryman Study from 2017 - although it may be a little dated and not be considering all the current factors, this study shows that a limited access highway from Denton County line to Highway 75 would have negative economic impact short term (3-5yrs) but in the long term (20yrs) be very economically accretive for consumers, business owners, the cities and the state along with significantly improving traffic flow.

Thank you for fighting for our quality of life and finding a way to making the freeway work on the current 380.

32. **Matt Unger**

I hope that my voice can be heard today. I'm 29 years old and just purchased my first home in McKinney last November. One of the next decisions you make will have a huge impact on my quality of life and if I will remain a McKinney resident for the next several decades.

The proposed 380 bypass is not fair to the Pecan Ridge neighborhood and is bad for the entire city and here is why.

- A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."

- This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

- Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

- From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

- Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

Since I moved to McKinney last year we have already had the farmer who owns the land behind us knocking down tree and taking away a beautiful view. The noise from Highway 75 was already loud and is now louder. If you decide to build the 380 bypass our neighborhood will become even louder with traffic noise.

What was once a beautiful neighborhood that felt like it was a part of nature will feel like a crowded neighborhood that was thrown between busy roads and take so much away from what brought me to McKinney. I had my choice of cities and chose McKinney over all of them. I can say without a doubt if you approve this bypass it will make me and many others move away. I envisioned raising a family here so that's not what I wanted.

I sacrificed so much to purchase my first home, I hope you understand how many life's will be negatively impacted if you approve this idea. Please double down on the existing 380 highway and keep McKinney unique by nature. I hope my voice is heard and that you consider all of us in Pecan Ridge and our families when deciding what to do.

33. **Shannon Blake**

Mayor Fuller, McKinney City Council members, and TxDot,

Our property, 800 CR 1200, McKinney 75071 is directly affected by the potential 380 bypass. We purchased this land in April 2016 so our 6 children would have a peaceful place to grow up. My husband met with city planners and looked at any potential roads, easements etc that may have affected our property prior to purchasing this land. There were no roads or highways planned for our property. We purposely purchased land away from a highway and away from potential roads. We have trees that surround our land giving us privacy and protection. The 380 bypass splits our property in half and is less than 150 yards from our back door. It would make it impossible to access half of our property. It would completely ruin the value of our land, our privacy, our peaceful property, our ability to hunt on our land, and the value of our home.

The TxDOT survey from the spring and fall showed that overwhelmingly both residences and businesses prefer that 380 stay on the Highway that is designated as 380. 380 is a busy roadway and needs to be properly attended to, and the best way for that to take place is to fix 380 on Highway 380. A bypass sends people north when most are trying to go south. A bypass runs extremely close to the Outer loop and in certain areas is less than a mile from the Outer loop. This makes no sense at all. A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."

A bypass destroys beautiful "Unique By Nature" areas of McKinney and the ETJ such as Erwin Park and Honey Creek, not to mention destroying people's homes and beautiful properties, properties where people chose to live away from a highway. Our property is mostly flood plain and the environmental impact on the wetland on our land would be devastating to the wildlife in this area. The Town of Prosper is completely opposed to any bypass within its town limits and has passed 2 resolutions, one in May 2017, and one in October 2018 stating such. Mayor Fuller, was opposed to the bypass when he ran for office. I have heard many city councilmen oppose the bypass as well.

It seems that most people affected by the bypass are against it. I urge you to do what is right, for the citizens of McKinney, and for the residents that use 380, and fix 380 on 380.

34. **Rob Campbell**

Hello,

Writing today to express the hope that you can help see to the keeping of 380 on 380. I know its an interesting dilemma, as the citizens and business owners have overwhelmingly supported keeping it on 380, versus a bypass.

I have interests of course; I live in heatherwood, having moved here 4 years ago with 3 children and my wife. Our home will be on an "island " between 380 and the bypass, not ideal with the noises and loss of any semblance of "unique by nature" I studied the plans when we bought the house and there were no plans and I was assured that the north loop would be it. Now we are faced with this situation.

I respect that you know both sides of the argument, I do ask for the sake of the future of this great city, please consider keeping the area open and unique by nature, the north loop is less than 4 miles from the new bypass, its going to affect so many homes, and neighborhoods... Once this is built there will be no going back to keeping some acreage open and nice subdivisions intact.

Thank you for listening and any assistance is appreciated.

35. **Jessica King**

Mayor Fuller-

You were voted into office largely based on your stance to FIX 380 on 380 and now you are backing out? Shameful.

I moved to Mckinney in May- into Heatherwood specifically to be away from the traffic of existing 380 and to stay surrounded by NATURE. 380 needs repaired no matter what so why spend extra money on a bypass? People will continue to travel on existing 380. FIX IT.

Businesses along 380 once repaired will flourish like we see on 121.

Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

A bypass goes against McKinney's 2040 plan that was just passed in October 2018.

36. **Tim Schroeder**

Mr. Fuller,

I am writing this email in response to the proposed 380 Bypass currently being considered as an option for McKinney, Prosper, & surrounding areas.

As a long time resident of McKinney, I am concerned about the impact a new bypass for 380. The amount of residents that will be directly impacted by a new bypass, instead of just increasing the current road doesn't seem to make sense. It seems that this bypass will only add more cost and won't change the situation being experienced on 380.

<u>Please also consider the arguments below:</u>

- A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."

- This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

- Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

- From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

- Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail that is sprouting up along it bringing increased traffic.

-The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.

I appreciate your hearing me out and I would hope that something can be worked out that would be mutually beneficial for everyone.

37. **Joey Tam**

I love McKinney and I love my house. There are COUNTLESS number of houses that you will ruin by putting a bypass through residential areas. 380 is a major highway, and the improvements necessary to sustain McKinney should be done on 380 itself.

This will make Baker Elementary School not even a quarter mile away from the highway! Think about the kids!

38. **Ms. Corey E. Schindler**

Dear ladies and gentlemen,

My husband and I just moved into Willow Wood in McKinney on February 1, 2019. We are looking forward to living here for a long time, and raising our children in a safe neighborhood with great schools.

We are saddened and anxious to hear that our city leaders are pushing though a plan for the 380 Bypass to run at the south end of our neighborhood. Not only is it terrifying to think of having a major highway right outside our door (so close to where our little ones will be playing), but we are concerned that when we do wish to move in the future, our home values will go down substantially. I would never buy a house right on a highway, and statistically, most people feel the same way, as home values suffer when they are that close.:(

Please see this list of additional concerns my family has, and please DO NOT put the bypass next to our neighborhood!!

Thank you!

* A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."

* This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

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* From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

* Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

39. **Bri Westbury**

Dear Mayor Fuller,

You were elected after a wonderful campaign, in which you opposed the bypass and promised it would not happen. Your constituents want you to stand by that promise.

They reminded you of their will when the TxDOT conducted a study, in which they AGAIN showed their desire for NO BYPASS.

Listen to us, we are your people, we do not want a bypass.

I moved to McKinney after much deliberation and studying of the 2040 plan passed in October 2018, in which it clearly stats the city's strategy to focus on "Multi-modal options"- a great plan and where our money should go!

I live in the Heatherwood Neighborhood and a bypass would destroy our quality of life. I do not understand why you would allow anything other than arterial build outs on our surrounding roads. Such arterial roads would allow mobility, stick to the 2040 plan, show you as a man of integrity, and give the majority of residents what they have shown they desire (both by electing you, and through the TxDot study).

It also does not make sense to build the bypass, it is too close in distance to the outer loop and a US HWY (380). If we do not treat US HWY 380 as a HWY, like all of our neighbors, it is ridiculous.

In sum, your people do not want the bypass, it does not make sense. The only solution is build out arterial roads and treat US HWY 380 as the HWY it is.

Thank you for listening. I look forward to seeing how you proceed.

40. **Joseph Tam**

I love McKinney and I love my house. There are COUNTLESS number of houses that you will ruin by putting a bypass through residential areas. 380 is a major highway, and the improvements necessary to sustain McKinney should be done on 380 itself.

This will make Baker Elementary School not even a quarter mile away from the highway! Think about the kids!

41. **Heather Powell**

To Whom It May Concern,

I am a Prosper resident. I have lived in Whitley Place for 2 years, having moved here from California for work. We picked this neighborhood and land to build our forever home because we loved the feel of the wider spaces and slower moving day to day life. Of hearing of this LAST minute route (red alignment option B) which would cut through the land only 2100 feet from my community I was appalled. The reasons why this Custer option makes zero sense are listed below.

1. This bypass goes against McKinney's 2040 plan.

2. This bypass goes against Prosper's plan for its intention for future growth and would take away valuable land that we as Prosper could use to bring our taxes down, build our future communities and protect our kids from growth that we as homeowners moved here to get away from.

3. The process that TxDot has used to come to these lasting conclusions has NOT been transparent and due process was not given to the residents of Prosper to arm themselves from this bullying approach to bring us into this mess. We were told that TxDOT would present to the cities and they would vote. TxDot's story has thus changed.

4. The spring and fall survey results show a significant opposition to the bypass and the resolution is to keep 380 on 380.

5. In the event a bypass is selected 380 alone will need significant funds to be used to build to suit the ever growing 380 retail traffic in the years to come.

6. A bypass will not solve the issues that we are facing with the commercial traffic because the fastest way from point A to point B is a straight line and many won't use the bypass because it is not time saving.

7. Prosper ISD has announced a new High School to be built at First and Custer and a third one at Custer and Prosper Trail, feet from this so called bypass, along the same roads as our children will have to take to get to these schools.

I hope you take all these points in consideration when making your decision.

42. **Paula and Tom Ford**

To whom it may concern:

Fourteen years ago our family of 6 moved to Prosper. We've been Texans for 36 years, but finally we were able to find that perfect acre and a half of land in a nice, quiet, friendly neighborhood - Rhea Mills Estates. We built our dream home with the intent to never move again. We have thoroughly enjoyed raising our children here, away from the chaos of the big cities.

However, now that reality is in danger from a proposal to build a 380 bypass within sight of our house! This outrageous plan must be stopped! Our small town feel would totally disappear with such a monstrosity invading our peaceful community.

A bypass of 380 is totally unnecessary. Fix 380 on current 380 by making it controlled access. Studies have already been done, and it is the best solution (see attached graphic). A bypass would uproot families, disrupt neighborhoods, and create many problems (see attached graphic). Any bypass that encroaches on Prosper should not be allowed any consideration. It should be rejected in the strongest terms!

We have heard that a group of people from the Tucker Hill development in McKinney, led by Judge Keith Self, are behind this revision of the route. It is pure nonsense that people from a new housing project in McKinney, built right next to 380, should have any influence over Prosper long-time residents to the extent of destroying our way of life. Those people chose to live next to a highway. They have no right to complain about it now and force a disruptive boondoggle on our town.

We have voiced our concerns at city council meetings, written letters, called officials, completed surveys, and it seems that we are still being ignored. I understand that the survey done by TXDOT shows overwhelming support for fixing 380 on 380 - the green route. Please do not allow a small group of powerful individuals to run rough-shod over the directly-affected citizens by pushing this hated bypass through without transparency.

Thank you for all you have done already to stand against this monstrous threat to our way of life. Please don't stop fighting!

(Attachment 4)

43. **John Ereno**

Please let this email serve as my support for U.S. Highway 380 to be expanded along the current U.S. Highway 380 Alignment between the Denton County/Collin County line and U.S. Highway 75. I am opposed to any U.S. Highway 380 bypass options for U.S. Highway 380 between the Denton County/Collin County line and U.S. Highway 75. My reasons to oppose the proposed bypass routes:

- Over 62% of those participating in the latest survey prefer expanding U.S. Highway 380 along its current alignment
- Local government support of the expansion along the current U.S. Highway 380 alignment voiced in the resolutions by the Town of Prosper and Prosper Independent School District
- Close proximity to two high schools and one middle school (a high school and middle school which my children will attend)
- The proximity of bypass routes to the future Collin County Outer Loop
- Per the U.S. Highway 380 Feasibility Study conducted by the TxDOT, expanding U.S. Highway 380 along its current alignment:
  - Better satisfies the travel demand compared to the proposed bypass routes
  - Provides better enhanced safety than the proposed bypass routes
  - Impacts fewer numbers of residential properties
  - Impacts fewer number of acres of development
  - Impacts fewer number of acres of environment, watershed and park land

We purchased our current home in Prosper after living in Prosper for five years, doing our research on area construction projects and knowing that the following area roads will be expanded by several lanes to handle increased traffic: Frontier (FM 1461), Custer and Prosper Trail/Bloomdale. We also expect Custer to become a main arterial road from U.S. Highway 380

to the Collin County Outer Loop after it is constructed. When we bought our house, we knew McKinney was looking at a U.S. Highway 380 bypass route to solve its traffic problems around the U.S. Highway 380/ U.S. Highway 75 intersection. However, we were surprised by the last-minute proposed bypass route through Prosper that will be approximately 1.3 miles from our home, drastically increase traffic on arterial roads surrounding our house (Custer and Prosper Trail/Bloomdale) and pass directly by the middle school and the high school that my children will attend.

44. **Heather Ferguson**

We support the McKinney 2040 Plan as adopted, and US Highway 380 designated as a “Major Regional Highway” in its current alignment.

This is what the major share of citizens in McKinney want!

45. **Fred Costa Ph.D.**

I stand firm in my support of the Green alignment of 380. The Green alignment is not just the choice of the community and businesses, but also the best choice for McKinney 2040, the Town of Prosper, and Collin County's future mobility and development.

I support the City of McKinney's 2040 Plan as adopted, and US Highway 380 designated as a "Major Regional Highway" in its' current alignment. Furthermore, I oppose the adoption of the alternatives proposed in the Plan's appendices because the potential negative impacts on the other elements of the plan were not sufficiently studied, e.g. dividing the ETJ community.

I support and am in total agreement with The Town of Prosper’s resolution to strongly oppose 380 bypass option B and discontinue discussions with TxDOT until option B is removed from consideration.

No feathered approach as proposed by Mr. Morris is acceptable. The community and businesses have spoken and chosen the Green alignment of 380, period.

The TxDOT survey respondents favor the fix 380 on 380 option by 62%, 3 to 1 over the organized effort by the Stone Bridge Ranch and Tucker Hill communities to press for option B into Prosper, which only 2000 respondents favored, down from 3000 (in a city of 180,000, only 1.6%) signatures collected from the online petition for the same.

Business owners favored the fix 380 on 380 by 56%, 2 to 1 over the organized effort to press for option B into Prosper.

TxDOT traffic models show traffic demand is overwhelming on the 380 current alignment through all segments.

The results are that commuters, business owners, citizens, and engineering models favor the fix 380 on 380 solution. No reasonable person would support any bypass option in the light of the survey and traffic models. All reasonable accommodations have been made for stake holders.

Fixing 380 on 380 made sense yesterday, it makes sense today, and it will make sense tomorrow. The more the public learns about the 380 issue the greater the support for fixing 380 on 380 and the support for all other option dissipates.

I looking forward to TxDOT getting to the business of building a road the public demands.

46. **Cameron Mills**

Am writing this email to inform you that I am an elected HOA Board member of Heatherwood which has over 800 homes. Heatherwood is home to hundreds of families, a park, and Prosper ISD elementary school. Unfortunately Heatherwood sits just south of FM 123/Bloomdale, the very road that has been proposed to be converted to the US HWY 380 bypass (roughly the same size as hwy 121). Our way of life will be negatively impacted by the proposed bypass. I want to be clear, this is not a superficial NIMBY argument. OUR WAY OF LIFE WILL BE NEGATIVELY IMPACTED. Every home in Heatherwood is at least over a mile away from not only 380 but any other highway by any definition let alone a limited access roadway. The families that bought homes here did so with the expectation that one day additional infrastructure would come in with arterials not limited access highway the size of hwy 121. The proposed bypass will bring a limited access roadway within 0.3 miles within school property! And within feet from homeowner's backdoor! This is not an exaggeration.I am (again) asking that you kill the 380 bypass option(s) Below are additional points supporting fixing 380 on 380. I also challenge each and everyone one of you to Google Heatherwood and see for yourself how close and how obviously detrimental the bypass will be to us and let me know when you have done so. Please, this is a moment to silence your critics who say you don't care. I am only asking you to take 5 minutes of your day to see for yourself.

* A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."

* Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

* The Town of Prosper passed a resolution opposing any bypass within its town limits and followed it with a stronger resolution of opposition in October 2018 As did Prosper ISD.

* The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.(a neighborhood that is on current US HWY 380)

* Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail, restaurants, and entertainment venues that have begun to be built up along it and bringing increased traffic.

* Do we, McKinney want all these new shops and restaurants bypassed? NO!

47. **Dennis J. DeMattei**

I would like to express my support to fix 380 on 380 and oppose bypass options through Prosper. Before purchasing this home, I carefully researched future roadway plans as I used to work in a county planning office. The impacts of the proposed right of way through Prosper

would not be beneficial for the community. I would like to retire in this home and community. The following points should also be considered.

* A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."

* This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

* Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

* The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017 and followed it with a stronger resolution of opposition in October 2018.

* The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass.

* From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

* Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

48. **Valerie Potash**

Mayor Fuller,

It is my understanding you are planning on approving 380 to be a bypass. Please reconsider this decision for the following reasons..……

* A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."

* This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

* Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

* The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017(date?) and followed it with a stronger resolution of opposition in October 2018.

* The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass.

* From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

* Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

It will hugely impact the residences of McKinney and Prosper in a negative manner. Not to mention all the established and new businesses along 380. We are all very excited about the new commercial growth. They will suffer from the expanse and lose customers during the mess of construction. There are other alternatives, WHY does it have to be through the middle of our lovely city!!!???

Please don't let this city and it's people down!!

49. **Juan E. Cortez**

Mr. Fuller

Through our informed community i have learned that the bypass going through our community is sadly still an option that is being pushed forward. I am saddened to be writing this letter. Survey after survey showing overwhelming support for “keeping 380 on 380” should be sufficient to eliminate the bypass option going through our community. A community you visited, at a school that would be strongly impacted by the bypass, with the promise of strongly opposing the 380 bypass. Better yet the standing room only meetings held in downtown strongly opposing the bypass should be without a doubt an example of this. While i completely understand the need for better east to west travel on US 380, lets keep in mind this is a US highway meant for travel. Our neighborhood and many of the other neighborhoods in the route of the proposed bypass are meant for homes. Since we first found out about the bypass we have been told that nothing is certain until all the studies have been completed. We have been at bay waiting for the time to speak and have been vocal every opportunity we have been given. To learn that our Mayor, one who ran a successful campaign strongly opposing the bypass, is now pushing forward the bypass deeply saddens me. I ask that you please not forget about the residents that received you with open arms at our annual HOA meeting. Please don’t forget that promise of opposing the 380 bypass. Ill keep this short as i have a strong feeling my email is not the only one you will be receiving. Thank you very much for all your time.

50. **Terri Silver**

Dear Mckinney council members,

We voted for you because you said you did not want a bypass on Bloomdale. We expect you to uphold your campaign promises. A 70 mile an hour road should not be put so close to residential areas and schools. Overwhelmingly, people voted to just fix 380. Listen to your constituents.

51. **Jennifer Sedwick**

Hello,

My name is Jennifer Sedwick and I live in McKinney, Texas. I live approximately 1 mile North of 380. It has come to my attention that the proposed bypass for 380 is being pushed forward. This bypass would run along the backside of my neighborhood.

I implore you to reconsider any support for this bypass. First and foremost, both the spring and fall surveys showed results that an overwhelming majority of McKinney residents DO NOT WANT a bypass. They prefer to keep 380 on 380. Additionally, a bypass that runs just a little over a mile from the existing highway will do little to no good at alleviating traffic.

Even if a bypass is approved, 380 will still need to be improved. The numbers showing the cost of each option are a little misleading. Those are ONLY the costs to build that particular option. One must add in the additional costs of improving 380 for any of the bypass options.

The current “favored” bypass option, that runs west of Custer puts it through the town of Prosper. The Town council, in protecting its residents, has passed two resolutions strongly opposing a bypass that cuts through its city limits.

I also find it very disheartening that, yet again, elected officials are either only looking out for themselves, or saying whatever needs to be said to get elected. I would remind everyone that the current favored bypass option was proposed as an alternative by Judge Self and did not have the full support of the Commissioners Court. It was in response to the bypass option that ran through Tucker Hill. It’s important to note that Judge Self lives in Tucker Hill. Mayor Fuller ran a campaign based on his strong opposition to any bypass. Once elected, he now favors the bypass even though an overwhelming majority of his constituents oppose a bypass and want 380 fixed on 380.

In conclusion, US HWY 380 has been a designated highway for a very long time. It’s one reason I chose to build my house north. I looked at the options and knew that at some point, 380 would be expanded, as most highways are. It only makes sense to fix 380 on 380.

52. **Janet Anders**

Good morning, Mayor Fuller and all parties receiving this email.

The time is nearing for the completion of the 380 Feasibility Study and the decision will soon be made for the improvement of 380 through Collin County. I respect the many considerations that must be studied in order to find a solution that is most suited for meeting the traffic demands of the future. However, I strongly oppose the bypass option.

It is my understanding that you, Mr. Fuller, are pushing for the option of the bypass starting west of Custer (you can call it a parkway, but if we are real, it will be a bypass). I am certain I don't need to remind you that you spoke from the beginning, even appearing at our first "no bypass" large group meeting against a bypass and promised to stand firm in support of fixing 380 on 380.

For me, this is personal. Our family has lived in Walnut Grove for 14 years and I do not want a bypass taking out ManeGait and the NW corner of our neighborhood. I do not want to be trapped between 380 on the south and a 380 bypass on the north, making our quiet, unique neighborhood an island between two noisy highways. What a devastating outcome for one of the most unique neighborhoods to bless McKinney and Collin County.

There are many points that can be made opposing the bypass, including:

- A bypass goes against the McKinney 2040 plan passed in October 2018.
- Even with a bypass, 380 will still need significant improvements due to the growing retail corridor.
- The entire process has not been transparent, including the fact that we were shown 5 options and told there would be no new options, but only "tweaks" per Tony Kimmey's conversation with me. However, when Judge Self, who lives in Tucker Hill, requested the west of Custer bypass option, we suddenly had a new option to consider.
- You, Mr. Fuller, are supposedly pushing for a "parkway". But my understanding is that TxDOT does not build parkways, they build highways and bypasses. So, let's call it what it is.
- The bypass negatively impacts the NW Sector which has unique and promising opportunities for the future if left to develop as originally planned.
- Bloomdale was meant to be an arterial road, not a highway. Let's keep it that way, which is best for the McKinney neighborhoods currently along Bloomdale.
- Putting in the bypass starting west of Custer impacts multiple school sites for Prosper ISD, which is a fast growth, high quality district bringing families not only to Prosper, but to the City of McKinney.

I strongly oppose any bypass options, including the west of Custer option. Please help us fix 380 on 380 and avoid the negative impacts of a bypass.

53. **Meagan Daniel**

Good Morning,

I am writing this morning to express my strong need and desire for 380 to remain on 380.

It has been made clear that a bypass through Prosper is not only on the table, but a strong possibility. It goes without saying that this would be detrimental to Prosper, our residents, and businesses.

I see that the bypass would cut through or come extremely close to two future high school sites. Besides Prosper's small town feel, this is the #1 reason we chose to raise our family here. I am not comfortable with my children traveling to and being at a school that has a major highway right next door. I'm sure the residents of McKinney that are in PISD can understand this as well. The bypass would also brush against our new neighborhood, Whitley Place. We specifically chose a quiet neighborhood off of 380, and expect it to stay that way.

TxDOT has not be transparent with their business. We have been told numerous different things that have never happened, including a "vote" and public meetings. It is clear that this has been driven by a few select people, and we are being taken advantage of. The TxDOT Spring and unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380, so why is a bypass still even an option?

Even if there is a bypass, the existing 380 will require significant investment due to the growing retail that is happening and increased traffic, including the "Restaurant Row" that McKinney is bringing to the corner of 380 and Custer, right next to Prosper city lines.

I speak for many of us when I say that this will end up costing Prosper in so many ways. Who will patrol the bypass? We'll need more policeman, first responders and medical facilities. With traffic, especially on a freeway, comes collisions and injuries. Our home values will decline with the noise of a freeway, therefore generating less tax income for the city. Our schools will be affected, as pointed out above. So many people have flocked to this amazing town to avoid all of these things, and we expect our investment to be upheld.

We were at the Prosper Town Council meeting, in our red shirts, in October 2018 where you passed a strong resolution of opposition to this plan. Please take a stand now and let all of our voices heard. The time to be vocal and fight this is now.

54. **Amy Pariseau**

Mayor George Fuller,

I am writing today to express my full support and desire to see Highway 380 fixed along its current alignment. Due to my home's immediate proximity to 380 and the proposed bypass routes, I cannot in good conscience support any other alternative. Furthermore, the results of the Spring and unofficial Fall surveys showed that the community overwhelmingly agrees with the fix 380 on 380 option.

I live off Community and Taylor Burk in the heart of all the new development. We have been so excited to see all the new businesses pop up over the last year but also very wary of losing our natural surroundings. We do not want to see our parks, Erwin Park especially, impacted in the slightest. Adding in a bypass will further negatively effect the wildlife and ecosystem we love. It's why we chose our home in this area.

Now that we do have so many new businesses, 380 must be addressed to support that community. A bypass will not do this. No normal person will take it. Truckers? Maybe. But that's not really the problem driving 380. We need to see more turn lanes, better timed lights, and lane editions. While it might be the more expensive option, you will find so much support with this approach.

Please listen to the masses on this. We do not support a bypass. I know growth is inevitable, but we do not want or need to be Dallas. This is McKinney - unique by NATURE. Let's be the number one place to live. Where people are dying to get their families into. We do not need to build out every nook and cranny to keep up with DFW.

55. **Tim Daniel**

Morning,

I am writing this morning to express my strong need and desire for 380 to remain on 380.

It has been made clear that a bypass through Prosper is not only on the table, but a strong possibility. It goes without saying that this would be detrimental to Prosper, our residents, and businesses.

I see that the bypass would cut through or come extremely close to two future high school sites. Besides Prosper's small town feel, this is the #1 reason we chose to raise our family here. I am not comfortable with my children traveling to and being at a school that has a major highway right next door. I'm sure the residents of McKinney that are in PISD can understand this as well.

The bypass would also brush against our new neighborhood, Whitley Place. We specifically chose a quiet neighborhood that was not right off of 380, and expect it to stay that way.

TxDOT has not be transparent with their business. We have been told numerous different things that have never happened, including a “vote” and public meetings. It is clear that this has been driven by a few select people, and we are being taken advantage of. These few loud voices (however well connected) should not have the power to influence this type of decision. The TxDOT Spring and unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380, so why is a bypass still even an option?

Even if there is a bypass, the existing 380 will require significant investment due to the growing retail that is happening and increased traffic, including the “Restaurant Row” that McKinney is bringing to the corner of 380 and Custer, right next to Prosper city lines.

I speak for many of us when I say that this will end up costing Prosper in so many ways. Who will patrol the bypass? We’ll need more policeman, first responders and medical facilities. With traffic, especially on a freeway, comes collisions and injuries. Our home values will decline with the noise of a freeway, therefore generating less tax income for the city. Our schools will be affected, as pointed out above. So many people have flocked to this amazing town to avoid all of these things, and we expect our investment to be upheld.

We were at the Prosper Town Council meeting, in our red shirts, in October 2018 where you passed a strong resolution of opposition to this plan. Please take a stand now and let all of our voices heard. The time to be vocal and fight this is now.

56. **Jay Scarbo**

As a Prosper resident and voter, I am so disheartened that the Prosper 380 Bypass seems to still be on the table. Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380, so I cannot believe that any bypass option is still being discussed. A bypass option doesn't fit with either city plan and no matter what, 380 is going to have to be fixed!

Not to mention that this process has been anything BUT transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best. The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.

Please count this as OPPOSITION to any form of Bypass!

57. **Michael and Lori Swim**

Honorable Mayor Fuller and Esteemed Council Members:

I'm writing to oppose the 380-bypass route or "RED" route that is currently one of two options to improve traffic flow in Collin County as part of the most recent feasibility study by TxDOT.

My wife Lori and our six children have been residents of the City of McKinney for over 21 years - since August of 1997. We lived on Bordeaux Drive in the Vista of Eldorado until 2011 when we moved onto property we purchased about a year and a half earlier into an existing, modular home with plans to build a custom home at some time in the future. We acquired three contiguous properties 12, 7 and 5 acres each for a total of 24 acres on County Road 338. We waited until 2016 to get serious about building then, designed, permitted (with the City of McKinney) and built over the last 2 years or so finally finishing in August of 2018. Initially we were aware of a potential extension of airport road that could touch our property then "talk" of a 380 bypass - but no real plans - so we moved forward. Then, last spring the initial feasibility study came out as we were well into construction, with alignments coming close to the property and ultimately on Oct 4 with the new alignment directly bisecting our property, affecting all three plots and effectively running the freeway through my new front yard.

The main reason we purchased the property was so we could continue our efforts with equine rescue which Lori had started a few years earlier on leased pasture north of 380 and Lake Forest. Our efforts over the last 10 years or so have rescued and placed 75+ unwanted, underfed or abused horses. We currently have a herd of 13 horses about 8 of which need a home as well as 7 head of cattle.

Our intent was to "get away" from the city, move to the country where we could finish raising our children and operate the equine rescue. We certainly didn't ever imagine that a proposed, six lane freeway with 350' right of way would ever be in the picture! Following are 12 reasons we are animatedly opposed to the bypass or "RED" route:

1) We moved to our current location with the intent of getting away from highways and busy thoroughfares - we would never have dreamed of building a home on, let alone near a state highway yet those businesses or residents that built or purchased on State Highway 380 did so with full knowledge of risk of future expansion, improvements and other changes.

2) A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."

3) This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

4) Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380. Additionally, a total of 446 Business Owners responded to the fall survey – 265 or more than 2 to 1 are in support of Fix 380 on 380.

5) The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017 and followed it with a stronger resolution of opposition in October 2018.

6) The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.

7) From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

8) Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

9) TxDOT's own study shows the new or "green" alignment along 380 is the best for capacity, exceeding the red routes capacity by 12k vehicles daily.

10) The expansion of Highway 380 is essential to accommodate the rapid growth in Collin County and thus, this project should not be moved further north than existing 380. It's eventual proximity to the Outer Loop would cause less optimization of our overall transportation network. Expansion on the current 380 corridor would greatly benefit the mobility in Collin County both now and in the future.

11) Perryman Study from 2017 - although it may be a little dated and not be considering all the current factors, this study shows that a limited access highway from Denton County line to Highway 75 would have negative economic impact short term (3-5yrs) but in the long term (20yrs) be very economically accretive for consumers, business owners, the cities and the state along with significantly improving traffic flow.

12) Impact on the environment in one of the most beautiful parts of the State of Texas are inevitable - wildlife, nature, trees, watershed and estate properties.

Lori and I love living in McKinney - we want to stay here the rest of our lives. McKinney reminds us of where we grew up in Iowa but without the drastic winter weather. **If a bypass goes through our property it's likely we lose a legacy that would otherwise one day be passed on to our children in addition to uprooting us, destroying our property value and essentially ruining a lifetimes work, not to mention the impact on rescued horses and the environment.**

Many others all along the bypass share the same potential fate as Lori and I - I implore you to keep 380 on 380 and tell TxDOT “NO BYPASS” in our city. (Ironically what the cities of Prosper and Frisco have already done)

58. **Lydia La Fratta**

Dear Mayor Fuller,

I am a McKinney resident concerned about the 380 bypass. I live in the Timber Creek neighborhood, which would be very much affected by a bypass. When my husband and I moved to this area from Idaho, we selected a new house in a beautiful neighborhood that is truly unique by nature, far from the current US Hwy 380. We never dreamed that we would live right next to a major road. We and our neighbors made a deliberate choice to not live right next to a major road. A bypass would transform our neighborhood for the worse.

My husband and I submitted comments this past year expressing our support for keeping 380 on 380. Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380. We were told that TxDOT would present options to us and that we would have a chance to vote-- not that TxDOT would just decide for us.

With all of the new developments along the 380 corridor, 380 will require a significant investment. Traffic on 380 has increased so much since we moved here two years ago. We see accidents or near-accidents often on 380. There are only going to be more stores and restaurants added. A bypass would not help any of this-- these stores are right on 380, with people turning in to parking lots right from 380 itself.

It's time to fix 380 on 380.

59. **Maria Mercer**

Mayor Fuller,

I remember the first time I saw you in one of the 380 bypass meetings back in 2017. I felt a sense of hope, 1st of all because you were clearly basing your campaign on being against the 380 bypass – but also because you seemed like such a departure from the “normal mayoral type”.

I am embarrassed to say that your campaign was the first and only one that I have ever been actively involved in – which is shameful given my age☺

I felt that we were on the same team and had a united purpose.

Over the past 18 months, I can say that I have been disappointed in the results and your position on the 380 bypass. Your position has completely changed and I have lost faith.

Here are just a few of the reasons why you should not be actively pushing the 380 bypass agenda.

Given these reasons, I respectively ask you re-consider your position on the 380 bypass and support the expansion and build out of 380 instead.

* A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."

* This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

* Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380. Clearly, your constituents have given you their opinion. Why are you not representing and advocating on their behalf?

* The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017(date?) and followed it with a stronger resolution of opposition in October 2018.

* The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill. This clearly seems like a conflict of interest.

* Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic. Shouldn't we focus on 380 since this work MUST be done anyway? The build out of other routes can be considered after the improvements to 380 have been completed and you have more data to support the addition of other roads/bypasses.

Finally, if the west 380 Bypass route is chosen, it will entail the removal of ManeGait Therapeutic Horsemanship.

I can't imagine the poor press McKinney would receive if that happened. I will plan on assisting the owners of ManeGait in whatever efforts necessary to ensure that the public is fully aware and campaign on their behalf to sway the decision.

Please do what is right and expand the current 380 footprint.

Put this bypass nonsense to rest and fulfill your campaign promise.

Thank you for your time.

60. **James and Kerstin Marek**

Dear City of McKinney:

I would like to strongly voice my opinion on the 380 Bypass! Not only does the Bypass go against McKinney's 2040 plan (which was literally just passed in October 2018) – but I strongly feel it will be a worthless and costly effort. I don't believe a Bypass would reduce traffic on the existing 380, and would only destroy nature, homes and neighborhoods that didn't ask to be in the path of this potential MONSTER of a Bypass! We didn't buy on 380, we don't WANT to be on 380! Additionally, due to the growing retail that is sprouting up along 380 and bringing increased traffic, there is no way that the City doesn't (regardless of a Bypass or not) need to spend a substantial amount of money on improving the current 380 so why even consider spending that money twice?

The entire process seems a little shady and the opinions and support toward or against a Bypass (from both TX DOT and our City Officials) seem to change. As shown from the Spring and the unofficial Fall surveys, the results indicate an overwhelming majority of folks prefer to keep 380 on 380. If a majority of our Residents prefer this option, why does the City and TX DOT keep pushing a Bypass on us if it isn't potentially politically motivated in some way?

As a resident of McKinney I urge you to protect our "Unique by Nature", protect the families that have land they love and care for in McKinney, refocus on fixing 380 ON 380 and protect neighborhoods that would be directly impacted by this Bypass MONSTER!

Thank you for your time, I hope my voice matters.

61. **Karen Barker**

To whom it may concern,

I would like to address with you concerns about the proposed 380 bypass.

A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: "These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options." SEP

This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best. This should be our choice and we should have a vote considering it is impacting us as homeowners!

Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

"Unique by Nature" isn't that what McKinney is supposed to be? I am not the only one that purchased my home for the nature aspect around it. Everyone in our community did and now you want to take it away. This should not be up to the city to choose.

You are taking way the Nature out of McKinney! Let us keep our beautiful Nature

62. **Natalie Nordman Mays**

Mayor Ray Smith and others,

I am a Prosper resident in Whitley Place and have been following the 380 issue closely. I find it hard to believe that 380 would not be fixed on 380 as this is the main east to west road from Denton to Collin county. Very much like HWY 121 in Frisco. All you have to do is go back in time to when I first moved to Frisco in 1989 and Frisco was only 3500 people. By building out 121 as it is today, Frisco and McKinney have grown and continue to grow. The only part that has suffered and still to this day has not recovered and built back up is the 121 area into Lewisville. This is the same thing that could happen in McKinney if you bypass 380. I know there is talk about the bypass being needed to help with traffic but the problem with this is it won't help the current problems on 380. People use 380 to go east/west and then south. Thus building a road that is north of there won't help solve the problem we have. The outer loop is being built to help with the future traffic further north, not more that 1.5 miles north of the proposed bypass. Instead of wasting all this money to build a bypass just to have it be replaced with the outer loop why not build up the east-west roads already there to help with traffic and improve 380 on 380. Thus helping people move East/West which is what is needed. By building a bypass you are not fixing the problem as people will continue to drive east and west to get to McKinney and Frisco. Highway 380 has a F rating and a bypass will not fix that. Fixing 380 on 380 is what's need to keep us safe and also not impact those residents that bought away from a highway.

In closing, please take the time to think of how to fix this problem correctly and not just add more roads that will not fix the current issue and take all the money away from fixing 380 - which is what is needed. Also McKinney has failed to plan for the future and that should not be allowed to harm Prosper residents and McKinney residents in the ETJ because they didn't plan correctly. We need this problem to be fixed correctly by keeping 380 on 380.

63. **Haley Katherine Hill**

Good Morning Mr. Fuller,

I am writing this email in regards to the 380 Bypass currently being considered as an option for McKinney, Prosper, & surrounding areas.

As a resident of a McKinney neighborhood that will be directly effected by the potential 380 bypass (Pecan Ridge) I urge you to reconsider. As someone who has purchased their home in McKinney in the last year, and plans to raise a family and build a life where I have placed these new roots, I had plenty of options to purchase a home near 380, but wanted to avoid the traffic and congestion that is often present. It is extremely distressing to think that our traffic congestion, sound, property value, and air quality around our neighborhood will be negatively impacted if this bypass is built.

The amount of residents that will be directly impacted by a new bypass, instead of just increasing the of the current road makes no absolutely no sense. I don't personally feel that 380 will become less congested as a result of this bypass, it only adds more cost in building an entire new bypass in addition to maintaining the current condition of 380. There are too many established businesses/retail for a new road to simply divert the majority those that would have traveled on 380 to a new bypass anyways.

Please also consider the arguments below:

- A bypass goes against McKinney’s 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: “These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options."

- This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

- Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

- From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

- Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

Please listen to the voices of the residents that will have to deal with the consequences of this decision. We don't want this bypass, and it does not make sense when there is a road already built that can be fixed where it stands.

64. **Nick Nordman**

Ray,

I know we have talked about this in person in the past and at multiple meetings at the City and HOA meetings. I am following up concerning the 380 issue as we have heard things are proceeding forward and that their is push from Mayor Fuller and others for the bypass against the wishes of Prosper. I know you are working on this to keep 380 on 380 as the only viable option going forward. Below are some of my thoughts on the issue. I just want to make sure that Mckinney and TXDOT are not just pushing for a short term plan and not the best long term plan. Because a bypass does not fix the current issues on 380. We need to tackle that problem and then use the outer loop and arterial roads to help with the future build out of Collin County.

I feel I have a different view on this topic as a home owner in Mckinney, Frisco, and Prosper. I truly believe in this area and have invested in multiple properties.

I truly find it hard to believe that 380 would not be fixed on 380 as this is the main east to west road from Denton to Collin county. Very much like HWY 121 in Frisco. All you have to do is go back in time to when I first moved to Frsico in 1989 and Frisco was only 3500 people. By building out 121 as it is today The area of Frisco and McKinney have grown and continue to grow. The only part that has suffered and still to this day has not recovered and built back up is the 121 area into Lewisville. This is the same thing that could happen in McKinney if you bypass 380. I know there is talk about the bypass being need to help with traffic. The problem with this is it wont help the current problems on 380 as people us 380 to go east/west and then south. Thus building a road that wont help solve the problem we have. The outer loop is being built to help with the future traffic further north not more that 1.5 miles north of the proposed bypass. Instead of wasting all this money to build a bypass just to have it be replaced with the outer loop why not build up the east west roads already there to help with traffic and improve 380 on 380. Thus helping people move East/West and the area north builds out and fix 380. By building a bypass you are not fixing the problem as people will also drive east and west to get to MckInney and Frisco. Highway 380is has a F rating and a bypass wont fix that, you need to fix 380 on 380 to help keep us safe.

In closing please take the time to think of how to fix this problem correctly and not just add more roads that wont fix the current issue. Also McKinney has failed to plan for the future and that

should not be allowed to harm Prosper resident and McKinney residents in the ETJ because they didn't plan correctly. We need this problem to be foxed correctly on 380 and not just building another road that wont solve the true problem which is making HWY 380 a safe road to drive on.

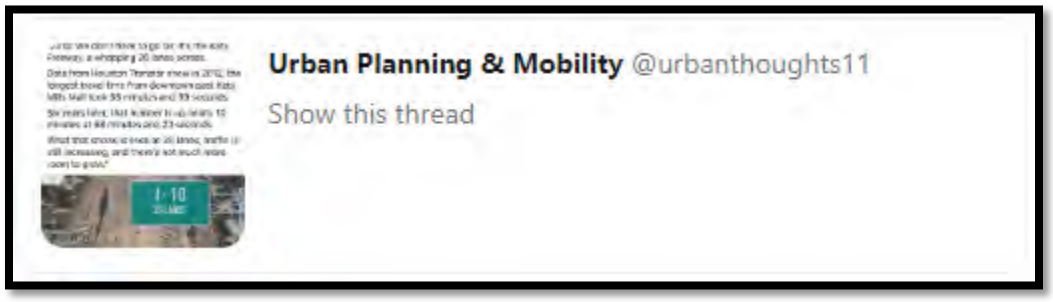
Twitter

1. Fort Worth drivers in a jam with one of the worst commute times in the country – Dallas VideoFest (@videofest)

> This is a direct result of decades of failed leadership from @NCTCOGtrans and @TxDOTDallas, who continue to refuse to implement best practice urban transportation planning policies. Just more & more highways, generating unsustainable induced congestion. – Wylie H Dallas (@Wylie_H_Dallas)

2. Any chance that @NCTCOGtrans and/or @TxDOTDallas will adopt commonly accepted best practice urban mobility plans & policies... ever???☹ – Wylie H Dallas (@Wylie_H_Dallas)

3. “More lanes!” isn’t the answer @TxDOTDallas @NCTCOGtrans – Philip Goss (@gosspl)



> more surface streets is part of the answer, as well as the shorter trips and compact land uses they foster. – patrick kennedy (@WalkableDFW)

4. New lane closures are planned for this week as part of the @keep30360moving Interchange Project and the @TxDOT SH 360 Widening Project: http://ow.ly/P0K130o5Oy1 – City of Arlington (@CityOfArlington)

Facebook

1. Freeway closure alert! Avoid these freeways near DFW Airport this weekend: http://bit.ly/2tMeusG – NCTCOG Transportation Department

Take TEXRail instead! – Tarrant Transit Alliance

Tarrant Transit Alliance just say NO to mass transit! Can't get where you want, nor when - and it is a huge cost to society which FAR outweighs any perceived benefits. – Phil Neil

it's nice to have a choice – Chris Wyatt

Just one more reason I will start flying Southwest out of Love Field – Doug Holladay

Public Meetings & Forums

Email

1. **Stephen Endres**

The Texas Department of Transportation (TxDOT) will conduct a Meeting of Affected Property Owners (MAPO) to discuss and receive public comments on a new alignment segment added to the feasibility study in the northeast McKinney area. This meeting will only focus on the new alignment segment. Public meetings regarding the full study area are anticipated for late spring 2019.

Property owners within 1,000 feet of a new alignment segment will be sent the attached notice with location map.

The MAPO will be held on

Thursday, March 21, 2019

6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

2100 Bloomdale Road

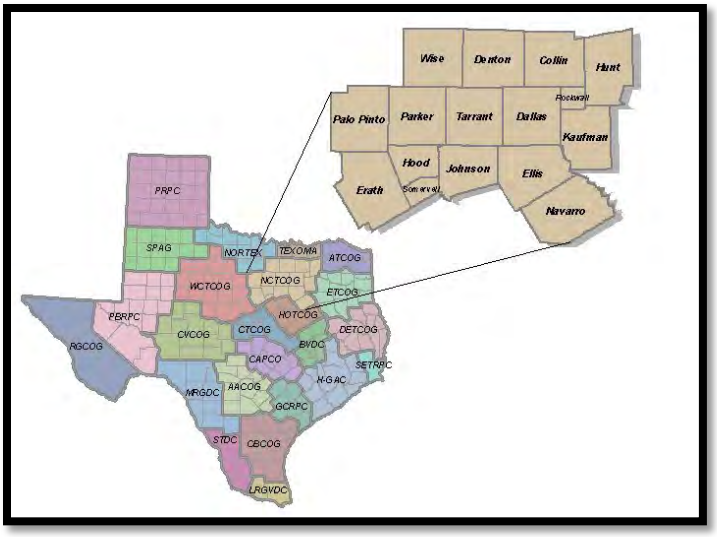
McKinney, TX 75071

The MAPO will be held in an open house format with no formal presentation. Representatives from TxDOT and project consultants will be available to answer questions about the possible changes to the proposed project improvements. If you have any questions please call me.

Attachment 3

Twitter

1. Attending the March 2019 meeting of the Regional Transportation Council(RTC) @TrinityMetro @CityofFortWorth @TarrantCountyTX @NCTCOGtrans @DFWAirport @TarrantTransit – Sal Espino (@SAL_FW)



Transit

Twitter

1. @TrinityMetro's Melissa Chrisman is the featured speaker at the next @35WCoalition Quarterly Meeting tomorrow 10 am, Fort Worth Alliance Town Center. @CityofFortWorth @TarrantCountyTX @FTWChamber @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL_FW)

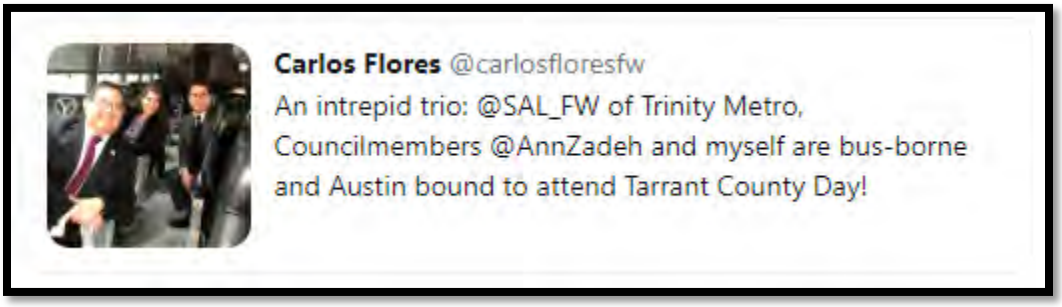
2. Very good points about the case for transit funding in Texas. @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit @FTWChamber @NTxCommission @NCTCOGtrans – Sal Espino (@SAL_FW)

3. Great Friends of Transit Mixer this evening by @TarrantTransit. Special guests from @CityofFortWorth Susan Alanis, Asst City Manager & Chad Edwards, Mobility & Innovation

Officer @TrinityMetro @TarrantCountyTX @FTWChamber @NCTCOGtrans #TransitMovesFortWorth #RideTrinityMetro – at Locust Cider – Sal Espino (@SAL_FW)

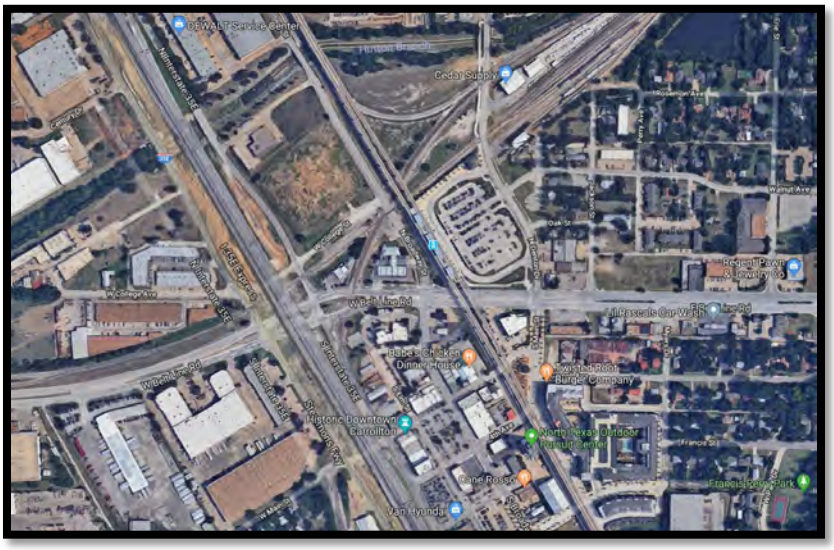
4. It was good to be on a panel for LeaderPrime from @LeadershipFW w/Dan Kessler of @NCTCOGtrans & Reed Lanham of @TrinityMetro. Discussed transportation including transit. @CityofFortWorth @FTWChamber @NTxCommission @TarrantCountyTX @TarrantTransit – Sal Espino (SAL_FW)

5. On behalf of @TrinityMetro, great to travel to @VisitAustinTX w/@CityofFortWorth Councilmembers @AnnZadeh & @carlosfloresfw for @TarrantCountyTX Days on @vonlanemotors. Great supporters of transit & transportation! @FTWChamber @NTxCommission @NCTCOGtrans @fwhcc @FWMBCC – Sal Espino (@SAL_FW)



Best way to go! – mitchwitten (@mitchwitten)

6. Downtown Carrollton could become quite a transfer nexus between DART's Green Line & SILVERLINE, DCTA's A-train & potentially a new Prosper/Frisco-Los Colinas/Irving line on the BNSF Madill Subdivision proposed in @NCTCOGtrans 2045 plan. Needs better land use for housing & retail. – RAIL Magazine (@RAILMag)



Also from the article: if TRE goes full Stadler too, there could potentially be a unified DFW maintenance facility – Ben She (@bensh__)

Seems like alternating Ft Worth to Plano runs with trains to the airport would make sense....or a turning loop at the airport...? – John Kaestner (@jfkaestnerjr)

DFW is becoming a substantial transfer facility already, I hope there's a plan for upgraded cross-platform transfers in the future – Ben She (@bensh__)

Facebook

1. Do your part to protect our beautiful Texas skies. Try carpooling, combining your errands, and leave the extra cargo rack at home. #DriveCleanTexas – NCTCOG Transportation Department

And take DART's, Trinity Metro's, and DCTA's trains and buses whenever you can, too! – Paul McManus

Always solid advice! – NCTCOG Transportation Department

Other

Email

1. **John Woolridge**

Hi there!

I appreciate you all taking this initiative, and offering the public a way to provide input so easily. I love our state, and this is one of the many reasons why. I know this e-mail will find its way to the right folks and make a difference!

Early Monday morning, two people in our community died, yet again, due to wrong way driving.

One of them was someone close to many people across the United States, Sydney Leigh Dew. She came to Texas from California to find happiness and hope.

She was driving the wrong way, headed east bound on highway 183 in Irving, near Beltine Rd.on early Monday morning, February 25th at around 3AM CT.

https://www.dallasnews.com/news/traffic-accidents/2019/02/25/2-killed-wrong-way-crash-state-highway-183-irving

As most places in Dallas, this area is full of constant, slow, construction, and confusing "double" service roads and on-ramps, mix-masters, and highway dividers that can conceal areas to the drivers with the combined issue of little to no lighting. Nothing we haven't seen before in DFW.

In this preliminary call-to-action on behalf of her friends and family across the United States, I ask you to include this area in your scheduled phases of wrong-way driving prevention in Dallas. This issue has plagued our city more than it should have.

After a breif tour of this area, we have determined that proper signage was lacking, and the design of the roads could leave drivers to an easy misconception of their location, especially at night. See the included picture I have attached of the area just prior to Ms. Dew's fatal accident.

This is one of many areas that need improvement on this stretch of 183 between George Bush and after Betline Road & 183.

This picture is facing west, showing the service road east bound lanes (pictured far left), and the additional service roads/on-ramp (pictured left) of highway 183. On the right are the west bound lanes of 183, blocked by at least 3 barriers and few highway lights.

As you can see, this area would easily confuse drivers at night that they are in the proper lane, thinking they are in the right lane with a service road on the right. To their left would be what they could conceive as the left lane, followed by the left lanes service road further left.

No signage nor lightning is provided in these areas other than small wrong way signs on the reverse side of exit ramp signage.

Please pass this on to whom it may concern and keep us posted on the changes that might be taking place. We would like to be a part of the discussion and help make our roads safer in the memory of Sydney.

Thank you!

John & friends

Corrections:

She was driving the wrong way, headed WEST BOUND in the east bound lane on highway 183 in Irving, near Beltine Rd.on early Monday morning, February 25th at around 3AM CT.

Updated picture:

Here is another picture of the approximate accident location in relation to the picture include in the previous e-mails:

2. **Nancy Kubisch**

To whom it may concern,

Seven years ago we moved to Cowley, Texas, to a house in the N. Crowley Cleburne subdivision. My husband and I accepted the railroad tracks and the school buses parked on the corner.

In the last couple of years the exit out of our subdivision has become a nightmare. Many houses have been built off Cleburne and Hulen roads. These poor people have no exit out of that area but N Crowley Cleburne Road to get to Crowley Road, Risinger Road and Highway 35. Why is Risinger Road closed after Crowley Road? Why are there trucks parked on that fenced street? Is someone getting paid to block this exit?

My husband and I are retired, but we still need to go into Crowley to shop or volunteer. Last week at 8 o'clock, cars were bumper to bumper almost to Cleburne Road. It took me 15 minutes just to get on Crowley Road. I was lucky that there wasn't a train coming. I feel sorry for those people who have to drive to work every day. More houses are being built in the area, so there is going to be more traffic.

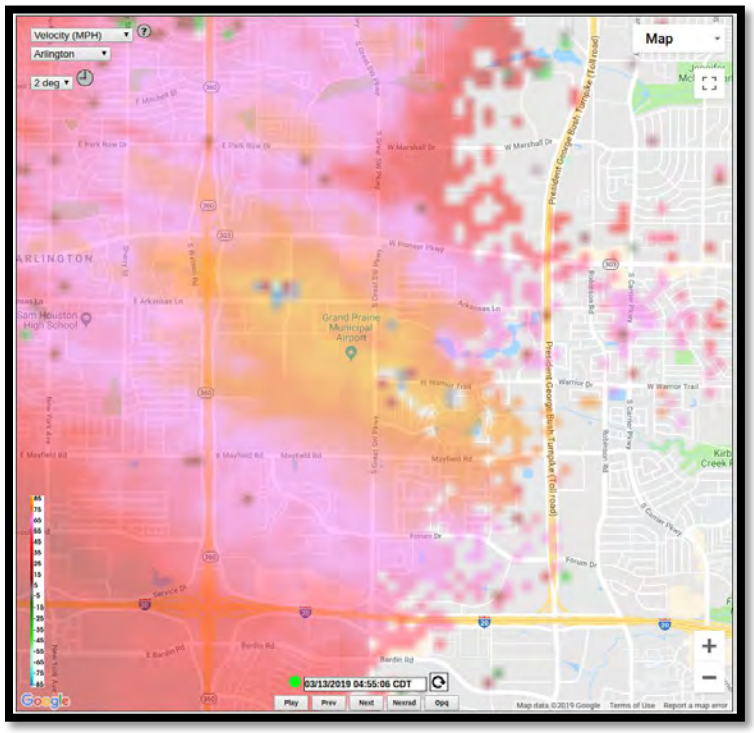
I am contacting you in hopes that something can be done to remedy this problem.

Thank you for your co-operation.

Twitter

1. @TrinityMetro was part of panel for LeaderPrime, a @LeadershipFW program for CEOs & leaders new to @CityofFortWorth Took TEXRail from T&P station to the North Side. Thank you Mayor Barr, Harriet Harral, & Joanna Crain! @NCTCOGtrans @FTWChamber @NTxCommission @TarrantTransit – Sal Espino (SAL_FW)

2. The Grand Prairie airport received a large swath of winds over 80 MPH on the velocity data from UT Arlington. The beam is less than 350' off the ground there. #dfwwx @NCTCOGEP @NCTCOGtrans – CASA Radar (@casaradar)



Facebook

1. CAPPA at UT Arlington planning students, the NCTCOG is hiring! Check out the #NCTCOG website for summer internships and entry-level planning positions!

.

Latest Job Listings Include:

Transportation/Air Quality Planner I - Air Quality, Clean Fleet and Energy Program - ARLINGTON, Texas

.

Transportation/Land Use Intern - Sustainable Development - ARLINGTON, Texas

.

Environment and Development Planner - ARLINGTON, Texas

.

GIS Technician - ARLINGTON, Texas

.

#jobs #internships #interview #planning #resume #DFW #careers NCTCOG Transportation Department NCTCOG Environment & Development #cappa #UTA – Student Planning Association at UTA

2. Don't wreck spring break. Eliminate distractions while driving. #MyRedThumbNTTA – NCTCOG Transportation Department

> Would like to see the language in these promotions change. It's not an "accident" when people willfully use their phones while driving. It's negligence. #CrashNotAccident – Suzi Rumohr

3. Designate a driver on all your spring break adventures! #MyRedThumbNTTA – NCTCOG Transportation Department

Disappointed by the use of the word "accident" in these posts, which makes it sound like these crashes cannot be prevented. Why not use the word "crash" or "wreck" instead? They're shorter words, people understand what they mean, and they don't dismiss someone's negligent driving as a mere "accident." – Suzi Rumohr

Attachment 1

How a Bypass Will Destroy a Ranching Community on CR 331 and FM 2933

From the Guiding Principles of the ONE McKinney 2040 Master Plan, approved in October 2018:

ASSETS [celebrating our culture and landscape]
McKinney's natural landscape (its trees, open spaces, topography, streams, and natural areas) continues to enhance the character of the city and the daily experience of residents, employees and visitors throughout McKinney.

It was noted during the Fall 2018 public meeting that the least number of public responses regarding Expanding 380 came from the proposed red route area that is east of Hwy 75, running southeast across CR 331 toward FM 2933 and then turning south along FM 2933. This is an area of picturesque working cattle and horse farms, as well as crop-producing land (soybeans, hay, corn, etc.). These roads are used weekly by cycling groups for training and competition as well as for recreational purposes. FM 2933 and CR 331 are also daily used by farmers transporting hay, cattle, and agricultural products to market as they were originally built to do. Because properties here range from a minimum of 10 acres to several hundred, our population is much lower and cannot compete with the number of protests generated by large neighborhoods. As this rural landscape is an area in the ETJ, we do not have representation. If the red route is built in its current proposed alignment, you will destroy this area of farms and natural beauty, so highly prized in ONE McKinney 2040.

The spring and fall 2018 surveys conducted by TXDOT showed that a strong majority of residents and local business owners voted for the Green alignment along existing US 380. Commuters routinely look for the most direct route to their destination (primarily Hwy 75-S and 121-S) which 380 provides. This has been the acknowledged major east/west route for many years. ONE McKinney 2040 designates it as a Major Regional Highway, and we support the plan as adopted in October 2018. We oppose the adoption of alternatives proposed in the Plan's appendices as their potential negative impact on other elements of the plan have not been sufficiently studied.

With the outer loop only partially built, there is no data for how much relief a bypass would provide. Is it wise or fiscally responsible to build one without that knowledge and with no published traffic studies? We have to look no further than Denton's little-used bypass. At the working city council meeting on Monday, October 15 it was acknowledged that 380 will be improved regardless of whether a bypass is built. That's quite a price tag that no one seems to be addressing.

When we moved to McKinney in 2009, we deliberately searched for a retirement property that was well away from both 75 and 380. Our farm is 2 miles north of 380 and 2 miles east of 75. We are in a part of McKinney that has been designated agricultural/ green space in its master plan. In March 2018 we were finally able to begin construction on our home. Three weeks later the bypass proposals were announced, two of which (yellow and red) would cut our farm in two or cut off the front of our farm and those of our neighbors along FM 2933. We were further shocked when NTMWD's plan to build a sewage treatment plant 1/4 mile up from us was leaked (no pun intended) and confirmed by Ms. Raglon when she said the yellow route had been eliminated to accommodate the plant.

Because we live in the ETJ (not by choice) we have no representation or protection. It appears that the best we can do is emphasize our support for FIXING 380 on 380, or provide input in the hope that some adjustment will be made to the red

alignment (if chosen) to preserve our neighborhood of farms if not the peace, quiet, and night sky we treasure and expected to enjoy for our remaining years.

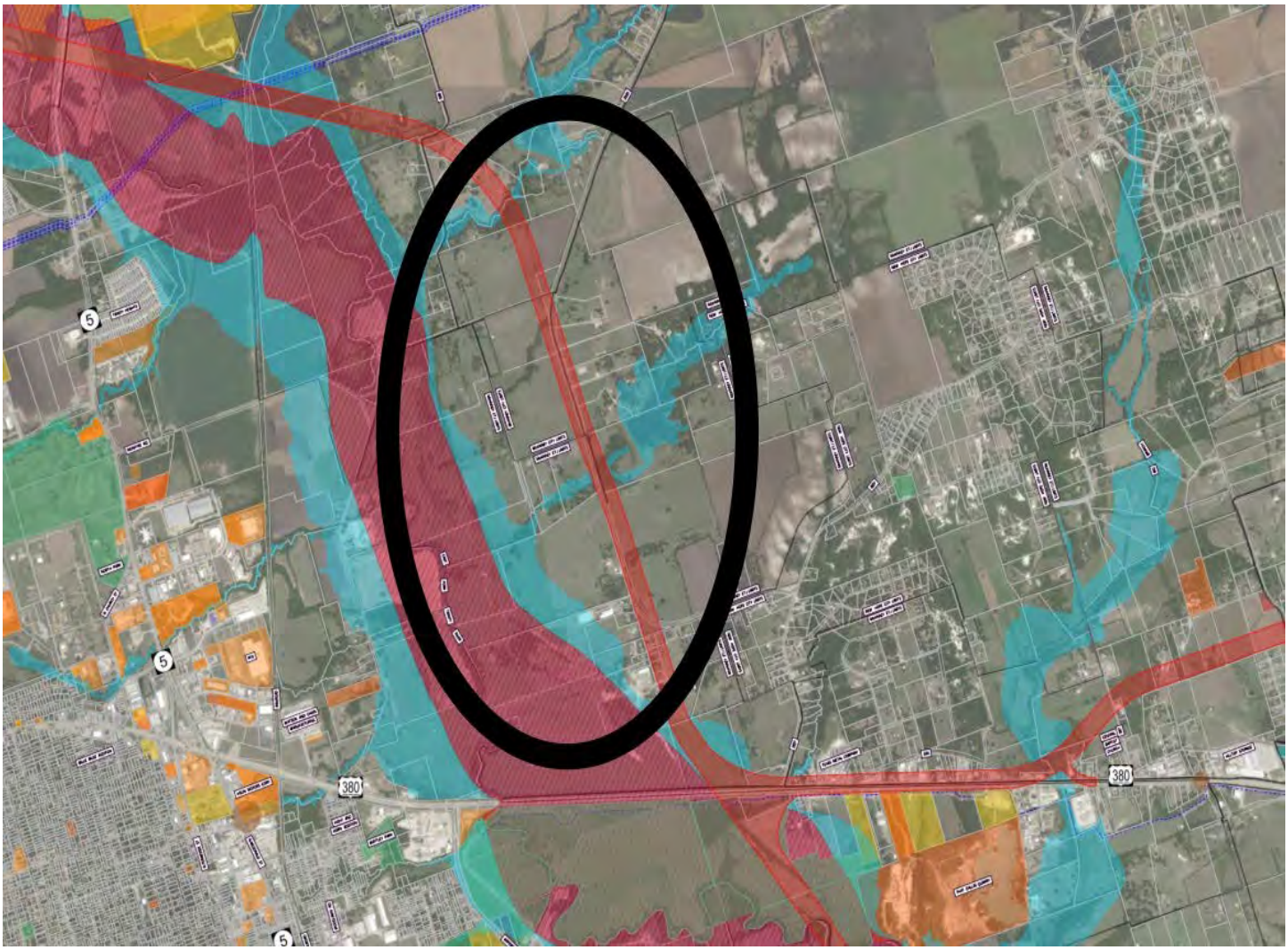
Best choice: Expand 380- It is the clear wish of the majority of residents and business owners.

Finish the outer loop before building a bypass - see if it alleviates traffic issues first before committing funds for yet another road, particularly one so close to the outer loop.

If all else fails:

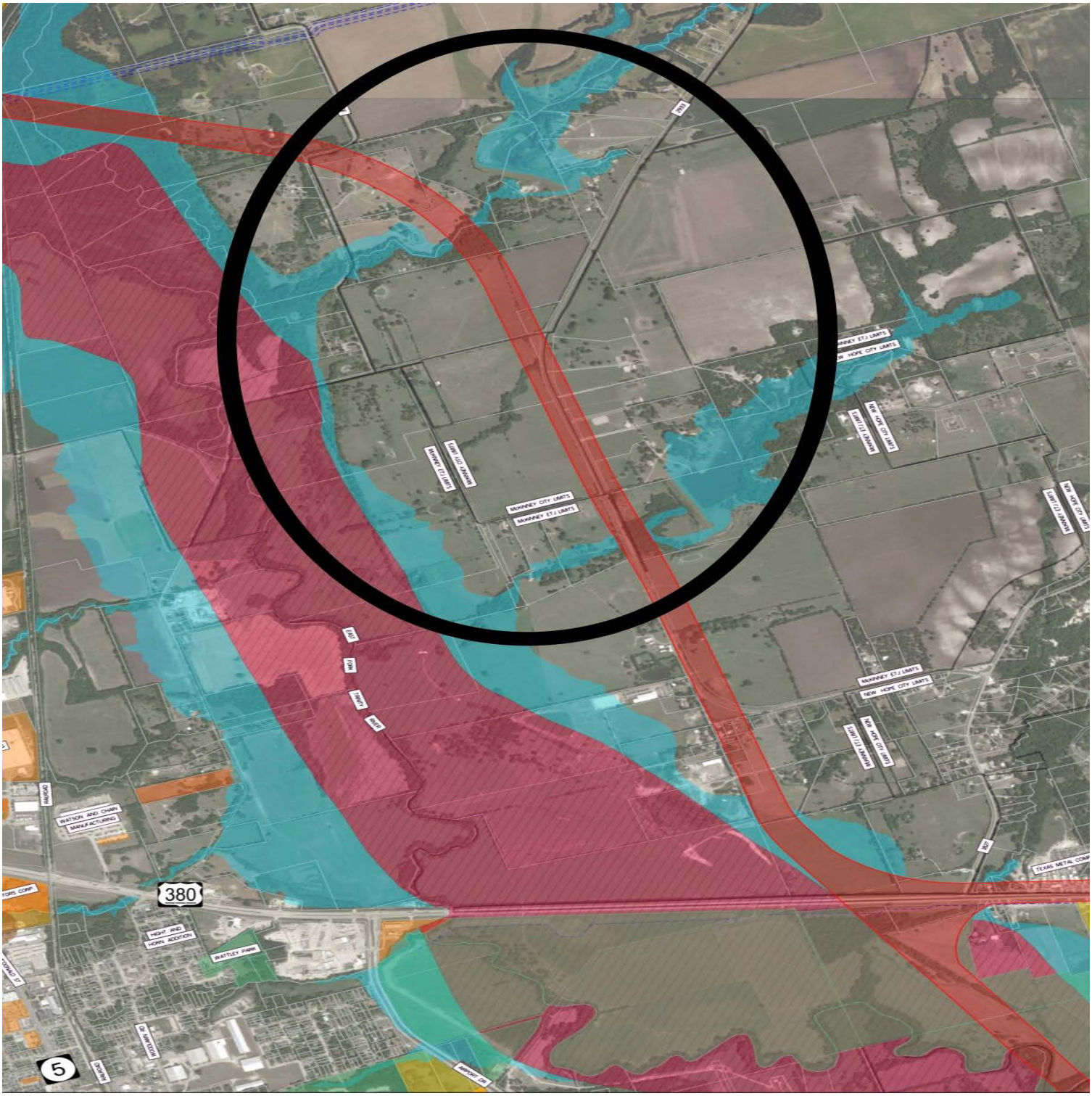
Move the red alignment east of Hwy 5 and north of 380 into the floodplain- it is a short section and will preserve the working farms and businesses (see **photo A**).

PHOTO A



Last resort: If the red route gets further study, please **modify the stretch that curves from the floodplain onto FM 2933** (see **photo B** – following page).

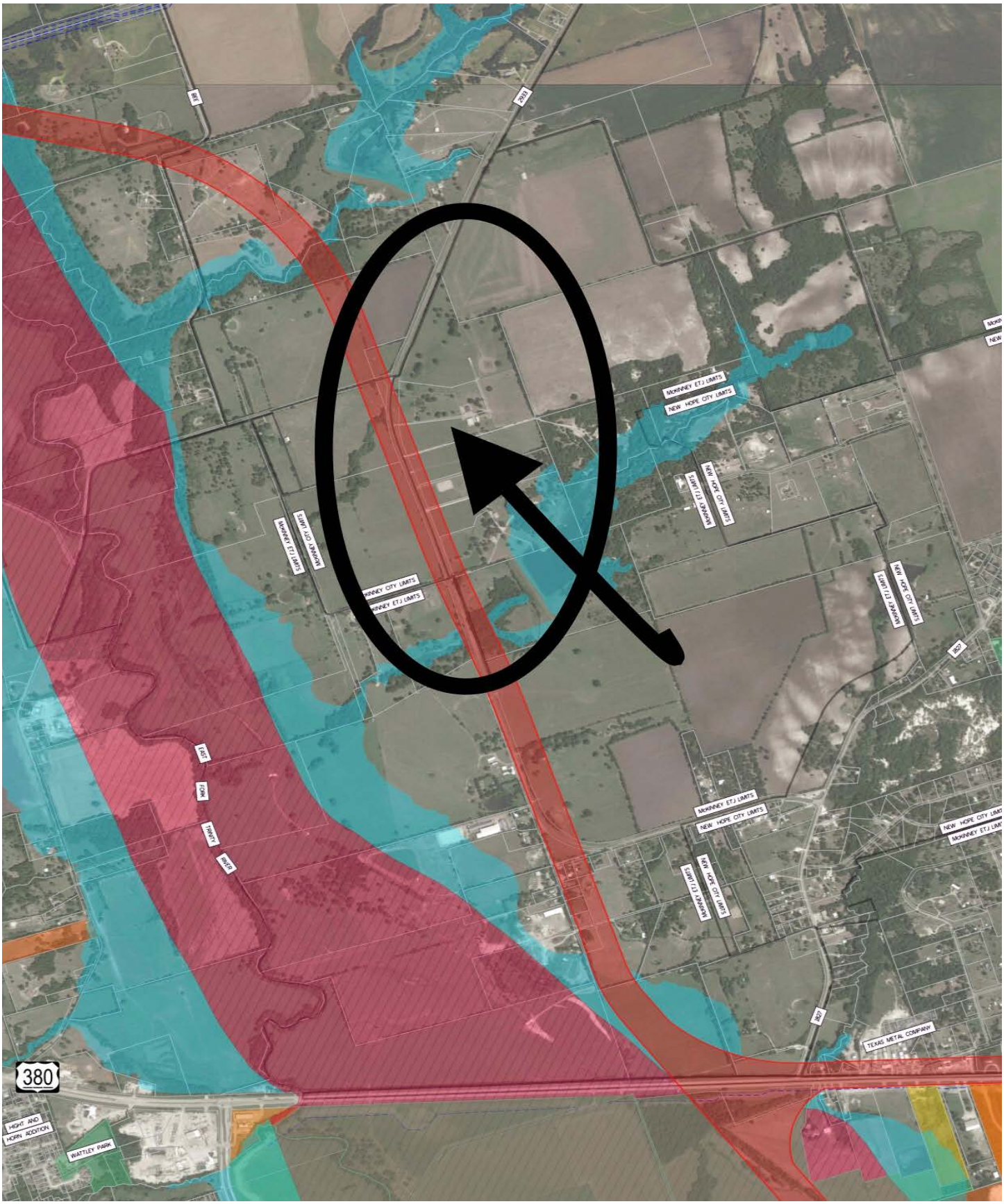
PHOTO B



As currently drawn, this alignment cuts off the front of our farm and those of our southern neighbors. For us, that means losing prime hay production acreage and the resulting income, our stone gate, pasture for the registered Shorthorn cattle we breed and produce, and secure pipe fencing for our cattle. A pet cemetery and a hand-dug 1800s stone well will be next to the bypass- if not under it- as will our home. We will lose mature, producing pecan trees as well as Texas ash trees that we planted for pasture shade and as a buffer against FM 2933 (see **photo C**). We would be forced to reduce our cattle production due to loss of land, resulting in a loss of needed income. Our neighbors will lose an equestrian center, bee and honey production, pasture for horses and cattle, hay production, and one would end up with a bypass nearly in their living room. In addition, the noise and light pollution will dramatically change the quality of life for the residents of this area.

Photo C – continued on next page:

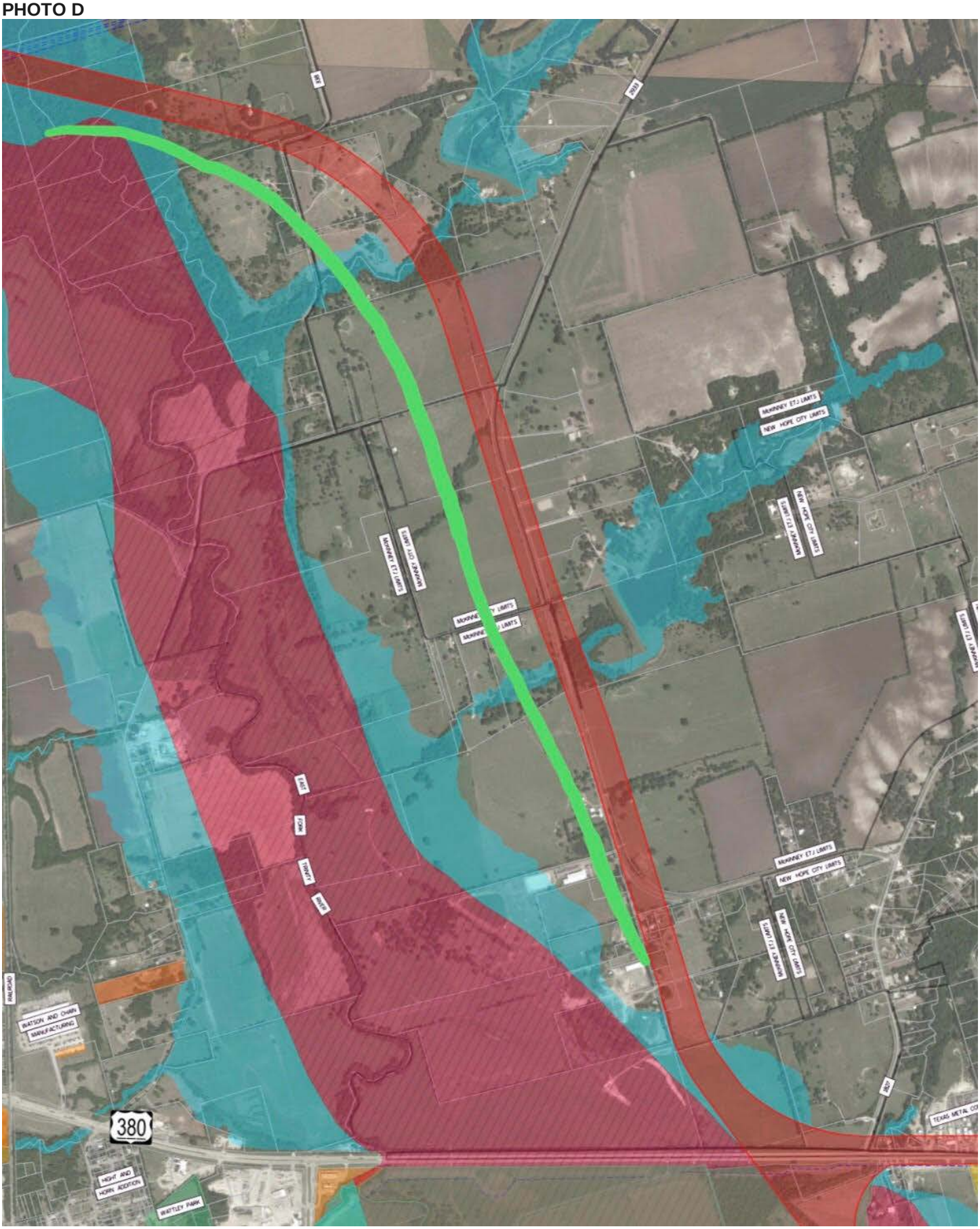
PHOTO C



The property owner on the west side of FM 2933 across from us is absentee. She lives in Dallas and has never resided on the property. Her son has reported an "organic farm" on the tract but there is no farming in production. The caretaker's house, cabin, and small garden plot appear abandoned. **We propose that the red route shift west to be completely on**

that side of FM 2933 as there are no lived-in structures or businesses that would be lost on that section of the property (see **Photo D** – following page).

PHOTO D



Protect the community water line that runs from the south to the north along the west side of FM 2933 This extensive water line supplies us, our neighbors to the south, and on around to CR 331 and CR 338. It would have to be moved with the current alignment. The individual property water supply lines run east under FM 2933 from that main line on the west side of 2933. Additional right-of-way space would need to be added on the west side to protect those lines (**also photo D)**.

A final thought: the geographical boundary of the east fork of the Trinity River has thus far prohibited development in this part of the county. Population projections show this area will not increase much in years to come. Property owners, therefore, will not be able to rely on development to help sell devalued land lost to a bypass that will not benefit them.

Sincerely,
Karen and David Thompson
1974 Bellemeade Lane
McKinney, Texas 75071

Attachment 2

US 380 Collin County Feasibility Study

MEETING OF AFFECTED PROPERTY OWNERS (MAPO)

Proposed Improvements to US 380 from Denton County Line to Hunt County Line Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

TxDOT will conduct a **Meeting of Affected Property Owners (MAPO) to discuss and receive public comments on a new alignment segment added to the feasibility study in the northeast McKinney area.** You are receiving this notice because your property is located within 1,000 feet of a new alignment segment.

This MAPO is part of the TxDOT feasibility study for improvements to US 380 through Collin County. The purpose of the study is to analyze potential roadway options for US 380, including improving the existing alignment or utilizing a new alignment. Alignment options could require additional right-of-way to accommodate the project. This meeting will only focus on the new alignment segment. Public meetings regarding the full study area are anticipated for late spring 2019.

The MAPO will be held in an open house format with no formal presentation. Representatives from TxDOT and project consultants will be available to answer questions about the possible changes to the proposed project improvements. The meeting date, time, and location is listed below.

Thursday, March 21, 2019
6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building
2100 Bloomdale Road
McKinney, TX 75071

Study data and maps showing the new alignment segment under consideration will be available for viewing at the MAPO. Written comments from the public are requested and will be accepted for a period of 15 calendar days following the meeting. Written comments may be submitted either in person at the public meeting or by mail to: Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150-6643, or by email addressed to Stephen.Endres@txdot.gov. **Written comments must be postmarked on or before Friday, April 5, 2019 to be included in the documentation of the MAPO.**

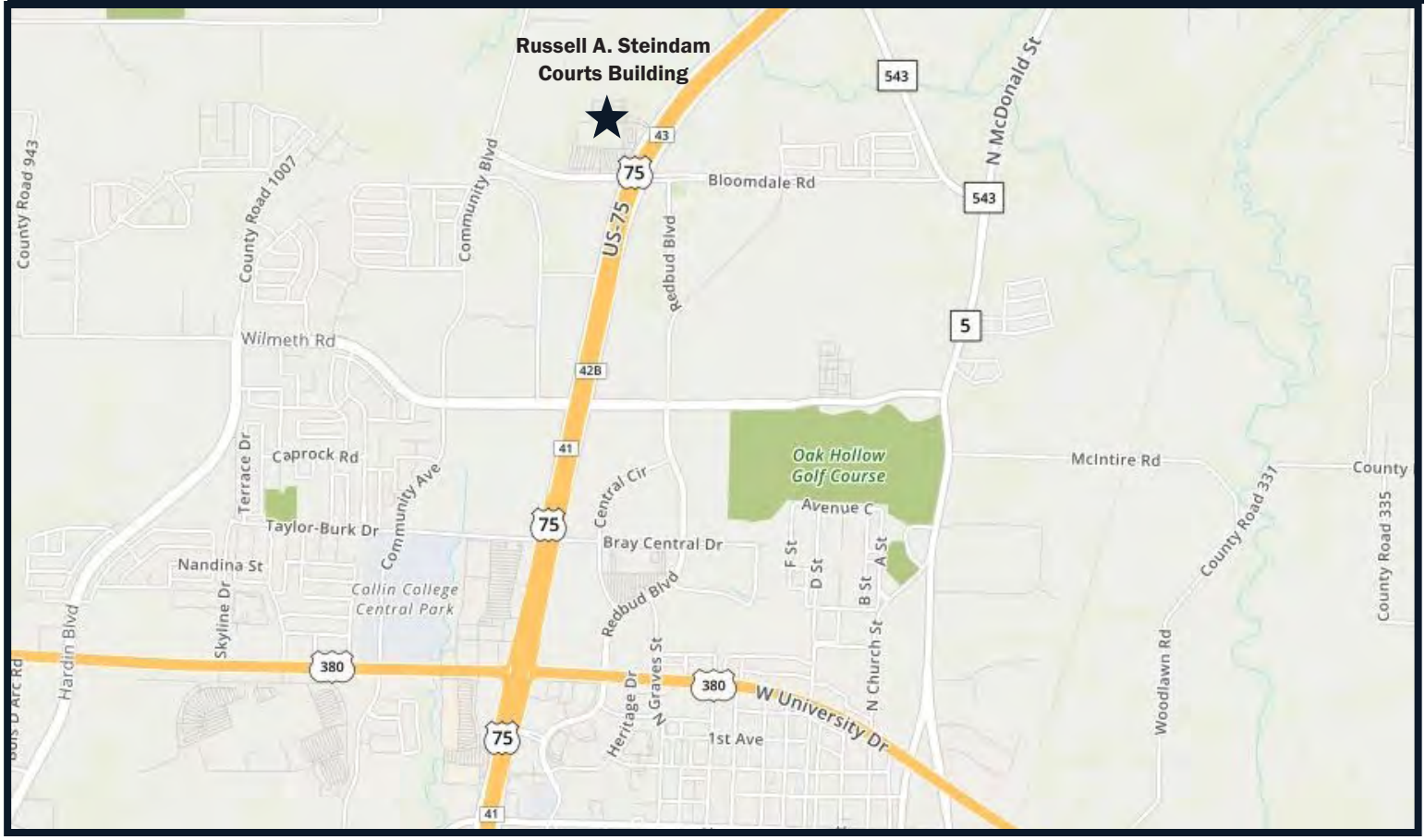
The MAPO will be conducted in English. Persons interested in attending the meetings who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-4480. Requests should be made at least two days prior to the MAPO. TxDOT will make every reasonable effort to accommodate these needs. If you have general questions or concerns regarding the proposed project, you may contact the TxDOT project manager, Mr. Stephen Endres, P.E. by phone at (214) 320-4469 or by email at Stephen.Endres@txdot.gov.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

US 380 Collin County Feasibility Study

MEETING OF AFFECTED PROPERTY OWNERS (MAPO)

MEETING LOCATION



★ **Russell A. Steindam Courts Building**

Jury Room
Thursday, March 21, 2019
6:00 p.m. - 8:00 p.m.

2100 Bloomdale Road, McKinney, TX 75071

From the East

- Turn right from E University onto N McDonald Street
- Turn left onto Laud Howell Parkway
- Turn left onto Bloomdale Road
- Follow the road to the right
- Courthouse will be just ahead

From the South

- Take US - 75 N from McKinney
- Take Exit 42B onto Bloomdale Road
- Use 2nd from the left lane to turn left
- Courthouse will be on the right

Contact information: TxDOT, Stephen Endres, P.E., Stephen.Endres@txdot.gov, (214) 320-4469

Attachment 3

US Highway 380 Route Comparison Matrix

Key Factors	Proposed Green Option Cost Road to FM 1827	Proposed Bypass Option"A" Coit Road to FM 1827	Proposed Bypass Option "B" Coit Road to FM 1827	Comparative Evaluation (Negative and Positive Impacts)
Project Costs Source: Feasibility Update Oct. 4	• Proposed Green Option is approximately 11 miles in length. TxDOT's estimated cost is $916 million, or $83 million per mile. The estimate includes construction, ROW, and utility relocation. • TxDOT's $916 million estimate includes the cost to depress the ROW (approx. 1 mile) between Tucker Hill and Stonebridge Ranch neighborhoods and the required ROW (approximately 4 miles) east of US Highway 75.	• Proposed Red Option "A" is approximately 16 miles in length. TxDOT's estimated cost is $748 million, or $47 million per mile. The estimate includes construction, ROW, and utility relocation. • Is the $103 million difference in cost between RED Option "A" and "B" the estimated cost to depress the ROW (approx. 1 mile) between Tucker Hill and Stonebridge Ranch neighborhoods?	• Proposed Red Option "B" is approximately 14 miles in length. TxDOT's estimated cost is $645 million, or $46 million per mile. The estimate includes construction, ROW, and utility relocation.	• Red Option "B" appears to be the lowest cost option. However, some of the ROW and utility relocation cost could be reduced with development along the commercial corridor, and other Key Factors may prove the Green Option to be the best option.
Engineering Analysis	• Depressing the ROW between Tucker Hill and Stonebridge Ranch will reduce the right of way requirement and mitigating noise impacts. Cantilevering the service roads is an important design element in this approximate 1 mile section of the project. • The 5 1/2 mile section from Custer Road and US Highway 75 should have no more than 5 on-and-off ramps designed for the project; Arterial Roads…Custer Road, Ridge Road, Lake Forest Drive, Harden Blvd., and Community Drive.	• Depressing the ROW between Tucker Hill and Stonebridge Ranch will reduce the right of way requirement and mitigating noise impacts. Cantilevering the service roads is an important design element in this approximate 1 mile section of the project. • The 5 1/2 mile section from Custer Road and US Highway 75 should have no more than 5 on-and-off ramps designed for the project; Arterial Roads…Custer Road, Ridge Road, Lake Forest Drive, Harden Blvd., and Community Drive. • Additional engineering or relocation costs may be required to mitigate the impacts related to crossing the two major flood plains (Wilson Creek, and the East Fork of the Trinity River). See related comments under Water Resources and Flood Plains.	• The 5 1/2 mile section from Custer Road and US Highway 75 should have no more than 5 on-and-off ramps designed for the project; Custer Road, Ridge Road, Lake Forest Drive, Harden Blvd., and Community Drive. • Additional engineering or relocation costs may be required to mitigate the impacts related to crossing the two major flood plains (Wilson Creek, and the East Fork of the Trinity River). See related comments under Water Resources and Flood Plains.	• **MINIMAL COMPARATIVE IMPACT** **Green Option:** The Green Option and Red Option "A" proposal to depress the ROW between Tucker Hill and Stonebridge Ranch, and east of US Highway 75 will significantly reduce the right of way requirement and mitigates noise impacts for both sections of the project. Cantilevering the service roads is also an important design element further reducing the project's ROW requirements. • **NEGATIVE IMPACT** **Red Options "A" and "B":** Additional engineering or relocation costs may be required to mitigate the impacts related to constructing new crossings for two major flood plains (Wilson Creek and the East Fork of the Trinity River).
Right of Way (ROW) Requirements	• The additional ROW requirement for US Highway 380 appears to be minimal when compared to that required for the proposed proposed Red Options "A" and "B". The per foot land costs are estimated to be twice the cost projected for proposed Red Options "A" and "B". • The ROW for the Green proposal can meander north and south of US Highway 380's current alignment to minimize any disruption or displacement.	• The proposed Red Option "A" will need to purchase the full ROW, which is estimated to require 3 to 4 times the additional right of way required for US Highway 380.	• The proposed Red Option "B" will need to purchase the full ROW, which is estimated to require 3 to 4 times the additional right of way required for US Highway 380.	• **MINIMAL COMPARATIVE IMPACT** **Green Option:** The Row requirement is incremental and has minimal impact on residential properties and communities. The additional ROW may be donated as development and redevelopment of property occurs during the 10 years leading up to the freeway's construction. • **NEGATIVE IMPACT** **Red Options "A" and "B":** ROW requirements will require the relocation of families and impose significant impacts on adjoining residential properties. Greater weight should be given to the negative impacts placed on families when compared to commercial properties.

Key Factors	Proposed Green Option Cost Road to FM 1827	Proposed Bypass Option“A” Coit Road to FM 1827	Proposed Bypass Option “B” Coit Road to FM 1827	Comparative Evaluation (Negative and Positive Impacts)
Existing and Planned Utilities	• This is a 10 to 15 year project. During this period utility will likely experience growth and upgrade their systems to meet customer demand in the commercial sector. • Electric utilities will likely be relocated underground as their facilities are upgraded to meet customer demand. Upgrades will likely be installed outside the the proposed freeway ROW.	• Existing utilities primarily serve rural McKinney and incorporated properties. Utilities will be updated as growth demands. Commercial growth in this area is likely to lag the growth on US Highway 380.	• Existing utilities primarily serve rural McKinney and incorporated properties. Utilities will be updated as growth demands. Commercial growth in this area is likely to lag the growth on US Highway 380.	• **MINIMAL COMPARATIVE IMPACT** **Green Option:** Business development and redevelopment along the freeway corridor will cause utility system upgrades and new services during the next 10 to 15 years. Utility relocations not related to the project should be backed out of the project’s estimated utility costs. • **NEGATIVE IMPACT** **Red Options “A” and “B”:** The majority, if not all, of the utility relocation costs will not be project related.
Traffic Analysis US Highway 380	• US Highway 380, proposed Green Option, currently well situated at Custer Road. The highway is positioned halfway between 121 Sam Rayburn Tollway (6.5 miles) and the proposed Collin County Northern Loop (5 miles).. • The projects goal is to provide east-to-west and west-to-east traffic relief on US Highway 380. The freeway would be designed to flow through McKinney at freeway speed (70 mph).	• Traffic on proposed Red Option “A” will likely be assigned a lower Engineering Service Rating (lower speed limit) due to traffic slowing to negotiate curves west of US 75, between US 75 and US Highway 380’s current alignment, and east of Tucker Hill. • The Dallas North Tollway between Trinity Mills Road and Keller Springs Road may offer a comparative design. Crash data for this 65 mph stretch of the DNT should be considered and evaluated.	• Traffic on proposed Red Option “B” will likely be assigned a lower Engineering Service Rating (lower speed limit) due to traffic slowing to negotiate curves west of US 75, between US 75 and US 380’s current alignment, and and west of Custer Road. • Red Option “B” has the higher safety risk than the Green and Red Option “A”. The safety risk is in the design where Red Option “B” crosses Custer Road at an angle (Reference: TxDOT Alignment Revisions Evaluation 10/04).	• **MINIMAL COMPARATIVE IMPACT** **Green Option:** The Green Option will provide a straight line of travel designed for freeway speed, up to 70 mph. • **NEGATIVE IMPACT** **Red Options “A” and “B”:** Red Option “B” has a higher safety risk than the other two options. The road design will likely require lower speed limit on Red Options “A” and “B” to provide safe travel as drivers negotiate the freeway curves and fight to remain in their travel lanes.
Traffic Analysis Arterial Roads	• US Highway 380 (proposed Green Option) at Custer Road is currently located halfway between 121 Sam Rayburn Tollway (6.5 miles) and the proposed Collin County Northern Loop (5 miles). • Conforms with One MCKinney 2040 Comprehensive Plan. • The buildout of the Comprehensive Plan’s arterial roads north of US Highway 380’s current alignment will relieve traffic local traffic issues, including arterials south of US Highway 380. East-west roads north of US Highway 380 (Bloomdale Road, Laud Howell Parkway, and an unnamed arterial) are not currently improved as arterial roads.	• US Highway 380’s proposed Red Option “A” will be 2 miles north of its current location, which then puts 121 Sam Rayburn Tollway 8.5 miles south and the proposed Collin County Northern Loop within 3 miles to the north. • The Red Option “A” interchange with US Highway 75 will be 2.6 miles further north and 1 mile further east of its current location. • Does not relieve traffic on Virginia Parkway and Eldorado Parkway as travelers from Frisco traverse the City of McKinney.	• US Highway 380’s proposed Red Option “A” will be 2 miles north of its current location, which then puts 121 Sam Rayburn Tollway 8.5 miles south and the proposed Collin County Northern Loop within 3 miles to the north. • The Red Option “A” interchange with US Highway 75 will be 2.6 miles further north and 1 mile further east of its current location. • Does not relieve traffic on Virginia Parkway and Eldorado Parkway as travelers from Frisco traverse the City of McKinney. • Increases traffic in the Town of Prosper on 1st Street, Prosper Trail, and Frontier Parkway as commuters travel between Proposed Red Option “B” to Preston Road to travel north.	• **MINIMAL COMPARATIVE IMPACT** **Green Option:** Centrally located between 121 Sam Rayburn Tollway and the proposed Collin County Northern Loop. Conforms with One McKinney 2040 Comprehensive Plan • **NEGATIVE IMPACT** **Red Options “A” and “B”:** Increases traffic in Town of Prosper on 1st Street, Prosper Trail and Frontier Parkway. Does not relieve traffic on arterials in McKinney sooth of existing US Highway 380.

Key Factors	Proposed Green Option Cost Road to FM 1827	Proposed Bypass Option“A” Coit Road to FM 1827	Proposed Bypass Option “B” Coit Road to FM 1827	Comparative Evaluation (Negative and Positive Impacts)
Existing and Planned Residential Developments	• One McKinney 2040 Comprehensive Plan Takes a proactive approach to the planning process by reaching out to the community to gather public input in developing its Land Use Plan.	• Red Option “A” would create a freeway barrier and negative impacts which are inconsistent with the development patterns and character envisioned by the One McKinney 2040 Comprehensive Plan. For example, the Northridge District is divided creating a north and south Northridge District. The high school attendance area is also divided into an area south of proposed Red Option “A” and the other south of the proposed freeway. • Imposes negative impacts on upwards of 11 residential developments many of which are in their planning or construction phase.	• Red Option “B” would create a freeway barrier and negative impacts which are inconsistent with the development patterns and character envisioned by the One McKinney 2040 Comprehensive Plan. For example, the Northridge District is divided creating a north and south Northridge District. The high school attendance area is also divided into an area south of proposed Red Option “B” and the other south of the proposed freeway. • Conflicts with the Town of Prosper’s Comprehensive Plan and the planned residential development in the southeast corner of the Town’s corporate limits. • This option would impact upwards of 11 residential developments many of which are in their planning or construction phase. This option would also divide the Walnut Grove community.	• **MINIMAL COMPARATIVE IMPACT** **Green Option:** The Green Option conforms with One McKinney 2040 Comprehensive Plan. • **NEGATIVE IMPACT** **Red Options “A” and “B”:** The Red Options conflicts with and does not support the Town of Prosper’s Comprehensive Plan, and One McKinney 2040 Comprehensive Plan. The Options will negatively impact a significant number of yet to be completed residential developments, and the high school attendance area is negatively impacted as well.
Existing and Planned Commercial Developments	• The project should consider the current businesses located along US 380, but it should be weighted by the fact that this project is 10 to 15 years out and much of US Highway 380’s commercial corridor will experience redevelopment or growth under the City of McKinney’s 2040 Plan. The City of McKinney should be able to minimize further impacts in the Green Option’s commercial corridor.	• Existing or planned significant commercial developments are not currently planned along Red Option “A”.	• Existing or planned significant commercial developments are not currently planned along Red Option “B”.	• **MINIMAL COMPARATIVE IMPACT** **Green Option:** The commercial corridor will likely go through a transition over the next 10 to 15 years. Impact on commercial properties can me minimized through planning and zoning by the City of McKinney during the 10 plus years leading up to construction. • **NEGATIVE IMPACT** **Red Options “A” and “B”:** Commercial development is likely to occur along this corridor for several years after construction.
Costs and Economic Development	• Upgrading US Highway 380 to a freeway will have significant costs, including time of delay. However, the economic growth the City of McKinney will experience from the Green Option’s commercial corridor will significantly offset the costs associated with the projects construction. Additionally, once the corridor is selected and the right of way defined commercial investment and development will begin.	• Red Option “A” will also have significant costs. Economic development will lag the development US Highway 380 will experience. Speculators may begin to purchase property along the corridor but investors will withhold development along the corridor until they are assured a return on their investment; e.g., Red Option “A” is nearing completion.	• Red Option “B” will also have significant costs. Economic development will lag the development US Highway 380 will experience. Speculators may begin to purchase property along the corridor but investors will withhold development along the corridor until they are assured a return on their investment; e.g.,Red Option “B” is nearing completion.	• **MINIMAL COMPARATIVE IMPACT** **Green Option:** While the project will incur significant construction and disruption of businesses during construction, the long term financial benefits and perception of McKinney as a city planning for its future far outweigh the project’s costs. • **NEGATIVE IMPACT** **Red Options “A” and “B”:** Economic growth in these two options will be delayed until the freeway project nears completion.
Land Use and Parkland	• Conforms to One McKinney 2040 plan. Greenbelt Park (future) is planned as part of Wilson Creek’s Flood Plain. • The Green Option impacts significantly less acreages of land as compared to all other options.	• Red Option “A” will negatively impact the On McKinney 2040 plan for trails and open space amenities along Wilson Creek and Stover Creek.	• Red Option “B” will negatively impact the On McKinney 2040 plan for trails and open space amenities along Wilson Creek. • Conflicts with the Town of Prosper’s Comprehensive Plan	• **MINIMAL COMPARATIVE IMPACT** **Green Option:** Significantly impacts less acreages of land. Supports One McKinney 2040 Plan for trails and open space amenities. • **NEGATIVE IMPACT** **Red Options “A” and “B”:** Impacts One McKinney Plan for trails and open space. Conflicts with the Town of Prosper’s Comprehensive Plan.

Key Factors	Proposed Green Option Cost Road to FM 1827	Proposed Bypass Option“A” Coit Road to FM 1827	Proposed Bypass Option “B” Coit Road to FM 1827	Comparative Evaluation (Negative and Positive Impacts)
Water Resources and Flood Plains	• The bridges crossing the two major waterways and flood plains at Wilson Creek and the East Fork of the Trinity River will require widening or reconstruction to accommodate the the proposed limited access highway and service roads.	**Reference - FEMA revised flood maps for Collin County on June 7, 2017** <u>Wilson Creek</u> • A new bridge would be required at Wilson Creek and its flood plain. <u>East Fork of the Trinity River</u> • As Option “A” crosses US 75 a significant bridge will be required as it enters and crosses the East Fork of the Trinity River and its sizable flood plain. • The freeway turns south and parallels the east side of the East Fork of the Trinity River. An elevated 3 mile highway may be required through the river’s sizable flood plain. • The interchange where Option “A” rejoins US Highway 380’s current alignment is located within or adjacent to the East Fork of the Trinity River and its sizable flood plain. The design will need to consider the future growth of the river’s sizable flood plain caused by growth and development in northern Collin County. <u>One McKinney 2040 Comprehensive Plan</u> • Proposed Option “A” will negatively impact the Wilson Creek flood plain which would otherwise give the Northridge District opportunities to incorporate natural open space as an amenity for residents. Trail connections along these creeks would link these newer neighborhoods to the jobs in the Medical District and the people and amenities in Stonebridge Ranch and other existing neighborhoods.	**Reference - FEMA revised flood maps for Collin County on June 7, 2017** <u>Wilson Creek</u> • New bridge would be required at Wilson Creek and its flood plain. • The undeveloped lots in Tucker Hill lie within Wilson Creek’s flood plain which FEMA defines as a Special Flood Hazard Area (SFHA) - High Risk. Structures located within the SFHA have a 26 percent chance of flooding during the life of a 30 year mortgage. • Construction of a freeway through the SFHA may add sufficient water runoff to impose additional risk to current property owners. The freeway and growth and development may expand the high risk SFHA to include additional Tucker Hill properties/homes. <u>East Fork of the Trinity River</u> • As Option “B” crosses US 75 a significant bridge will be required as it enters and crosses the East Fork of the Trinity River and its sizable flood plain. • The freeway turns south and parallels the east side of the East Fork of the Trinity River. An elevated 3 mile highway may be required through the river’s sizable flood plain. • The interchange where Option “B” rejoins US Highway 380’s current alignment is located within or adjacent to the East Fork of the Trinity River and its sizable flood plain. The design will need to consider the future growth of the river’s sizable flood plain caused by growth and development in northern Collin County. <u>One McKinney 2040 Comprehensive Plan</u> • Proposed Option “B” will negatively impact the Wilson Creek flood plain which would otherwise give the Northridge District opportunities to incorporate natural open space as an amenity for residents. Trail connections along these creeks would link these newer neighborhoods to the jobs in the Medical District and the people and amenities in Stonebridge Ranch and other existing neighborhoods.	• **MINIMAL COMPARATIVE IMPACT** **Green Option:** Will require the widening or reconstruction of freeway bridges and service roads at two major waterways. • **NEGATIVE IMPACT** **Red Options “A” and “B”:** The feasibility may not have used FEMA’s revised flood maps for Collin County. The maps, dated June 7, 2017, have enlarged to Special Flood Hazard Area (SFHA) to include the undeveloped lots and a number of homes in Tucker Hill. Runoff from proposed Option “B” and development in northern Collin County may substantially increase the flood area in future years. The proposed Red Options “A” and “B” conflict with the One Mckinney 2040 Comprehensive Plan and its plan to incorporate the natural open space as an important resource for residents.

Key Factors	Proposed Green Option Cost Road to FM 1827	Proposed Bypass Option“A” Coit Road to FM 1827	Proposed Bypass Option “B” Coit Road to FM 1827	Comparative Evaluation (Negative and Positive Impacts)
Social and Community Impacts	• Conforms with One McKinney 2040.	• Creates an island for residents north of US Highway 380 and south of the proposed Red Option “A”.	• Proposed Red Option “B” conflicts with ManeGait. ManeGait provides therapeutic horsemanship services to clients throughout Collin County. • Creates an island for residents north of US Highway 380 and south of the proposed Red Option “B”.	• **MINIMAL COMPARATIVE IMPACT** **Green Option:** Conform with One McKinney 2040. • **NEGATIVE IMPACT** **Red Options “A” and “B”:** Imposes significant unmitigated social and community impacts.
Stakeholder and Public Input	• Most recent TxDOT citizen survey showed residents in the cities of Frisco, Prosper and McKinney prefer the Green alignment.	• Residents north of US Highway oppose the proposed Red Option “A”. Many residents south of 380 support the proposed Red Option “A”, but their commitment to use the proposed Red Option “A” would be limited at best.	• Residents north of US Highway oppose the proposed Red Option “A”. Many residents south of 380 support the proposed Red Option “A”, but their commitment to use the proposed Red Option “A” would be limited at best. • The Town of Prosper is on the record opposed to the proposed Red Option “B” crossing Custer Road.	• **MINIMAL COMPARATIVE IMPACT** **Green Option:** The majority of those completing the survey commenting on the five earlier proposed routes support improving US Highway 380 in its current alignment. • **NEGATIVE IMPACT** **Red Options “A” and “B”:** Indications are most people living south of US Highway 380 would no drive north to use proposed Red Alignment “A” or “B”.
Proximity to High Schools	• None	• Proposed Red Option “A” conflicts with the City of McKinney’s 2040 Comprehensive Plan. Option “A” will divide the plan’s Northridge District which does not support the goal of locating school sites where they best serve households with school-age children and follow the development pattern described in the plan’s Preferred Scenario. • Prosper Independent School District has plans to build a high school on Bloomdale east of Custer. The campus will be located north of the proposed Red Option “A”. Students south of Red Option “A” will need to cross the proposed freeway to reach the campus. Some students will travel the service roads from Lake Forest (eastern PISD boundary) to reach the campus.	• Proposed Red Option “B” conflicts with the City of McKinney’s 2040 Comprehensive Plan. Option “B” will divide the plan’s Northridge District which does not support the goal of locating school sites where they best serve households with school-age children and follow the development pattern described in the plan’s Preferred Scenario. • Prosper Independent School District (PISD) has plans for two high school. one is located east of Custer Road and the other is west of Custer Road. • The planned Bloomdale campus east of Custer will be located on the north side of the proposed Red Option “B”. Students south of the Red Option “B” will need to cross the proposed freeway to reach the campus. Some students will travel to service roads from Lake Forest (eastern PISD boundary) to reach the campus. • The second campus is planned west of Custer Road on 1st Street.	• **MINIMAL COMPARATIVE IMPACT** **Green Option:** No planned or existing high school sites. • **NEGATIVE IMPACT** **Red Options “A” and “B”:** The proposed options conflict with the City of McKinney’s Comprehensive Plan adopted on 10/02.2018. The proposed options also present considerable public safety risks for students residing west of Lake Forest Drive and south of the Red Options “A” and “B”. Young student drivers will travel east and west on on the proposed freeway or freeway service roads to reach the campus.
Proximity to Cemeteries	• None	• None	• There are three cemeteries located west of Custer Road; Horn, Walnut Grove, and Ware. Horn Cemetery lies within 90 feet of the proposed Red Option “B”.	• **MINIMAL COMPARATIVE IMPACT** **Green Option and Red Option “A”:** There are no cemeteries within close proximity of the Green Option and Red Option “A” • **NEGATIVE IMPACT** **Red Option “B”:** There three cemeteries within close proximity to Red Option “B”.

Regional Transportation Council

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

March 15, 2019

Mr. William Meadows
Chair, Board of Directors
DFW International Airport
2400 Aviation Dr
DFW Airport, TX 75261

Dear Mr. Meadows:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to congratulate you on Dallas Fort Worth International (DFW) Airport being named the 2019 Global Airport of the Year by *Air Transport World*.

Innovation, collaboration with North Texas communities and economic benefit to the region are just a few reasons why DFW Airport deserves this recognition. Our partnership with DFW Airport is important, and I look forward to our continued work together as we plan coordinated transportation systems.

Again, congratulations on your award. We anticipate many more awards in the years to come thanks to your dedication. In ever needed, you can reach out to me or Michael Morris, P.E., Director of Transportation for NCTCOG, at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

NA:cb

cc: Michael Morris, P.E., Director of Transportation, NCTCOG

Regional Transportation Council

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

March 15, 2019

Mr. Sean Donohue
Chief Executive Officer
DFW International Airport
2400 Aviation Dr
DFW Airport, TX 75261

Dear Mr. Donohue:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to congratulate you on Dallas Fort Worth International (DFW) Airport being named the 2019 Global Airport of the Year by *Air Transport World*.

Innovation, collaboration with North Texas communities and economic benefit to the region are just a few reasons why DFW Airport deserves this recognition. Our partnership with DFW Airport is important, and I look forward to our continued work together as we plan coordinated transportation systems.

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Sincerely,

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

NA:cb

cc: Michael Morris, P.E., Director of Transportation, NCTCOG

P. O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028
http://www.nctcog.org/trans

Regional Transportation Council

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

March 19, 2019

The Honorable Elaine Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the 2019 United States (US) Department of Transportation Automated Driving System Demonstration Grant application submitted by the North Central Texas Council of Governments (NCTCOG), Texas Innovation Alliance, the Texas A&M University System, the University of Texas at Austin Center for Transportation Research, the Southwest Research Institute, and numerous other Texas cities and public agencies. As a model for statewide collaboration, the project leverages collective resources, expertise, and diversity of test environments to maximize the community value of our investments.

North Texas is the site of two potential test environments identified in the grant application. One test environment is for robo-taxi vehicles and service. North Texas currently has two robo-taxi services in operation providing transportation to the public. The other test environment in North Texas will assist automated trucks develop the capability to function in autonomous mode on expressways in urbanized areas and from those expressways to nearby distribution points. Automated truck operations will begin soon in North Texas and one firm has located a facility in the region already. The IH 30 corridor between Dallas and Fort Worth is well suited for such a testbed, as the region houses many distribution sites.

Faced with rapid population growth and over 100,000 vehicle crashes and 600 traffic fatalities in 2018, North Texas also has an interest in the progress of automated driving systems for all communities. The technology has the potential to greatly reduce crashes and improve roadway safety over time. Beyond the technology, automated vehicles are viewed as an accessibility tool for addressing first-/last-mile transit gaps, providing on-demand services in the urban core, and enhancing mobility independence for aging and underserved populations.

Recognizing the importance of innovation in the transportation sector, the RTC recently approved a $31.5 million funding package to support automated vehicle deployments in North Texas, the first metropolitan planning organization in the country to make such a commitment. In addition, this project is consistent with policies included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. If the project is successful in receiving funds, the RTC will support its inclusion in the 2019-2022 Transportation Improvement Program for North Central Texas.

P.O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028
http://www.nctcog.org/trans

Again, the RTC supports the statewide application for the 2019 US Department of Transportation Automated Driving System Demonstration Grant application. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

RH:al

Regional Transportation Council

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

March 26, 2019

The Honorable Kay Granger
United States House of Representatives
1026 Longworth HOB
Washington, DC 20515

Dear Representative Granger:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your continued leadership on transportation and air quality issues in the United States Congress; a membership roster of our organization is enclosed.

As the ranking member of the House Appropriations Committee, the RTC requests your support to adequately fund two important programs that reduce pollution from transportation in the FY 2020 Appropriations bill, the Department of Energy's (DOE) Clean Cities Program and the Environmental Protection Agency's (EPA) Diesel Emissions Reduction Act Grants. The RTC's federal legislative position includes support for providing adequate funding for air quality, and innovation and technology that improves air quality. Ensuring adequate funding for these programs would support that position.

FY 2020 Appropriations Request for DOE Clean Cities Program

The RTC asks that you include the following report language in the Vehicle Technologies section of the Energy Efficiency and Renewable Energy Account in the FY 2020 Appropriations bill:

> *Within available funds, the Committee recommends $58,500,000 for Outreach, Deployment and Analysis. Within this amount, $50,000,000 is provided for Deployment through the Clean Cities Program, including at least $30 million for competitive grants to support alternative fuel, infrastructure, and vehicle deployment activities. When issuing competitive grants, the Department is encouraged to focus on awards that range from $500,000 to $1,000,000 each and include at least one Clean Cities coalition partner. The Department is encouraged to ensure balance in the award of funds to achieve varied aims in fostering broader adoption of clean vehicles and installation of supporting infrastructure.*

The Clean Cities Program is DOE's only initiative focused on the deployment of alternative fuels, vehicles and infrastructure. According to DOE annual reports, this program has leveraged $231.3 million in program funding into another $2.26 billion in public and private investment in alternative fuels projects from 2006-2016. This is an overall leverage ratio of $9.75 for every federal dollar invested. These funds were used to deploy a diverse array of alternative fuel vehicles and refueling stations based on local transportation needs. Through the Clean Cities program, 8 billion gasoline gallon equivalents have been saved through efficiency improvements and fuel diversity – enough to fill nearly 1 million tanker trucks. Clean Cities Coalitions have

helped deploy more than one million alternative fuel vehicles on the road in the United States, supported by over 23,000 fueling stations that provide at least one alternative fuel.

The DFW Clean Cities Coalition, a program of the RTC and the North Central Texas Council of Governments (NCTCOG), has helped to improve air quality in North Texas by facilitating the installation of alternative vehicle fueling stations and deployment of clean vehicle technologies across the region since 1995. Through DFW Clean Cities Coalition work, fleets reduced approximately 390 tons of ozone-forming nitrogen oxides (NO_X) emissions through the use of alternative fuel vehicles and other clean technologies, which assists in efforts to attain the federal ozone standard. In addition, nearly 33,000 tons of greenhouse gas emissions were reduced.

FY 2020 Appropriations Request for EPA Diesel Emissions Reduction Act Grants

The RTC requests your support for ongoing investments in the Diesel Emission Reduction Act (DERA) program by requesting $100 million be included for the program in the FY 2020 Interior and Environment Appropriations bill. Nearly 73,000 pieces of clean diesel technology have been funded by DERA grants since the program's inception. Projects funded by this program not only strengthen America's manufacturing economy, but also improve the health of our nation. The EPA estimates that every dollar spent on diesel emissions reduction returns $13 in health benefits, and since millions of Americans live where diesel emissions from older, heavily polluting diesel engines are often concentrated, we cannot afford to halt the progress.

The North Texas region has directly benefited from DERA funding. Since 2008, NCTCOG has received approximately $11.7 million in DERA funding through the National Clean Diesel Funding Assistance Program. These awards have been distributed to both public and private fleets across the DFW region to assist with a variety of projects ranging from replacement of old, high-polluting school buses, fire trucks, and delivery trucks to installation of fuel-efficiency and idle reduction technologies on long-haul freight trucks. These projects have resulted in cost-effective reductions of ozone-forming NO_X emissions as well as reduced exposure to diesel particulate matter.

The RTC urges you to support the DOE Clean Cities Program and the EPA Diesel Emissions Reduction Act program by including funding for these programs in the FY 2020 Appropriations bill. Again, thank you for your consideration and for your leadership on transportation and air quality issues. If you have any questions, please feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

LPC:tmb
Enclosure

cc: Michael Morris, P.E., Director of Transportation, NCTCOG
North Central Texas Congressional Delegation

The Fairways at Westworth Homeowners' Association, Inc.

Managed by SBB Management Company, AAMC®
An Accredited Association Management Company

March 25, 2019

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

via courier

Mr. Dan Kessler
Assistant Director of Transportation
North Central Texas Council of Governments
Centerpoint II
600 Six Flags Drive
Arlington, TX. 76011

RE: Westworth Village TAP Grant

Dear Mr. Morris and Mr. Kessler:

We are writing as the Board of Directors of The Fairways Homeowners Association to request the North Central Texas Council of Governments place a hold on the funding approval for the Westworth Village TAP Grant for the city-wide trail system.

This request to hold the grant funding is because public comment on the trail design was only solicited in the last 45 days, issues raised by citizens at public forums have not been addressed and the current City Mayor and Mayor Pro Tempore are expediting the bid approval process in order to sign a contract and commit the city to the project before the city election scheduled for May 4th.

The planning process for this trail system has been ongoing for over 4 years and during that time, only one public hearing was held on January 30, 2019 to solicit feedback from the city residents. This meeting was attended by approximately 5% of the city residents. Although there was broad support for the trail project, several issues were raised (and entered into the public record) as to the current trail design. These issues include the following:

- Critical safety issues with the current trail design. The current design includes building the trail directly adjacent to a main city street (White Settlement) and on the street side of the existing guardrail to protect vehicles from driving into a road-side ditch. Additionally, the trail design includes a signaled pedestrian crossing on a blind corner on another main city street (Roaring Springs).
- No plan to address vandalism along the trail.

The Fairways at Westworth Homeowners' Association, Inc.

Managed by SBB Management Company, AAMC®
An Accredited Association Management Company

- No plan to address litter along the trail.
- No plan to address crime along the trail, including illegal and after hours use of the trail.
- No plan to address noise from users on the trail.
- No plan to address a specific leg of the trail that ends at the western city border that will introduce pedestrian and bicyclist traffic directly adjacent to our community increasing the opportunity for noise, vandalism and crime in an area that today is used solely as a Oncor utility easement.

Adding to the rationale of our request to place a hold on the grant funding is that the city has an election on May 4th. Mayor Coleman is not standing for reelection. Additionally, two of the five city council seats are up for reelection and will be filled by new council members as neither incumbent is standing for reelection. As such, in 45 days both the executive and city council will change. Additionally, Mayor Coleman and Mayor Pro Tempore Jones appear to be expediting the finalization of the trail plans with several out of cycle meetings and placing the project out for bid without addressing the concerns raised by the citizens described above. Given that within 45 days we'll have a new mayor and two new councilmen or councilwomen, we request placing the grant funding on hold until new city leadership is in place. This new leadership will hopefully address the concerns raised by the citizens modifying the trail design as needed. Lastly, we strongly feel that it is only appropriate to allow the new city leadership (vs. the current lame-duck Mayor) to finalize the trail plan as they will be accountable to oversee the project moving forward.

The Board of Directors of The Fairways Homeowners Association would welcome the opportunity to meet with you or your designee to discuss our concerns listed in this letter or any questions they may raise. We greatly appreciate your consideration of this request.

Respectfully,

Richard T Meszaros,
President

Steven Mass
Vice President

Charlotte Norris
Secretary

Nasim Akhtar
Treasurer

Rodney Buttermore
Board Member

cc: Mayor Coleman
Mayor Pro Tempore and Council Place 1, Kelly Jones
Council Place 2, Tiffany Aller
Council Place 3, John Davies
Council Place 4, Sharon Schmitz
Council Place 5, Dan Novak

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TRANSPORTATION

8360 LBJ Freeway, Suite 300 • Dallas, Texas 75243 • (972) 960-2800 • Fax (972) 991-6642
1670 Keller Parkway, Suite 170 • Keller, Texas 76248 • (817) 482-1547 •Fax (817) 431-6412

Regional Transportation Council

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

April 2, 2019

North Central Texas Legislative Delegation
Texas House of Representatives
PO Box 2910
Austin, TX 78768

Dear Members of the Texas House of Representatives:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your valuable service in the Texas Legislature on transportation issues. The RTC would like to express concern for multiple bills filed this session regarding the development of high-speed rail systems. If approved, these bills would impede the progress of high-speed rail in Texas.

Implementing high-speed passenger rail service in Texas is a priority for the RTC. As the State continues to grow, high-speed rail will provide a faster alternative to driving. The proposed high-speed rail project between Dallas and Houston would provide a dedicated passenger rail system and establish connectivity with other transportation services in both cities. The project will connect Texas' two largest metropolitan regions through a fast, safe and reliable form of travel.

As vehicle travel time between Dallas and Houston on Interstate Highway (IH) 45 continues to increase, high-speed rail will provide a faster alternative, helping to alleviate congestion. In addition to reducing congestion, high-speed rail service will improve air quality, create jobs and impact economic development by revitalizing areas around the stations.

The RTC asks that you do not support any proposed legislation that is harmful to the implementation of high-speed rail in Texas. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

NA:al

cc: Michael Morris, P.E., Director of Transportation, NCTCOG

Regional Transportation Council

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

April 2, 2019

North Central Texas Legislative Delegation
Texas Senate
PO Box 12068, Capitol Station
Austin, TX 78711

Dear Members of the Texas Senate:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your valuable service in the Texas Legislature on transportation issues. The RTC would like to express concern for multiple bills filed this session regarding the development of high-speed rail systems. If approved, these bills would impede the progress of high-speed rail in Texas.

Implementing high-speed passenger rail service in Texas is a priority for the RTC. As the State continues to grow, high-speed rail will provide a faster alternative to driving. The proposed high-speed rail project between Dallas and Houston would provide a dedicated passenger rail system and establish connectivity with other transportation services in both cities. The project will connect Texas' two largest metropolitan regions through a fast, safe and reliable form of travel.

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The RTC asks that you do not support any proposed legislation that is harmful to the implementation of high-speed rail in Texas. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

NA:al

cc: Michael Morris, P.E., Director of Transportation, NCTCOG

Texas Department of Transportation

125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

April 2, 2019

Mr. Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
P.O Box 5888
Arlington, TX 76005-5888

Dear Mr. Morris:

The Texas Department of Transportation (TxDOT) has conducted a review of the North Central Texas Council of Governments (NCTCOG) Procurement Procedures (Revised March 2019). We find the document to be in compliance with applicable federal and state standards.

Thank you and your staff for their time and effort. TXDOT values its relationship with NCTCOG. Please contact Nick Page (512) 486-5156 with any questions.

Sincerely,

DocuSigned by:
Peter Smith
186CA618CEFD410...

Peter Smith, P.E.
Director, Transportation Planning and Programming Division

Enclosures

cc: Dan Kessler, NCTCOG Metropolitan Planning Organization
Noel Paramanantham, P.E., Paris, District Engineer, TxDOT
Mo Burr, P.E., Dallas, District Engineer, TxDOT
Loyl Bussell, P.E., Fort Worth, District Engineer, TxDOT

Regional Transportation Council

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

April 4, 2019

The Honorable Jessica Gonzalez
Texas House of Representatives
P.O. Box 2910, E2.820
Austin, TX 78768

Dear Representative Gonzalez:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, thank you for your leadership on transportation and air quality issues in the Texas Legislature. The RTC would like to express concern for two bills filed this session, HB 436 and HB 1951, that would be harmful to transportation projects in North Texas and throughout the state.

The RTC supports the ability to utilize tolling, managed lanes, debt financing and public-private partnerships in large metropolitan regions through a local decision-making process of the MPO, county commissioners' courts, and city councils. HB 1951 and HB 436 propose eliminating system financing and removing tolls from a project once it has been paid off. If approved, these bills would be problematic for the State's transportation system.

System financing is an integral tool used to fund transportation systems, not only in North Texas, but across the state. The tollway authority in North Texas uses this tool when planning and funding transportation systems, but the Texas Department of Transportation also collects revenues from different projects to build a system of roadways. If system financing is removed from statute as proposed, numerous transportation projects would be affected.

Removing the tolls from a project once paid off would also affect projects across the state. Transportation investments like managed lanes provide extra capacity, reliable travel times, and pay for their continued maintenance over time. In addition, HB 1951 requires voter approval of a toll project before it could be constructed. Drivers already vote for projects every day when they decide to use tolled lanes. Again, the RTC supports a local decision-making process by the MPO, county, and city levels for these projects. As the region continues to grow, so does the need to accommodate rising travel demand, provide choices, and balance transportation investments. Funding is not adequate to meet the growth of a million persons per decade since 1960 in the Dallas-Fort Worth region.

P. O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028
http://www.nctcog.org/trans

The RTC urges you to support the continued use of innovative transportation funding tools in North Texas. If you have any questions, please feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

RH:al

cc: The Honorable Dan Patrick, Lt. Governor of Texas
The Honorable Dennis Bonnen, Speaker of the Texas House of Representatives
The Honorable Robert Nichols, Chair, Senate Committee on Transportation
The Honorable Terry Canales, Chair, House Committee on Transportation
Michael Morris, P.E., Director of Transportation, NCTCOG

Senate confirms former coal industry lobbyist Andrew Wheeler to lead Environmental Protection Agency

WASHINGTON - (AP) -- The Senate on Thursday confirmed former coal industry lobbyist Andrew Wheeler to lead the Environmental Protection Agency, despite concerns by Democrats and one Republican about regulatory rollbacks he's made in eight months as the agency's acting chief.

Senators voted 52-47 to confirm Wheeler, who was nominated by President Donald Trump after former administrator Scott Pruitt resigned last year amid a series of ethics allegations.

Sen. John Barrasso, R-Wyo., chairman of the Senate environment committee, called Wheeler "uniquely qualified" to lead EPA and said that under Wheeler the agency is putting forward proposals that "both protect our environment and allow the country's economy to flourish."

But Sen. Tom Udall, D-N.M., said Wheeler was failing to protect the environment and human health and was "nominated to unravel and undo the environmental protections that are now in place."

Wheeler, 54, was confirmed as deputy administrator last April and became acting chief in July after Pruitt resigned. He worked at the EPA early in his career and was a top aide at the Senate Environment Committee before becoming a lobbyist a decade ago.

Maine Sen. Susan Collins was the sole Republican to oppose Wheeler. She said in a statement that, unlike Pruitt, Wheeler "understands the mission of the EPA and acts in accordance with ethical standards. However, the policies he has supported as acting administrator are not in the best interest of our environment and public health, particularly given the threat of climate change to our nation."

Collins said she was particularly concerned that EPA has proposed to roll back rules regulating mercury emissions from power plants and moved to replace the Clean Power Plan, former President Barack Obama's signature proposal to combat climate change.

"There is no doubt that the greenhouse gas emissions driving climate change pose a significant threat" to Maine and the nation, Collins said, adding that pollution from coal-fired power plants threatens Maine's natural resources, "from our working forests, fishing and agricultural industries, to tourism and recreation."

Democratic Sen. Joe Manchin of West Virginia, who supported Wheeler's nomination as deputy last year, voted against his promotion.

Wheeler was not making "meaningful progress" on clean water standards, Manchin said, citing the agency's failure to limit the amount of highly toxic chemicals contaminating drinking water in West Virginia and around the country.

The EPA has announced plans to place legal limits on the chemicals but has not yet done so. The perfluoroalkyl and polyfluoroalkyl substances, known collectively as PFAS, have been linked to health threats ranging from cancer to decreased fertility.

"I believe immediate action must be taken, and these efforts lack a sense of urgency," Manchin said.

Like Collins, Manchin also said he was concerned at EPA's attempt to undo rules designed to limit emissions of mercury, which can damage the brains of infants and young children.

Environmental groups, meanwhile, slammed Wheeler, saying that while his behavior is "less cartoonish" than Pruitt, he supports the same policies.

"Wheeler wants to turn the EPA into a wish-granting service for polluters, no matter the cost to public health or wildlife. But it's only a matter of time before his dirty dealings land him in the same trash heap as his predecessor," said Emily Knobbe, EPA policy specialist at the Center for Biological Diversity, an Arizona-based environmental group.

America's Power, a trade group that represents coal producers, applauded Wheeler's confirmation.

"During his time as acting administrator, Andrew Wheeler has been seen as a thoughtful leader who understands the need for sensible environmental policies," said Michelle Bloodworth, the group's president and CEO. Wheeler's "long experience in public service demonstrates his integrity in serving EPA's mission," she said.

https://www.fox4news.com/politics/senate-confirms-former-coal-industry-lobbyist-andrew-wheeler-to-lead-environmental-protection-agency

$1.2 billion and no end in sight: Why Panther Island is so costly and complicated

By Luke Ranker, Fort Worth Star-Telegram

Fort Worth--Panther Island has been pitched as a flood control project that would also bring Fort Worth a vibrant riverfront neighborhood — new commercial and residential space along the banks of the Trinity River along with a more than $3.7 billion boost the local economy.

It would be made possible only by a $1.17 billion federally backed project to cut a channel in the river and form the island. That effort stalled after Washington skipped allocating money for Panther Island last year. That led to questions about the project's management and purpose and prompted local leaders to ask for an independent review of the project. Only one firm is willing to do the study.

For many, questions remain: Is Panther Island a legitimate flood control project? Or is it an economic development plan masquerading as a flood control project to tap federal money?

Backers of the endeavor say behind the renderings of river walks and apartment towers is a necessary flood control project that will pull thousands of acres of Fort Worth real estate out of a flood plain.

Opponents say it's simply a gleaming opportunity to re-imagine downtown Fort Worth that ignores real flooding issues.

Layla Caraway, a Haltom City resident, says Panther Island steals funding and attention from other flood control projects, like one designed to mitigate Fossil Creek flooding. Her home was damaged when rising Big Fossil Creek waters swallowed nearly 50 feet of her backyard in 2007.

"We don't have money to fix a watershed that's been flooding for decades, but we have $1 billion to reroute the river?" she said. "What floods now will flood when this is complete. We need to address true flooding."

Woody Frossard, an engineer with the Tarrant Regional Water District, says the project does address flooding issues. It aims to stop a projected flood that could damage multiple neighborhoods, he said.

"It's not some flood somebody dreamed up sitting back somewhere," he said. "These really do occur and they've occurred in Texas."

Bypass vs. levees

So why is Panther Island needed and how exactly does the bypass mitigate flooding?

Fort Worth's 21 miles of levees along the river can no longer protect the city adequately from a major flooding event, Frossard said. That's largely because of the boom in development since the levees were built in the 1960s. More pavement means the ground is less able to absorb rain before it runs into the river.

The project won't alleviate the urban flash flooding that has increasingly plagued Fort Worth streets. And it doesn't protect an area that regularly sees major flooding.

Instead, it pulls about 2,400 acres out of the flood plain for what the Army Corps of Engineers calls a “standard project flood,” the most severe flood considered possible for a region. Property value was estimated to be worth more than $2 billion in that area but updated numbers weren’t available.

That area includes the future Panther Island, a former industrial zone that would transform into about 800 acres ripe for development.

Engineers believe the project would protect several neighborhoods n both forks of the Trinity River, including parts of Linwood, Crestwood, the West 7th Street district and and area west of Brookside Drive around Isbell Road. Burton Hill and River Oaks would also be protected.

The Clear Fork and West Fork meet just north of downtown, where they immediately flow against the bedrock bluff the city is built on. The larger river then flows around a tight U-bend before heading downstream.

In heavy rain, that confluence slows the flow of water, increasing the risk for flooding upstream, said Frossard, of the Tarrant Regional Water District.

The bypass channel essentially skips the U-bend, allowing the water to flow quickly downstream during a flood stage.

This means more water moving faster toward downstream cities such as Dallas. To prevent that, overflow basins are being constructed in Gateway and Riverside Park. During a flood, water will top the levees along the parks, spilling water into the basins and slowing the flow.

Opponents argue this approach doesn’t make sense.

“They’re creating a flood situation to take a flood situation,” Clyde Picht said in December.

Picht, who voted in favor of the project when he was on the Fort Worth City Council, and others have argued the cost has ballooned too much and the city would have saved time and money had it gone with an overhaul of the levee system.

When looking at any project, the Army Corps is required to examine alternatives. The alternative explored for the Trinity River was to raise two of the 12 levees in the city at a cost of about $10 million.

Frossard said that plan was a no-go from the beginning. Raising only two levees kept the rest of the city vulnerable, and raising all the levees would have been too costly. The Corps never priced raising all 12 levees, he said.

To be structurally sound, levees require three feet of base width on each side for every foot in height. In heavily-developed Fort Worth, raising the height of the levees would require obtaining more private property, largely from homeowners, than the Panther Island bypass. Fort Worth has about 21 miles of levees along the Trinity.

Raising the levees also requires moving utilities and raising several bridges. Under one part of a the levee plan, a watertight gate would need to be closed manually on either side of the river, Frossard said.

“I don’t know why we, as a governmental entity charged with protecting Fort Worth, would choose to only protect part of Fort Worth,” Frossard said of the Corps’ alternative of raising only two levees.

Levee size is an issue in urban areas, said Dave Dzombak, a water infrastructure expert and head of Carnegie Mellon University’s civil and environmental engineering department.

To be effective, all levees in the system must be brought to the same height. Dzombak pointed to New Orleans during Hurricane Katrina, where a mishmash of levees built at different heights and to different standards exacerbated flooding.

When not all the levees in cities can be raised at once, cities struggle to decide which land should be protected first.

“It becomes a battle of levee height,” he said. “Who’s building the tallest levee to protect what neighborhood?”

Local advocates have long said Panther Island not only avoids raising the levees, but it also provides a a unique development rivaling San Antonio’s River Walk. The channel creates roughly 12 miles of riverfront property in central Fort Worth.

To make that happen, significant work is needed on the future island, including new roads, sewage and storm water lines. All of that must be funded with local dollars.

A special 40-year tax district was established to help fund development, but most of the district’s projected revenue would be generated from development that would occur on the island. In 2018 voters passed a $250 million bond, which will pay for infrastructure on the island including some flood control.

Time and money

Part of the growing frustration with Panther Island is its lengthy time line and ballooning cost.

Originally conceived in the early 2000s, the project’s price tag in 2005 was less than $500 million. Nearly 15 years later, the cost is well over $1 billion, and no dirt has moved for the channel.

Officials say completion could be another 15 years out.

Lynn Lovell, a retired Fort Worth engineer who worked for the Army Corps and Halff Associates, said that’s normal for major federal projects. Projects can take “an extremely long time” from the planning stages to full development, he said.

He pointed to the flood-prone Big and Little Fossil creeks in Haltom City. He recalled working on designs for flood control in the area during his time at the Corps in the late 1960s and ‘70s, and said he often grew frustrated when projects were put off in favor of other priorities mandated by Washington.

“Funding these projects is competitive nationwide,” he said. “It just depends on Congress’ mood and how powerful the congressional delegation is.”

Fort Worth has had a powerful champion in Congress, Rep. Kay Granger, whose son J.D. Granger oversees the Panther Island project.

She set her eyes on the Trinity as mayor of Fort Worth and helped push the project to congressional approval in 2016. It was with Congress' blessing the project moved forward without a cost-benefit analysis, something nearly all Corps projects need and a major sticking point for the White House in 2018.

A cost-benefit analysis would look at the economic impact of flooding in the proposed area versus the cost of the project. Frossard and Corps officials said the traditional cost-benefit analysis was skipped because the economic benefit of the island, currently undeveloped and in the floodplain, can't be measured.

Even without the analysis, Lovell said based on his experience, the project likely received significant vetting.

"My experience with the Corps is they're a bunch of straight arrows," he said. "They may have some political pressure, but they go by the rules, federal rules."

Projects like Panther Island maybe going by the wayside regardless.

The time and cost of major projects has spurred a growing trend of moving away from structural projects like dams, levees and bypass channels in favor of using natural floodways and changing building codes, said Dzombak, the Carnegie Mellon professor.

"These big scale projects, they're costly and complicated and difficult to design. We can't protect against every conceivable flood event," he said. "We really should explore other options before investing in big infrastructure."

https://www.star-telegram.com/latest-news/article226928249.html

$1 billion Collin County community is growing with land purchase

By Steve Brown, Dallas Morning News

A $1 billion Collin County residential development is growing with a big land purchase.

Developer Cambridge Cos. has acquired an additional 557 acres for its Mustang Lakes project in Celina.

The land buy will allow for an additional 1,600 homes in the 3-year-old residential community located at near Preston Road at Roseland Parkway, north of U.S. Highway 380.

With the expansion, Mustang Lakes is now planned for about 3,400 homes at completion.

Houses in the project range in price from $300,000 to $2 million.

"This addition of land will allow us to complete the overall vision for Mustang Lakes," Matt Alexander, vice president for Dallas-based Cambridge Cos., said in a statement. "We took the utmost care to create a master plan that respected the past while creating a wonderful place for new families to call home.

"The result is evident in thoughtful and meticulously planned details implemented throughout - from the preservation and relocation of dozens of large oak trees to the lakeside vistas and parks, and of course the conversion of the Folsom Ranch house into a one-of-a-kind amenity center unparalleled in North Texas."

Mustang Lakes was built on the former Collin County ranch the late Dallas mayor Robert Folsom.

Cambridge bought the property more than a decade ago.

The residential project includes a 12,000 square foot community swimming pool, amphitheater and tennis courts.

There's a 20-acre central park hiking trails and a private 5-acre fishing lake.

Homebuilders in the community include Britton Homes, Coventry Homes, David Weekley Homes, Perry Homes, Drees Custom Homes, Highland Homes, Dave R Williams and Sharif Munir.

Home sites in the new third phase of Mustang Lakes will be ready by the end of 2019.

https://www.dallasnews.com/business/real-estate/2019/03/05/1-billion-collin-county-community-growing-land-purchase

Dallas, Fort Worth mayors throw support behind American Airlines

By Evan Hoopfer, Dallas Business Journal

Dallas Mayor Mike Rawlings and Fort Worth Mayor Betsy Price urged the U.S. Department Transportation to accept American Airlines' application for Japan route allocations.

The DoT recently opened up to 12 extra slots to Tokyo's Haneda Airport and several U.S. carriers, including Fort Worth-based American Airlines Group, Inc. (NASDAQ: AAL), submitted applications. American's bid includes routes to Haneda from its home base of Dallas Fort Worth International Airport.

"The influx of Japanese businesses to the Dallas/Fort Worth area, supplemented by American's unmatched connectivity at DFW, has generated booming demand for DFW-Tokyo service from local and connecting passengers," Rawlings and Price wrote, adding that the DFW region is home to approximately 250 Japanese companies.

American's application included two daily flights from DFW to Haneda and one daily flight from both Los Angeles and Las Vegas. This proposed service would begin in Summer 2020.

Other domestic carriers, like United Continental Holdings, Inc. (NASDAQ: UAL) and Delta Air Lines, Inc. (NYSE: DAL), are also vying for the Japan routes.

Local government lobbying the DoT to pick their local airline is common, as the Port of Seattle, the owner-operator of Seattle-Tacoma International Airport, voiced its support for Delta's application which includes Haneda routes out of the Emerald City.

In each of the letters — which are word for word identical — the mayors say North Texas has seen more than $19 billion in investments from Japanese projects since 2003. Those include three headquarters relocations from California: Toyota North American in Plano, Kubota Tractor Corp. in Grapevine, and Trend Micro in Irving.

"American's application for nonstop service between DFW and Haneda will fully utilize the valuable Haneda slots while bolstering the cultural and economic relationship between Texas and Japan," the mayors wrote in their letters to U.S. Secretary of Transportation Elaine Chao. "I urge you to approve American's application."

https://www.bizjournals.com/dallas/news/2019/03/06/american-airlines-haneda-japan-dallas-fort-worth.html

Fort Worth is a model for the country, HUD Secretary Ben Carson says. Here's why

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH--Fort Worth's work finding housing solutions for those facing homelessness can serve as a model for the rest of the country, Housing and Urban Development Secretary Ben Carson said Wednesday during a stop in Cowtown, one of several planned in Texas.

Cooperation between agencies, nonprofits and private donors function at "a high level" in Fort Worth Carson said, celebrating an effort between the city, Tarrant County and several nonprofits, including Presbyterian Night Shelter and Catholic Charities, to house more 180 veterans in 100 days last fall.

The federal government shouldn't be responsible for finding housing solutions alone, Carson said, citing public-private partnerships as key to ending homelessness.

"I like the spirit of cooperation that you find here," Carson said.

Carson's visit with Mayor Betsy Price and local housing leaders comes a day after HUD awarded more than $13 million to Tarrant County-Fort Worth-Arlington Continuum of Care, a collection of organizations that provides housing. The 2019 HUD funding increased more than $1 million from last year and will fund a variety of housing programs.

Separate from the HUD funding, the city has committed $5 million, matched dollar for dollar with private funds, to boost permanent housing options in Fort Worth.

Such housing aims to move people off the street or out of shelters and into apartments or homes where people can receive services like health care, addiction treatment or career training. The goal is to end the cycle of homelessness, assistant city manager Fernando Costa said.

"Shelters are the equivalent of Band-Aids. They help you get by day to day, but they are not a solution," he said. "We will always need shelters, but that should not be a way of life."

Two programs are in early development, hoping to tap in to the $10 million pool. Tarrant County Samaritan Housing Inc., which operations a shelter in the Near Southside on Hemphill Street, would expand housing options while First Presbyterian Church and DRC are leading an effort to build support housing on the North Side near Jacksboro Highway and University, Cost said.

Both projects need funding but would bring 40 to 50 housing units each.

There have also been challenges to finding housing solutions.

Fort Worth, like many cities, has a hurdle to cross — the "not in my backyard" attitude, Carson said. An old fear of public housing — that they're large complexes the government builds and then walks away from — has kept neighborhoods from embracing mixed-income housing that can be a solution to homelessness, he said.

"It's done completely differently now," he said.

The NIMBY attitude has been a challenge for Fort Worth, Price said, especially with efforts to decentralize housing programs.

Rather than cluster shelters and housing, programs must be near near job centers so residents without reliable transportation can find work.

“It’s our neighbors who are homeless, it’s our citizens,” Price said

This is not Carson’s first visit to Fort Worth.

In June he toured Stop Six and spoke at Martin Luther King Jr. Community Center.

That center, at 5565 Truman Dr., will be a an EnVision Center, a program that partners federal and local resources in an effort to move people out of public housing.

Carson also stopped in Fort Worth in 2017 during a listening tour.

https://www.star-telegram.com/latest-news/article227162944.html

Fort Worth mayor leverages White House access

By Andrea Drusch, Fort Worth Star-Telegram

WASHINGTON--The Trump Administration wants allies for its ideas to address poverty in urban centers. Fort Worth Mayor Betsy Price wants federal money for renovations to her city.

Together they've turned Fort Worth into a Republican case study of public-private partnership for urban renewal — and built a relationship that's earned Price unusual access for a mayor to a White House.

Price, a Republican, has visited the White House five times in the past two years. Interviews with administration officials and people familiar with the meetings describe her work on the trips as a savvy effort to leverage connections to help Fort Worth with projects the White House supports, and ones that still kindle skepticism among administration staff.

"She has not been shy at all about asking for what her community needs," said Beth Van Duyne, the Department of Housing and Urban Development's regional director for Fort Worth. "She comes in and she is very organized, she knows exactly what's she's asking for, she tells us how to get there."

Price is well-known for seizing her opportunities.

When Dallas Mayor Mike Rawlings invited her to greet the Obama family on the tarmac after a 2016 Dallas police shooting, Price used the occasion to chat with then First Lady Michelle Obama about her city's fitness initiatives.

In the White House meetings under the Obama administration, "she had a mission in mind, she knew who she needed to talk to," said Van Duyne, who attended those gatherings as the mayor of Irving. "She threw out her Fort Worth, Texas, hand, 'Howdy,' and got those meetings set."

Now under an administration that's regularly singled out Price, one of the nation's few big city Republican mayors, she's been given increasing access to an audience of eager partners.

"The White House is obviously focusing on their high-growth cities," said Price, who noted that Trump prefers smaller, more intimate meetings that have allowed her more access than previous administrations. "My theory is you've got to be at the table."

At a White House visit as part of the United States Conference of Mayors in January 2017, Price was one of a handful of mayors who was asked to sit at the table with the president; President Donald Trump referred to Price at the time as a "fantastic friend." Price was invited back weeks later for the rollout of Trump's plans for infrastructure.

During that infrastructure event, Price requested a separate meeting with Housing and Urban Development Secretary Ben Carson to discuss her own plans to address housing shortages in Fort Worth, and to request one of the agency's EnVision Centers, which aims to connect low-income people with government help for housing, education and health care.

"Mayor Price personally put her application for her city's EnVision Center in the secretary's hand," said Van Duyne, whose agency awarded Fort Worth one of 17 centers nationwide. "Nobody wants to be the one to say no to Mayor Price."

Price's approach has opened plenty of doors in Trump's White House, which views Fort Worth was as fertile ground for its approach to economic revival.

Ivanka Trump, who helps run the White House Office of American Innovation, has taken a particular interest in Price's plans for early childhood education.

And in addition to the EnVision Center, the city is home to three Opportunity Zones — a key piece of GOP's plans to address poverty by offering tax incentives for businesses that come into low-income areas. The zones have come under criticism from some Democrats who say they're thinly-veiled corporate handouts.

The city has also taken advantage of programs that incentivize investors to overhaul outdated low-income housing units, which Price got special permission from Carson to expand in Fort Worth.

Price launched a challenge to find private partners for that initiative to find housing for 100 homeless veterans in 100 days at the end of last year, and blew through that goal with 181 units due to an excess of eager partners.

On Wednesday, Price will host Carson in Fort Worth on Wednesday to see the results.

The HUD secretary's visit comes after Price's most recent White House trek in January, where she spoke to Carson, Trump, Vice President Mike Pence, and Health and Human Services Secretary Alex Azar about her city's success with their public-private match programs. Carson now holds up Fort Worth as a model for best practices for some of those programs, and Price has been asked to speak about them at conferences with other mayors.

"Dallas Fort Worth has thrived under the leadership of Mayor Price thanks in large part to her focus on economic and workforce development, which are shared priorities between the Trump Administration and many other local officials across the country," said White House Deputy Press Secretary Judd Deere. "The President appreciates the leadership of the mayor and looks forward to continuing to work with her."

So far the Trump administration's investments in Fort Worth have yet to yield much attention for the president, who lost the city of Fort Worth by three percentage points to Democrat Hillary Clinton in 2016.

"If the EnVision center does what it's expected to do, it would do great things... right now it's in its infant stage," said Rev. Bruce Datcher, pastor at Ebenezer Missionary Baptist Church in Southeast Fort Worth.

"It's her job to look out for the welfare of this city, and if White House and the administration is where resources are, to bring back and help this city, then I think that's her responsibility," Datcher said of Price.

Price has used her access to push for projects the White House is less fond of as well, such as the $1.16 billion Panther Island project, which was skipped over for federal funding by the Trump administration in June 2018.

Though the project has received federal funding in the past, Trump's budget office says it doesn't consider the project to be a high priority for federal funding because it lacks an analysis proving that its economic benefits would outweigh its costs.

In September, Price was invited to the White House to attend an economic summit hosted by the Office of American Innovation, which is run by Trump's son-in-law Jared Kushner and aimed at applying solutions from corporate America to solve the nation's biggest problems. Price sat through the summit, moderated in part by Ivanka Trump. After the meeting ended, Price darted out of the West Wing conference room in hopes of catching then-White House Office of Management and Budget Director Mick Mulvaney, who attended part of the summit, to lobby on behalf of Panther Island.

Price didn't get to talk to Mulvaney, but used the visit to meet with another budget office official, Jim Hertz, to discuss Panther Island, according to her office. After that meeting she called for an audit of the project, aimed at re-gaining the confidence of a skeptical White House.

Back home a growing band of critics has become increasingly vocal in opposing their city's GOP leadership since Trump's election. But Price's internal polling, conducted at the end of February by the GOP firm Ragnar Research and shared with the Star-Telegram, showed her approval at 71 percent.

Price is seeking re-election to a fifth two-year term this May, and faces three challengers. That's after running unopposed in 2013 and 2015, and winning reelection against a single challenger with 70 percent of the vote in 2017.

Still, many Democrats say they don't fault her for leveraging her White House access.

"Truth of the matter is Texas, and Fort Worth in particular, don't get much out of their U.S. senators, so that increases temptation for other people to reach out on behalf of the city," said Matt Angle, a Texas Democratic strategist and director of the Lone Star Project, a political action committee trying to elect Democrats in north Texas.

Agreed, said Rawlings, another Democrat: "Your first commitment as mayor is the citizens of your city and you have to do everything in your power to make sure your city's in a better place. If it means visiting the White House when the White House is unpopular, you do it."

https://www.star-telegram.com/latest-news/article227151309.html

Pedestrian Deaths in U.S. Approach Highest Number in Nearly 30 Years, Study Shows

By Christina Caron & Niraj Chokshi, New York Times

The number of pedestrians killed in traffic in the United States is approaching a three-decade high, contributing to what has been an “alarming rise” in such deaths in recent years, according to a new study.

An estimated 6,227 pedestrians were killed in traffic in 2018, according to the study from the Governors Highway Safety Association, a projection based on data from the first half of the year. That figure represents a striking rise from a decade earlier, when 4,109 pedestrians were killed in traffic.

“I’ve been in this business for 36 years and I’ve never seen a pattern like this,” said Richard Retting, who wrote the report and has worked in a variety of traffic engineering and safety roles for the New York City Department of Transportation, the Insurance Institute for Highway Safety and other federal and local transportation agencies.

The report cited alcohol use, speeding, unsafe infrastructure and the prevalence of SUVs as some of the biggest problems contributing to the fatalities. It also suggested that the increased use of smartphones may contribute to such deaths.

“We can’t say in any definitive way that the amount of wireless data and the amount of smartphone use is an exact cause, but the relationship is uncanny and it’s not unrelated,” said Mr. Retting. “The fact is that many, many smartphones are used while people are driving cars.”

With smartphone use on the rise, both drivers and pedestrians are at risk of being increasingly distracted. According to the report, the number of smartphones in active use increased more than fivefold between 2009 and 2017 and was matched by an even larger increase in annual wireless data traffic.

Some of the increase can be attributed to population growth, but that was not the largest factor, according to Jonathan Adkins, executive director of the Governors Highway Safety Association. “That doesn’t mean that it’s acceptable,” he added.

“We are driving more and driving deadlier cars,” said Emiko Atherton, director of the National Complete Streets Coalition.

Also of concern: City dwellers who cannot afford to drive are being pushed into suburbs that are not designed to be walkable, Ms. Atherton said.

“When you combine high-speed, high-volume roads with sprawl, it’s a perfect recipe for death,” she added.

In recent years, cities across the country have worked to tackle the problem, adopting “Vision Zero” plans, modeled on a successful Swedish initiative of the same name, with the goal of eliminating traffic fatalities outright. But while many cities have made progress toward that goal, pedestrian deaths have proved difficult to eradicate.

In New York, for example, overall traffic deaths fell to their lowest levels in more than a century last year, though pedestrian deaths increased, mirroring the longer-term trend nationwide. The

last time the number of pedestrian deaths in the country was higher was 1990, when 6,482 people were killed.

Nationally, overall traffic deaths fell 6 percent from 2008 to 2017, but pedestrian deaths rose 35 percent over that same period.

“Vehicles are becoming safer, but as pedestrians we don’t have that same armor protecting us,” Mr. Adkins said.

Many of those deaths are occurring at night. From 2008 to 2017, the number of nighttime pedestrian fatalities increased by 45 percent while daytime pedestrian fatalities increased by 11 percent.

A 2016 analysis in New York found that the end of daylight saving time contributed to the problem: Earlier sunsets and darkness in the fall and winter were linked to more pedestrian traffic fatalities. In response, the city has since instated an awareness campaign to remind drivers of the increased risk during winter.

In its effort to reduce pedestrian deaths, the city has focused on what the data show, redesigning particularly dangerous streets, reducing speed limits and even giving pedestrians a head start over vehicles when crossing streets, according to Polly Trottenberg, New York’s transportation commissioner.

“It’s geography, it’s seasonality and time of day, it’s speed management, it’s driver behavior,” she said.

Five states accounted for nearly half of the projected deaths: Arizona, California, Florida, Georgia and Texas.

Florida is the deadliest state for pedestrians, according to a January report from the National Complete Streets Coalition, a program within the nonprofit advocacy group Smart Growth America. But it has made considerable strides toward reducing pedestrian deaths, Mr. Retting said.

For example, he said, the state has invested $100 million to improve lighting in about 2,500 locations throughout the state to make it easier to see pedestrians using or crossing roads at night.

“That’s the kind of action that’s called for,” Mr. Retting said.

The state also recently overhauled its roadway design manual with a renewed focus on “putting the right road in the right place,” said DeWayne Carver, who manages the state’s Complete Streets program. Florida has also put a pedestrian and bicycle safety plan in place.

Such infrastructure improvements are keys to improving safety, he said, but technological improvements can help, too.

Last year, for example, the nonprofit Insurance Institute for Highway Safety found that Subaru’s collision-avoidance system, EyeSight, led to a 35 percent reduction in pedestrian-related insurance claims.

“One of the things we can do as consumers and as a nation is to get this kind of technology in every car,” Mr. Retting said.

The National Complete Streets Coalition report ranked states and metropolitan areas using a calculation called the Pedestrian Danger Index, which controls for the number of people who live in the state as well as the number of people who walk to work.

Florida cities accounted for eight of the 10 most dangerous metropolitan areas for walking, and the state itself ranked first in the nation with 5,433 pedestrian deaths between 2008 and 2017.

The problem of pedestrian fatalities is nearly as old as the car itself. In early 1886, Karl Benz, of Germany, applied for a patent on what is often credited as the first gas-powered automobile. A decade later, Bridget Driscoll became its first pedestrian victim, according to Guinness World Records.

https://www.nytimes.com/2019/03/07/us/pedestrian-deaths.html

DART hires Uber to give Dallas-area customers free, discounted rides

By Melissa Repko, Dallas Morning News

Dallas Area Rapid Transit, dealing with declining ridership and feeling the heat from ride-hailing companies, has made a decision that may surprise some: It's teaming up with Uber.

Starting today, Uber is offering shared rides to customers in six zones in DART's service area, including the Inland Port in southern Dallas and Legacy West in Plano. The rides will be subsidized by DART.

Uber will provide free and discounted rides to people who live and work in areas with limited transit options. The service looks identical to a typical Uber ride — but with one major exception. The service is an Uber Pool, a lower-priced carpooling option that matches riders headed the same direction.

DART signed a one-year contract with the San Francisco-based tech giant that will cost up to about $1.15 million, depending on the number of rides and miles driven. About half of the funding is from DART, and the other half is from a $1.2 million Federal Transit Administration grant. The federal agency, which is part of the U.S. Department of Transportation, awarded a total of $8 million to transit agencies to spark experimentation with on-demand mobility.

With the new contract, DART and Uber are embracing a vision of public transit and ride hailing as complementary rather than competitive. DART and Uber officials say they want to work together to give riders quicker and cheaper ways to get around — in the hopes that it will drive up business for both of them.

"We want to make sure we do the best thing for our riders," said Nirveek De, Uber's head of product for transit agency solutions. "When you come to the Uber app, you are trying to go from point A to point B. Transit, a lot of times, it could be the most efficient or it could be the most affordable option for you. When that happens, we want to make sure that you have that option at your fingertips."

Gary Thomas, president and executive director of DART, said the transit agency has a different culture and pace than a company like Uber. But he said he wants it to adopt a similar mentality.

"We need to be a little more adventuresome," he said. "We need to step out there and pilot things. If they work, great. If they don't work, let's either adjust it or abandon it."

Growth opportunity

Uber sees transit as a new business opportunity as the company aims to become profitable and prepares to go public. The ride-hailing company has expanded across the globe and into numerous other transportation sectors since it launched in 2009 as an app-based car-for-hire company. It delivers food, coordinates freight delivery and drops off patients at doctors' offices. It's also developing a futuristic urban air taxi service that it plans to pilot in Dallas.

Uber's CEO Dara Khosrowshahi has said he wants to turn the tech company into "the Amazon of transportation."

In January, Uber launched a new feature in Denver called Uber Transit that lists buses and trains in its app. Customers can compare the speed and price of their transportation options. It

has also struck partnerships with a few transportation agencies in the U.S., such as a ride service that connects to the bus system in Pinellas County, Fla.

Uber's app also lists bike and scooter options. It acquired Jump, a bike- and scooter-share company, in April.

In Dallas, Uber and DART's one-year pilot program is focused on the first and last mile of trips. Nearly 28 percent of all residents and 24 percent of all jobs in DART's service area are more than a quarter mile from a bus stop or rail station, according to DART. That distance, even if small, can make transit less convenient and appealing.

DART said it expects the pilot to save money by using smaller, on-demand vehicles instead of mostly empty buses.

Thomas said Uber service will provide insights about riders' needs and travel habits. The Uber rides will also serve different purposes. Near Legacy West, he said, shared rides may ease congestion near Toyota North America's new headquarters. Near the Inland Port, they may help residents who rely on buses that come once an hour.

Uber will be available in zones that already have GoLink, a curbside, on-demand DART shuttle service. DART launched the reservation service with smaller vehicles years ago as a way to boost efficiency in areas with lower ridership.

Four DART stations are part of the Uber program: Buckner Station, UNT Dallas, Parker Road and Northwest Plano Park and Ride. If the DART station is the origin or destination, shared Uber rides are free. They will cost $1 starting May 10. For $3, people can take a shared ride anywhere in the same geographic zone. Most of the zones are nine or 10 square miles.

Thomas said the Uber contract will allow DART to meet its goal of picking up customers who request a ride within 10 minutes. DART will continue to have GoLink shuttles, including vans that are wheelchair accessible.

The new option is listed in DART's app, GoPass, and is available in the Uber app. Free and discounted rides are available on weekdays from 5 a.m. to 8 p.m. They are also available in the Inland Port on weekends from 5 a.m. to 8 a.m. and 5 p.m. to 8 p.m.

The DART partnership is the first time Uber has offered a shared-ride service in Dallas. In other major cities, such as New York and San Francisco, riders can request an Uber Pool instead of a private car, but that option is not available in Dallas.

Rivals or partners?

Uber and Lyft have transformed the way people get around cities. City dwellers who previously had to drive a car, walk to a bus or train station or hail a cab had a new option: Catching a ride with the push of a button.

But the explosive growth of the companies — and their fast adoption by younger, higher-educated and more affluent city residents — caused hand-wringing by transportation experts and public transit advocates who feared Uber and Lyft were luring away riders from subways, trains and buses. They warned that public transit agencies would end up strapped for cash and increasingly serving the poor.

As Uber and Lyft have grown, transit ridership has fallen in nearly every major U.S. city — but it's unclear how much of a role the tech companies have played in that drop. Factors vary from city to city, such as the quality of transit service and the availability or frequency of convenient routes. The economy also plays a role. The most recent ridership declines in many cities began around 2010, as the economy recovered and may have allowed some to buy new cars or cover the cost of gas.

Research findings have been mixed. Researchers at the U.C. Davis Institute of Transportation Studies surveyed 2,000 people about their travel habits in seven major metro areas, including New York, Los Angeles and San Francisco. Their survey, completed in 2017, found that 49 percent to 61 percent of ride-hailing trips would not have been made at all if the apps didn't exist, or would have been made by walking, biking or transit.

Another study, published in the Journal of Urban Economics, found that Uber is connecting more riders to the average U.S. transit agency. The study found that Uber increases ridership by about 5 percent after two years.

DART ridership has decreased every year for the last five years, despite the Dallas-Fort Worth area's fast-growing population. From 2013 to 2018, average weekday ridership on light rail and buses dropped about 13 percent to 194,495.

Johanna Zmud, senior research scientist at the Texas A&M Transportation Institute, said she worries about the long-term effect of Uber and Lyft on transit systems. If transit agencies continue to see decreased ridership and fare revenue, they'll have to make tough choices about cutting back service and canceling routes. Cutbacks and diminishing service can cause a "downward spiral," she said. Uber and Lyft cars requested by a single rider can clog up cities with traffic, she said.

"We shouldn't forget as a society the positive role and the necessary role that public transit plays in keeping our cities uncongested, unpolluted and getting people of all income levels to where they need to go," she said.

Thomas said ride-hailing services have raised the public's expectations and tested transit agencies. He said the services, and the fast pace of transportation change, have been "a shot in the arm" that's inspired DART to try new things.

Other transit agencies are also striking deals with ride-hailing companies. In Washington, D.C., the Metro may subsidize Uber and Lyft trips for late-night commuters. Los Angeles' transit agency launched a service that's similar to DART's in January. It's paying ride-hailing company Via to give customers rides to and from three of the city's light-rail stations.

De said transit agencies' views of ride hailing are changing as they understand the upsides. For example, a transit agency can save money by swapping a 40-seater bus for a car that's needed for three people.

"It used to be sacrilegious to talk about Uber at a transit conference," De said. "But now, I think more transit agencies are saying, 'How can we work together?' "

https://www.dallasnews.com/business/technology/2019/03/12/dart-hires-uber-give-dallas-area-customers-free-discounted-rides

Trump grounds Boeing 737 Max after two deadly crashes

By Gordon Dickson, Fort Worth Star-Telegram

President Donald Trump announced on Wednesday that the U.S. will issue an emergency order to ground all Boeing 737 Max 8 and 9 planes, effective immediately.

The decision comes after two deadly crashes within the last five months.

Trump said the FAA and Boeing were in agreement, even though leaders of the federal agency and the company had insisted for days after last weekend's Ethiopian Airlines crash that the aircraft was safe. All pilots and airlines have been notified, Trump said.

Fort Worth-based American Airlines, which has nearly 1,000 planes in its fleet, had nine of the 737 Max jets in the air at the time of the president's announcement, a spokeswoman said. Those aircraft were continuing to their next stop. Travelers holding tickets for trips on the planes will be booked on other aircraft.

"Our teams will make every effort to rebook customers as quickly as possible, and we apologize for any inconvenience," American Airlines said in a statement sent by email. "We appreciate the FAA's partnership, and will continue to work closely with them, the Department of Transportation, National Transportation Safety Board and other regulatory authorities, as well as our aircraft and engine manufacturers."

Trump's Wednesday afternoon announcement came unexpectedly, after FAA officials spent two days proclaiming the 737 Max planes were safe. The decision came hours after Canada banned the planes, claiming its review of satellite imagery of the Ethiopian Airlines flight showed similarities to the 737 Max crash of a Lion Air just five months ago.

"The safety of the American people and all people is our paramount concern," Trump said, adding that the FAA will announce "new information and physical evidence that we've received from the site, and from other locations, and through a couple of other complaints."

Several pilots warned of problems with the autopilot features on Boeing 737 Max aircraft months before this weekend's Ethiopian Airlines crash, which killed 157 people.

The pilots noted their concerns on a database known as the Aviation Safety Reporting System, which offers pilots a place to describe their experiences without repercussions. The database contributors aren't identified by name or airline.

The pilots' complaints shed light on a subject of growing worldwide interest. Australia, China, Europe and the United Kingdom ground the planes earlier this week.

One pilot reported in November that shortly after a normal takeoff, as he engaged the aircraft's autopilot feature, the plane began quickly descending and the ground proximity warning system called out "Don't sink! Don't sink!"

American Airlines flies 24 of the 737 Max 8 aircraft, and Dallas-based Southwest Airlines flies 34 of them.

The Fort Worth Star-Telegram searched the NASA database and found three complaints. The Dallas Morning News, which originally broke the story about the pilots' complaints, reported finding five complaints about the Max 8.

In another incident in November, a pilot reported a problem that also began just after takeoff, moments after the captain engaged autopilot.

“The Captain immediately disconnected the autopilot and pitched into a climb,” the pilot wrote. “The remainder of the flight was uneventful.”

Finally, the pilot added, “We discussed the departure at length and I reviewed in my mind our automation setup and flight profile but can’t think of any reason the aircraft would pitch nose down so aggressively.”

The U.S. was one of the last countries to ground the aircraft, after Canada ordered the planes parked earlier Wednesday.

The Federal Aviation Administration had maintained that Boeing’s latest model aircraft was safe, despite the two fatal crashes.

The FAA maintained that there was no new evidence showing a mechanical issue with the 737 Max. A preliminary investigation of the Lion Air crash indicated that an aircraft sensor malfunctioned, forcing the plane’s automatic controls to dip the nose, even as the pilots were trying to climb in altitude — but the FAA maintained that its manual already described what pilots should do to shut off the automatic controls in the event of such an incident.

But the FAA eventually gave in to worldwide concerns about the similarities between the two crashes, and the possibility that a malfunction of the aircraft’s electronic pitch control system could cause another crash.

Among those calling for the FAA to take action was U.S. Sen. Ted Cruz, R-Texas, who said he Tuesday afternoon he intended to hold hearings on the crashes as chairman of the a Senate subcommittee on aviation.

“In light of the decisions of regulatory agencies across the world to ground the Model 737 Max, including those in the United Kingdom, Germany, France, Australia, and other countries, I believe it would be prudent for the United States likewise to temporarily ground 737 Max aircraft until the FAA confirms the safety of these aircraft and their passengers,” Cruz said in an email. “Further investigation may reveal that mechanical issues were not the cause, but until that time, our first priority must be the safety of the flying public.”

Utah Republican Sen. Mitt Romney also called for the FAA to ground the 737 Max aircraft out of “an abundance of caution for the flying public.”

https://www.star-telegram.com/news/business/aviation/article227473509.html

U.S. paves new way for hyperloop, autonomous vehicles

Details from Secretary of Transportation Chao come to light at SXSW

By Annlee Ellingson and Colin Pope, Dallas Business Journal

The U.S. Department of Transportation has launched an organization to help new transportation technologies get on the road or in the air quicker.

The Non-Traditional and Emerging Transportation Technology Council will identify and resolve jurisdictional and regulatory gaps that may impede the deployment of new technology, such as tunneling, hyperloop, autonomous vehicles and other innovations.

“New technologies increasingly straddle more than one mode of transportation, so I’ve signed an order creating a new internal department council to better coordinate the review of innovation that have multi-modal applications,” U.S. Secretary of Transportation Elaine Chao said March 12 at South by Southwest.

The U.S. DOT consists of 11 operating administrations, such as the Federal Aviation Administration and the Federal Transit Administration, that each have their own traditional jurisdiction over certain environmental and regulatory approvals. New technologies may not always fit into this existing structure, and as inventors and investors approach the department for safety authorizations, permits and funding, they may find their progress slowed as they navigate how to coordinate with the U.S. DOT.

The NETT Council aims to address these challenges by making sure the traditional divisions don’t impede deployment of new technology, and by offering project sponsors a single point of access to discuss plans and proposals. Deputy Secretary Jeffrey Rosen will chair the council, with Undersecretary of Transportation for Policy Derek Kan serving as vice chairman.

The news should catch the eye of a variety of companies that are pushing new ways to get people and things from one point to another.

When it comes to hyperloop — tubes that can carry people and cargo up to 760 miles per hour — giants such as Virgin Group Ltd. are investing big bucks alongside an army of scrappy startups.

In the autonomous car arena, CB Insights is tracking 46 corporations in the hunt. Amazon.com Inc. and Apple Inc. see huge value in self-driving vehicles, as do Toyota, Ford, General Motors and just about every other traditional car company in the developed world.

And don't forget unrelenting disruptors such as Uber Technologies Inc., which is eager to bring the flying-cars dream to fruition and will certainly need federal approvals to get there.

Even aerospace behemoths such as The Boeing Co., which is working on unmanned air taxis, may have much to gain or lose from this new federal group.

The NETT Council’s first organizing meeting will take place this week, at which it will first discuss the tunneling technologies — read: Elon Musk’s Boring Co. — seeking various approvals in several states.

The new body was met with approval by some hyperloop companies.

“Hyperloop is a new mode of transportation that is built for the 21st century,” Jay Walder, CEO of Virgin Hyperloop One, said in a statement. “We want to be the company that spearheads the next giant leap forward in transportation here in the United States but we know we can’t do it alone. We applaud the DOT for their support of this technology.”

"The announcement by Secretary Chao today at SXSW is an exciting development for us and the entire hyperloop movement," added HyperloopTT CEO Dirk Ahlborn, per Engadget.

https://www.bizjournals.com/dallas/news/2019/03/14/u-s-paves-new-way-for-hyperloop-autonomous.html

Toyota says it will invest $750M at 5 U.S. plants, creating 600 jobs

BUFFALO, W.Va. — Toyota Motor Corp. on Thursday announced that it is investing an additional $750 million at five U.S. plants that will bring nearly 600 new jobs, including the production of two hybrid vehicles for the first time at its Kentucky facility.

It marks yet another expansion of the Japanese automaker's U.S. presence, bringing to nearly $13 billion the amount it will spend by 2021.

The latest investments are at facilities in Alabama, Kentucky, Missouri, Tennessee and West Virginia. Those same facilities were part of a 2017 announcement by Toyota for a $374 million investment to support production of its first American-made hybrid powertrain.

Toyota Motor North America executive Chris Reynolds said the investments represent yet more examples of the company's long-term commitment to build where it sells, irrespective of trade uncertainty due to tariffs.

"Our overarching manufacturing principle is if we can sell it here, we need to make it here. That's been true before any tariff uncertainty, it's true during tariff uncertainty and it will be true after. Our investment cycles go beyond any particular political cycle," he said during a conference call with reporters.

Toyota Motor North America CEO Jim Lentz said: "In a time when others are scaling back, we believe in the strength of America, and we're excited about the future of mobility here in America."

The automaker is spreading the additional investments among several plants.

Toyota's Georgetown, Ky., facility will get a $238 million infusion to produce hybrid versions of Lexus ES 300 sedans starting in May and the RAV4 SUV starting in January 2020, the company announced.

The RAV4 production doesn't signal a shift away from sedan production at the sprawling Kentucky plant, Toyota executives said. Instead, it reflects Toyota's plan to build multiple vehicles at its plants to better insulate each facility from downturns in market cycles.

"Unlike some of our competitors, we think there's value in the sedan market, while it may not be as big as it was," Reynolds said.

The announcement also includes $288 million to increase annual engine capacity at Toyota's Huntsville, Ala., facility. The plant will add 450 jobs to accommodate new four-cylinder and V6 engine production lines. Last year Toyota and Mazda announced plans to build a $1.6 billion joint-venture plant in Huntsville that will eventually employ about 4,000 people.

Toyota is also spending $62 million on equipment to boost production of Toyota and Lexus cylinder heads at its Bodine Aluminum facility in Troy, Mo., as part of its cost-saving New Global Architecture production strategy to share common parts and components among different vehicles.

A $50 million expansion and equipment upgrade at a Bodine plant in Jackson, Tenn., will add 13 jobs and produce engine blocks while doubling the capacity of hybrid transaxle cases and housings.

And Toyota will add 123 jobs and spent $111 million to expand its plant and purchase equipment in Buffalo, W.Va., to double the capacity of hybrid transaxles.

Previously, Toyota also announced a $600 million investment at its Princeton, Ind., plant to increase the capacity of its Highlander SUV and to incorporate the new production strategy, and $170 million to launch the 2020 Corolla on a new production line in Blue Springs, Miss.

https://www.dallasnews.com/business/toyota/2019/03/14/toyota-says-will-invest-750m-5-us-plants-creating-600-jobs

We support Klyde Warren Park's expansion but have one serious concern

By Dallas Morning News Editorial

The proposal to expand Klyde Warren Park between Uptown and downtown should be an easy yes for everyone in the city.

This being Dallas, nothing is easy. And we understand why certain elements of the plan proposed by Sheila and Jody Grant — the park's greatest champions and truly its parents — are raising some concern.

The Grants want a portion of the $76 million deck park expansion to be devoted to a building that would provide a much-needed revenue source to sustain the park in the years to come.

We leave it to others to debate the architectural merit of the building. We acknowledge that it would take up a significant portion of the expansion, something that might bother critics of urban design.

But it's important to say, too, that there would almost certainly be no park at all absent the tremendous effort, first of the Grants, but also of countless others who have devoted themselves to restitching Dallas' urban fabric with this deck park. It is also important to say that projects such as this need to maintain forward momentum. There is always a reason not to advance a good project, but in this case, there is good reason to move forward with the expansion as planned.

There is no question that the park needs a better long-term revenue source to pay for its maintenance costs. And it seems clear to us that the building will help generate revenue. It's also fair to give the Grants the benefit of the doubt when they say the current plan is what is both needed and possible.

But we have to stop here and say that we do have a major concern about this project.

It centers on what appears to be a handshake deal involving $30 million in public funding to construct the concrete deck that will support the park expansion. The $30 million can only be used for the deck construction — not the park or any building to be constructed atop the deck.

However, Michael Morris, transportation director of the North Central Texas Council of Governments, explained that the COG, as it is best known, decided to make the $30 million for the deck contingent on the plan to construct the building and to use the building as the new headquarters for the embattled tourism agency VisitDallas.

Our concern is twofold.

First, the contingency agreement doesn't clearly appear in the December agenda of the Regional Transportation Council's meeting where the $30 million was approved. If those funds are to be contingent on the building, then that contingency should have been plainly noted in the public approval of the funding. That way, it could have been debated in a transparent way.

Second, Morris' case that his agency should be involved in what is built atop the expanded park is unpersuasive.

The federal government does give the COG a mandate to support tourism, among many other mandates. But it's hard to believe that what the feds had in mind was tying the funding for beams, bents and columns to support a deck park to the construction of a sparkling new headquarters for the local tourism agency.

VisitDallas gets some $30 million in city funding each year to boost tourism. It is presently under the sharpest scrutiny at City Hall for failing to adequately account for how it has spent its money. It's baffling why anyone would think it is a good idea to connect the expansion of this critical park to the future of VisitDallas, which may or may not have a future at all as its troubles play out.

In any case, imposing this contingency would set a bad precedent that would allow the COG to broaden its reach into other projects. You might say that we believe the COG should stay in its lane.

Our bottom line is that the expansion should go forward but the COG should stay out of Dallas' debate over what is or is not built atop the Klyde Warren Park expansion.

The highway dividing Uptown and downtown has done enough damage. Morris should satisfy himself with seeing that funding is available to undo the damage that's been done.

Whatever is built on top of that deck, the money should be released to get the deck built.

This editorial was written by the editorial board and serves as the voice and opinion of The Dallas Morning News.

https://www.dallasnews.com/opinion/editorials/2019/03/17/support-klyde-warren-parks-expansion-one-serious-concern

DART chief urges Congress to pass infrastructure bill, citing coming work on Cotton Belt and D2 lines

By Tom Benning, Washington Bureau (Posted by Dallas Morning News)

WASHINGTON — Dallas Area Rapid Transit president Gary Thomas on Monday urged Congress to deliver a far-reaching infrastructure bill, joining other public transit leaders in stressing the importance of funding billions of dollars in improvements.

Speaking at news conference hosted by the American Public Transportation Association, Thomas said it was "imperative" to "supply the needs of the American people."

He offered up a few upcoming DART projects to make his case: the Cotton Belt commuter rail line; platform extensions on the Red and Blue lines; rail replacement in downtown Dallas; and "D2," the long-awaited second rail alignment through the city center.

"As we look at the fourth-largest metropolitan area in the country and one of the fastest growing areas in the country, we're constantly looking at how we continue to address the congestion issues," he said.

This is not the first time Thomas and other transit leaders have pressed lawmakers for action.

The notion of an expansive infrastructure bill is a perennial favorite in Washington. Both Republicans and Democrats from all over the U.S. tend to like the idea, which would address the widely documented problem of America's overstressed roads, bridges and railways.

But Congress has yet to act on the matter since President Donald Trump took office, in part because there is deep disagreement on how to pay for it all.

Transit leaders on Monday nevertheless expressed optimism that there was a legit chance — for real, this time — to soon pass an infrastructure package, with Thomas singling out Rep. Eddie Bernice Johnson, D-Dallas, and Sen. John Cornyn, R-Texas, for praise on the issue.

"We'll continue to work with the entire delegation, but those are the folks we're going to look to for leadership," he said.

Much of the attention around a potential infrastructure bill gets tied to highways and other car-centric projects. The American Public Transportation Association is hoping to change that dynamic.

The group is seeking put to put a brighter spotlight on the public transportation element of such legislation by identifying more than $230 billion in mass transit projects that could benefit from an infrastructure bill. A big chunk of those projects would address a backlog of needed repairs.

The list might be somewhat overstated, since it includes, for instance, a couple of DART projects already moving forward.

But Thomas said the D2 project, with its targeted opening date of 2024, is a $1.4 billion endeavor that could really benefit from a robust infrastructure package. He also said he'd like to see any future legislation "incl ude a much heavier emphasis on technology."

The DART chief noted the success his agency has had with its GoPass app, which is a planning and ticketing tool.

He said that "transit agencies, public agencies of any kind, are risk averse — none us want to get out there and get slapped around because it didn't work." Incentives could encourage more agencies to be more aggressive in trying out new technology and approaches, he said.

https://www.dallasnews.com/news/dart/2019/03/18/dart-chief-urges-congress-pass-infrastructure-bill-citing-coming-work-cotton-belt-d2-lines

Tesla says a Texas lawmaker wants to block it from servicing its own cars in the state

By Dom DiFurio, Dallas Morning News

A new bill in the Texas Senate has Tesla owners concerned it could prevent the company from servicing its own cars in the state, and the company is now in talks with legislators about what it sees as a "targeted attack."

Dallas-Fort Worth is home to two of Texas' six Tesla service centers, which some fear would be banned by the bill from servicing electric vehicles beginning Sept. 1. In a statement Tuesday, the company said language in S.B. 1415 added "servicing" and "repairing" to the definition of dealership activity – which would be prohibited for manufacturers.

"The result would be to threaten Tesla's maintenance facilities in Texas and leave Tesla drivers with very little recourse in terms of keeping their vehicles running safely in the state," the company said of the bill.

State Sen. Kelly Hancock, R-North Richland Hills, told The Dallas Morning News Tuesday that the code the bill would amend has long been on the books. He said that after reaching out to the Department of Motor Vehicles, his office determined that Tesla was actually in violation of existing law.

If you've ever seen one of Tesla's Apple-like showrooms inside Texas' malls and shopping centers, you've likely noticed one thing: You already can't buy the cars here. Tesla's vehicles have to be shipped from other states to Texas when customers buy them, and plenty do, because of laws in Texas that prohibit them from selling directly.

Refusing to sell through third-party dealerships like traditional carmakers, Tesla has argued for years that it needs to directly sell its electric cars because dealerships wouldn't educate the public on the benefits and requirements surrounding the technology. Instead, it's sold them online to customers.

The car dealership lobby has argued that franchised dealerships benefit consumers when it comes to service repairs and the costs of purchasing vehicles.

Hancock said his legislation is intended to "reduce over-regulation of vehicle manufacturers in Texas."

"SB 1415 won't impact how cars from any manufacturer are serviced and repaired," he said in a statement, adding that reports otherwise were "the definition of fake news." The statement did not specifically mention Tesla.

Tesla said its representatives have met with Hancock's staff about the language and even suggested ways to improve it that made it less threatening to the company. Asked whether he would be working with Tesla to make those changes, Hancock described communication from the company over the weekend as an attack on his office.

Although almost every state has laws on the books that prevent manufacturers from directly selling their vehicles to customers, Texas' have been described by some as the most "anti-Tesla" in the country.

North Texas residents registered nearly 3,000 new Tesla vehicles in 2018, according to Freeman Publishers Inc., which tracks sales in Dallas, Collin, Denton and Tarrant counties. Tesla opened its fifth North Texas showroom inside Galleria Dallas in January.

https://www.dallasnews.com/business/autos/2019/03/19/tesla-says-texas-lawmaker-wants-block-servicing-cars-state

TxDOT to unveil new ‘tweaks’ to its U.S. 380 makeover — and wary citizens are on high alert

By Sharon Grigsby, Dallas Morning News

Even before the first official notices hit North Texas mailboxes about more tweaks to U.S. Highway 380’s proposed makeover, rumblings about last-minute changes had Collin and Denton County citizens on high alert.

I've heard a lot from residents and business owners who are understandably worried about the future of the 33 miles of roadway that stretches from Denton County to Hunt County and touches 10 cities. Clearing the traffic jams on the highway — one of the few east-west routes in the region’s two fastest-growing counties — could also turn their lives and livelihoods upside down.

The messy debate has divided cities, lit up social media and left a portion of residents disappointed, frustrated — or ready to pull up stakes. Particularly in Prosper and McKinney, every twist and turn in the U.S. 380 saga quickly becomes fighting words.

The latest development to spark alarm is Texas Department of Transportation’s announcement Tuesday that it is about to unveil two new options in the long-debated alignment plans.

The new routes will likely send at least some residents or business owners into a tizzy. But take a breath. We’re still a few months away from a final decision.

The state agency has invited neighbors within 1,000 feet of the proposed changes to meetings Thursday in McKinney and March 28 in Prosper to view maps, ask questions and make comments. One of the changes is a segment of new roadway in northeast McKinney and the other is in east Prosper and west of McKinney.

Depending on residents’ feedback, these latest tweaks might be added to the options that TxDOT previewed to residents in October. TxDOT, which is working from two basic alignments, will present its preferred overall plan in May.

Changes are needed. The status quo is a traffic nightmare that will only get worse. Collin County is expected to double in size before 2030 and surpass the individual populations of Dallas and Tarrant counties by 2050.

While the March meetings are specifically for property owners who would be affected by the latest tweaks, the sessions are open to anyone. Given the “sky is falling” reaction that has accompanied most every update in the U.S. 380 story, TxDOT should be prepared for all of Collin and Denton counties to show up.

The proposed U.S. 380 makeover already has generated unprecedented response, TxDOT spokeswoman Michelle Raglon said. The October public meetings produced 10,000 comments; that’s in addition to the 4,000 tallied last spring.

“With each meeting, we find new information, and that’s what we are balancing,” Raglon said.

The two March meetings will be open-house formats with no formal presentations, but TxDOT officials will be on hand to answer questions. Based on two similar meetings I attended in October — where hundreds of people squeezed in alongside one another, magnifying glasses

in hand, to find their homes and businesses on large schematics — it could be another long night for the highway planners.

TxDOT hasn't released maps of these latest two options, but property owners who have received notice of the meeting have already pieced together approximate routes they expect to be unveiled these next two Thursdays.

Janet Anders, whose home sits between Prosper and McKinney, told me that as of Tuesday 16 of the 80 houses in her Walnut Grove community had already received word to attend and she fears that 11 homes or more might be in jeopardy.

She is worried that her unincorporated residential area, where she has lived for 14 year on a large lot with towering pecan trees, will be the biggest loser this time around because "we don't have a city to represent us — we have no governing board except Collin County."

Anders has been involved in the U.S. 380 fight since its beginnings and was the original organizer of the "red shirts," the many residents of Prosper and nearby areas who support a plan that would widen the existing highway rather than create bypass routes.

She acknowledges that McKinney businesses along U.S. 380 might suffer short-term losses. But Anders' argument — shared by the mass of folks who show up at every highway meeting in red T-shirts — is that a new and improved U.S. 380 would be a long-term economic and travel gain for everyone.

Jon Dell'Antonia, who has lived in west McKinney's Stonebridge neighborhood for 10 years, strongly disagrees with that economic assessment — and he ticked off an impressive set of numbers to support his point of view.

Dell'Antonia is a member of the "green shirts" group, which wants to see a bypass in the McKinney portion of U.S. 380. He told me that a wider U.S. 380 would disrupt hundreds of businesses and homes for years. The result, he said, would be an economic gut punch for his city.

Dell'Antonia, who is president of Stonebridge's homeowners association, maintained that the bypass option is by far the least expensive and least disruptive — "so I don't understand why we are still even talking about this."

Like Anders, Dell'Antonia is passionate about what he believes is the right way forward. But he said that his side is "trying to avoid emotion. We are trying to be fact-based and reasonable about it."

Dell'Antonia doesn't know what to expect from the next TxDOT meetings. But he said he will be on hand, armed with his skepticism and questions.

Devising a new roadway that suits everyone perfectly is simply impossible, given the multitude of competing interests and the number of people potentially affected.

Regardless of how many times TxDOT vows that it is listening carefully to all sides, concerned citizens are far from convinced. Some worry that politically connected players will win the day or that TxDOT's tweaks are efforts to appease the most possible people — not create the best plan.

And like Dell'Antonia and Anders, most everyone I have talked with in recent months makes reasonable arguments for why their preferred option is the best — at least for them.

TxDOT is trying to overcome two kinds of gridlock with its U.S. 380 makeover — breaking down both traffic jams and dug-in public opinion.

Eventually, we could wind up with a new-and-improved highway that meets the needs of booming North Texas. But whatever TxDOT decides will mean consequential, permanent change for the two counties. The agency should use caution; the road to a better 380 shows little sign of smoothing out.

Next round of U.S. 380 meetings

McKinney: 6-8 p.m., Thursday, March 21, Russell A. Steindam Courts Building, 2100 Bloomdale Road.

Prosper: 6-8 p.m. March 28, Lorene Rogers Middle School, 1001 Coit Road.

https://www.dallasnews.com/opinion/commentary/2019/03/20/txdot-unveil-new-tweaks-us-380-makeover-wary-citizens-high-alert

As Fort Worth is all-in on Panther Island, what are our odds on this billion-dollar bet?

By Michael Ryan, Fort Worth Star-Telegram

Long before I listened to talk of Panther Island, I watched Gilligan's Island extensively. I'm now an expert on fabricated islands.

I've listened to the pros and cons of Fort Worth's Panther Island project since arriving here last October. For a lot of it, I've felt a little like Gilligan — who, when caught in the middle of two other people's argument, would alternatively take both sides.

One close observer didn't help when, asked if Panther Island is a flood control or economic development project, he replied "Yes."

The $1.16 billion plan to cut a bypass channel for the Trinity River north of downtown to reduce the chance of catastrophic flooding would also, as a happy byproduct, create an 800-acre, ripe-for-development man-made island surrounded by riverfront and crossed by canals.

Opponents say the project has deviated too much from flood control, that it's become too expensive, that the funding is anything but certain, and that it's been poorly managed.

Supporters are supremely confident in the project, in vast public support for it as expressed in a $250 million 2018 bond election, and in the prospect of roughly half the money coming from Washington, D.C.

I respect both sides. I have friends on both sides. And both sides make good points.

But on balance — and subject to an upcoming independent review of the project's management — I have to say I hope they can pull this off, because it's incredibly exciting.

And let's face it: They need to pull it off. Desperately. With more than $300 million expended, three massive bridges in the works and hundreds of thousands of tons of dirt turned, treated and hauled, if the Panther Island project were a poker game, Fort Worth has already gone all-in.

The only question now is, how strong is our hand?

Congress gave the project its seal of approval in 2016, but funding hit the rocks last year in a White House skeptical of the lack of a cost-benefit analysis.

When asked what happens if some $500 million isn't forthcoming from Washington, Trinity River Vision Authority executive director J.D. Granger simply says it will be. He says he's assured of it by members of Congress — who happen to include his mother, Kay Granger. And last September, Granger says he briefed U.S. Secretary of the Army Mark Esper and Assistant Secretary of the Army for Civil Works R.D. James — and they are enthusiastic about what they see as an important flood control project.

Further, Granger says, it's a public safety project — and the U.S. Army Corps of Engineers never fails to complete public safety projects.

When you listen to Granger and Trinity River director of communications Matt Oliver — as some 150,000 have, in presentations over the past dozen years — other flood control measures sound inadequate.

Perhaps most reassuring is a statement last October by Corps spokesman Clay Church, who said, “It is the intention of (The Corps) to eventually complete all projects for which construction has begun.”

And look what the project has already done. It’s remediated some 82 environmental sites, removing 380,000 tons of hazardous material from soil that once was home to foundries, a refinery, auto scrap yard, a battery reclamation center, a Styrofoam plant and a police firing range.

A Fort Worth that’s growing faster than a weed didn’t need all that nasty stuff on the fringe of downtown.

It’s also intriguing to watch Granger’s excitement at the mere prospect of repurposing vintage bricks, removed from the Stockyards area and otherwise headed for scrap, to one day line walkways on Panther Island.

The scope of the impending review of project management was being discussed this week with the one unidentified company who bid on the work. Among other matters, the review should look at the city’s prospects for actually getting the federal money; the alternatives if it doesn’t; whether a cost-benefit study is truly required; and how we got to where we are and where we go from here.

Where we are is sitting at the poker table with a half-billion bet showing — and perhaps past the point of no return.

Earlier in this column I wrote of Panther Island and Gilligan’s Island being “fabricated.” But I meant it in both senses of the word. Gilligan’s Island was fictional. But Fort Worth’s Panther Island could be fabricated in the manufacturing sense.

I remember pulling hard for the people on Gilligan’s Island. I’m pulling for the folks of Panther Island — the people of Fort Worth — even harder.

https://www.star-telegram.com/opinion/opn-columns-blogs/michael-ryan/article228124659.html

Texas House votes to rename part of North Central Expressway in Richardson

By James Barragan, Dallas Morning News

AUSTIN — The Texas House on Wednesday gave initial approval for naming the part of the North Central Expressway that runs through Richardson after officer David Sherrard, who last year became the police department's first casualty in the line of duty in its 64-year history.

"It's my hope that this memorial, this honor, will bring a sense of joy and pride to Officer Sherrard's family and to his fellow officers all across the state of Texas who continue to serve the state fully and courageously every day," said Rep. Jeff Leach, R-Plano, who carried the bill in the House.

The bill would designate the section of U.S. Highway 75 that runs through Richardson from the George Bush Turnpike in the north to Interstate 635 in the south as the Officer David Sherrard Memorial Highway. The bill would not require state money for the markers placed at each end, which would be funded by private donations.

"The renaming of U.S. 75 to the 'Officer David Sherrard Memorial Highway' is an honor that is justly deserved for our hero," his wife, Nicole Sherrard, said in a news release on the Feb. 7 anniversary of his death. "While his absence from our lives will never be forgotten by our family and friends, this designation guarantees that for generations, people will remember Dave and the sacrifice he made for our community."

David Sherrard was 37 when he was killed while responding to a disturbance call. Colleagues remembered him as a goofy guy with a quick smile who never hesitated to lend a hand. Richardson Police Chief Jimmy Spivey called him a "brave, tenured police officer" who died in service to his community.

Sherrard, who grew up in Dallas and Mesquite, was a 13-year police veteran, a husband and a father of two who made people laugh and was an active member of Watermark Community Church in Plano. Many of his fellow officers described him as their best friend when they visited him in the hospital after the shooting, and those who knew him said he was a devoted husband and family man.

Last February, Sherrard was one of eight police officers who responded to a call about a disturbance at an apartment complex. They found a man named Rene Gamez wounded outside his apartment. They began administering first aid, and as they tried to enter his apartment, Sherrard was shot.

He was taken to Medical City Plano, where he later died. Gamez also died. Brandon McCall, the suspect in Sherrard's shooting, had multiple run-ins with authorities in the previous decade, mostly for use or possession of controlled substances. Collin County prosecutors are seeking the death penalty in their case against McCall, who was charged with two counts of capital murder and seven counts of aggravated assault on a public servant.

The Texas House is expected to vote Thursday to give the bill final approval, after which it would move to the Senate, where Sen. Angela Paxton, R-McKinney, is carrying the legislation.

"It is an honor to file Senate Bill 690 in remembrance of a husband, father, officer, and selfless public servant who laid down his life in the line of duty," Paxton said in a news release announcing the bill in February. "I pray this memorial highway will comfort Officer Sherrard's family and honor the legacy he instilled in our community and his fellow officers of the Richardson Police Department."

https://www.dallasnews.com/news/politics/2019/03/20/texas-house-votes-rename-part-north-central-expressway-richardson-after-slain-police-officer-david-sherrard

Why was Fort Worth's TEXRail commuter line delayed? It wasn't just the federal shutdown

By Gordon Dickson, Fort Worth Star-Telegram

FORT WORTH--When the January opening of the TEXRail commuter line was delayed, many people blamed the federal shutdown that was going on at the time.

But behind the scenes, a different drama was playing out.

Officials at Trinity Metro, the local transit organization building the TEXRail line from downtown Fort Worth to DFW Airport, were putting out dozens of proverbial fires as they worked tirelessly to get the trains running, a review of agency emails shows. The frantic effort to comply with all federal safety rules stretched back more than year, with the pace increasing as Trinity Metro's self-imposed Dec. 31, 2018, deadline drew closer, records show.

On Oct. 22, with just 70 days to go before the planned New Year's Eve celebratory opening of TEXRail, at least 155 items large and small had still not been inspected by the Federal Railroad Administration, a requirement before the trains could open to the public. The pending items included verifying the load capacity of railroad bridges along the rail line, ensuring each locomotive had an identifiable badge in its cab, inspection of emergency lighting and window exits and final approval of TEXRail's safety and security management plan.

The Fort Worth Star-Telegram, citing state and federal open records laws, requested a review of all communications between Trinity Metro and the Federal Railroad Administration (FRA) regarding TEXRail from Jan. 1, 2018 to Jan. 7, 2019. About 500 pages of emails were provided by Trinity Metro in response to the request, and many of those communications shed light on the tension between the local and federal government representatives.

For example, on Sept. 26, 2018, one of the emails involved a correspondence between Kevin Lewis, a FRA supervisory signal and train control specialist, and Mike Stolzman, then Trinity Metro's vice president and chief operating officer for rail. In the note, Lewis lambastes Stolzman for misleading him about whether Trinity Metro was doing all it could to ensure an electrical connection was maintained at all times between the TEXRail cars and the railroad tracks.

That electrical connection — known as "shunting" in the railroad industry — is crucial because it ensures that the proper signals are sent to activate crossing signals at intersections.

The Fort Worth Star-Telegram in 2013 reported that some versions of the rail cars bought by TEXRail from Switzerland-based Stadler Rail had issues with shunting, partly because the cars are lightweight.

In the email, Lewis reminded Stolzman that Stolzman had stated in a conference call that Trinity Metro had been "scrubbing the rail" for two weeks to ensure a good electrical connection. But Lewis said he had since learned from others involved in the TEXRail project that that statement was false.

"I made some calls yesterday with several people and discovered that is not the case," Lewis wrote. "Now, perhaps you were misinformed. I don't know and I don't care either. What I do care about is that Trinity Metro gets a handle on the shunting issue at these crossings and on this railroad."

The issue was eventually resolved.

On Oct. 5, another FRA official, David Lindberg, sent Stolzman, Lewis and others an email saying he had reviewed TEXRail's shunting mitigation plan and found it acceptable.

After the email exchange, Trinity Metro's executive leadership talked with Stolzman about the issues raised by FRA, Bob Baulsir, Trinity Metro senior vice president, said in an interview.

Stolzman subsequently resigned from Trinity Metro, Baulsir said. Stolzman could not be reached to comment.

Golden Ticket

In other emails throughout the year before TEXRail's opening, federal officials on several occasions expressed concern that Trinity Metro was pushing to have an invitation-only "Golden Ticket Train Ride" in which mayors and other dignitaries (including the Star-Telegram and other media) would take a New Year's Eve trip on the rail cars.

Even though TEXRail wasn't yet ready to carry the ticket-buying public, Trinity Metro officials wanted to symbolically carry dignitaries on Dec. 31, 2018, to demonstrate that the train service had been delivered by the end of 2018, fulfilling a self-imposed deadline promise the transit agency had made to the Fort Worth City Council.

In an Oct. 17 email, Nathan Wallace, FRA chief railroad inspector, wrote to Stolzman and Baulsir. His email read in part: "I just received an invitation for the GT (Golden Ticket) ride. In order for this to occur without any hick-ups (sic) I need to understand the purpose before the scheduled revenue service date beyond dignitary show-n-tell."

Wallace said the Golden Ticket ride could only occur if all the "deliverables" — an industry phrase that describes the tasks Trinity Metro would be required to perform for FRA approval — had been completed.

Ultimately, the Golden Ticket ride had to be modified because all the "deliverables" weren't complete. Mainly, a stretch of track running under U.S. 287 near downtown Fort Worth had not yet been approved for passenger service — so, as a result, the scheduled 27-mile Golden Ticket ride was shortened to 23 miles, and passengers boarded at the North Side Station so they didn't have to travel on the unapproved tracks.

There were issues with TEXRail train sets, too.

The rail cars were built for Trinity Metro by Stadler Rail of Buggnang, Switzerland, which opened a new plant in Salt Lake City, Utah to serve its new American customers.

Dozens of emails went back and forth between officials at Trinity Metro and the FRA over waivers that were needed for the rail cars, which were Stadler FLIRT models and built very similarly to European trains (although the U.S. version was diesel powered instead of electric). Waivers were required for the lack of handrails and steps on the exterior of the rail cards, and for an electrically actuated emergency brake valve in lieu of a pneumatic valve.

In a Nov. 8 email, from FRA's Wallace to Trinity Metro's Baulsir, Wallace expressed concerns about a recent conference call. In that call, Marcin Taraszkiewicz, a Jacobs engineer working on

the TEXRail project, told the FRA that four TEXRail vehicles were 90 percent complete with their testing.

“In our recent communications with other persons on this project, that is not what we understands (sic) to be the case,” Wallace wrote to Baulsir. “We would like to know what the actual testing progress (is) for each train to anticipate when the railroad might be doing full revenue schedule runs on the corridor. I do not want to create undue burden, if possible please send a short written verification from Stadler and the Vehicle manufacturer describing the percent completion of testing for each vehicle.”

Some of the other items that had to be finished before TEXRail could run included adoption and approval of a safety plan, inspections of all new tracks and railroad crossings and installation of quiet zones at roads in Fort Worth, Haltom City, North Richland Hills, Colleyville and Grapevine. The quiet zones would make it possible for trains to pass through crossings without blaring horns.

And, in a way, it remains an issue today. As recently as last week, the crossing arms at a Colleyville intersection were only partly working, according to Colleyville police.

None of the emails in the stack of 500 pages was dated Dec. 22 or later, presumably because most FRA officials had been sent home without pay because of the federal shutdown.

The issue of specifically why the opening of TEXRail passenger service was delayed to Jan. 10 was not addressed. The Star-Telegram’s request for documentation was dated Jan. 7, and federal workers eventually returned to their jobs when the shutdown ended Jan. 25.

Last minute delays

Even in the final weeks before TEXRail opened, an extraordinary amount of work remained to be done.

As of Oct. 22 — 70 days before the “Golden Ticket” trip was scheduled to take place — at least 155 items on the tracks, on rail cars, within passenger stations and within TEXRail’s computer system had still not be inspected and approved by the FRA, according to various emails.

But Baulsir, the Trinity Metro senior vice president, said in an interview the real issue was the piece of track along the railroad underpass at U.S. 287, which was delayed by months because of problems getting a fiber optics utility company to move their lines along the corridor.

The lack of utility work delayed the construction of the U.S. 287 underpass for months, Baulsir said. The area under U.S. 287 was dubbed the “Hole in the Wall” by TEXRail planners, who saw it as the project’s biggest engineering challenge.

The U.S. 287 railroad underpass did eventually get improved, but the construction work lasted until the week before Christmas — and, by the time it was complete, the federal shutdown had begun, which slowed FRA’s ability to travel to Fort Worth and inspect it.

On Jan. 4, less than 12 hours before TEXRail was scheduled to begin hauling passengers, Trinity Metro’s leadership decided to call off the opening of the railroad.

“We made a decision late that day that we would not open, and we believed we didn’t have the authority from the FRA,” Baulsir said.

Finally, on Jan. 7, Trinity Metro received formal, written permission to run TEXRail. And on Jan. 10, the trains began carrying passengers.

https://www.star-telegram.com/news/traffic/honkin-mad-blog/article227261259.html

Fort Worth's last member of elite black Tuskegee Airmen dies at 96

By Kaley Johnson, Fort Worth Star-Telegram

Fort Worth's last surviving member of the Tuskegee Airmen died Tuesday at the age of 96. Robert T McDaniel was one of the elite black airmen who flew combat aircraft in World War II at a time when the military was segregated.

McDaniel, along with about 330 other surviving Tuskegee Airmen, were invited to Barack Obama's inauguration in 2009. The group was also commemorated in the George Lucas movie "Red Tails" in 2012.

"He is the last of the Mohicans if you will," said Sarah Walker, president of Tarrant County Black Historical and Genealogical Society.

Walker said McDaniel was one of her teachers at I.M. Terrell Elementary School.

McDaniel joined the war at a time when black men were not welcomed into service. At the first screening of "Red Tails," McDaniel spoke at the reception about the squadron he served in 75 years ago.

"There were no blacks at all in the Air Corps. None. Didn't want them there. They said, 'They don't have the dexterity to work these planes,'" he said at the screening in 2012.

McDaniel was valedictorian and president of his 1940 class at I.M. Terrell High School and was drafted in 1943. He was one of the 922 pilots trained in Tuskegee, Alabama, between 1941 and 1946.

"It created a sense of pride in the community," Walker said. "It created a sense of a young man giving back, giving his life really, to all of America."

In 2007 while Obama served Illinois in the U.S. Senate, he thanked the airmen when the group received the Congressional Gold Medal.

"My career in public service was made possible by the path heroes like the Tuskegee Airmen trail-blazed," Obama said in a statement at the time, according to the New York Times.

However, Walker said McDaniel never bragged about his service and few people even knew he was a Tuskegee airman until the group's story was shared in an exhibit at the Lenora Rolla Heritage Center Museum in 2013.

"They weren't seeking pride. It was just a thing they knew they had to do," Walker said about the airmen.

A wake will be held March 27 at Saint Peter Presbyterian in Fort Worth from 6 p.m. to 8 p.m. Funeral services, handled by Baker Funeral Home, will be on March 28 at 11 a.m. at Shiloh Missionary Baptist Church in Fort Worth.

As of September 2018, the Tuskegee Airmen society estimated 13 of the 355 single engine pilots who served in the Mediterranean theater operation during WWII were still alive.

https://www.star-telegram.com/news/local/community/fort-worth/article228252549.html

McKinney forum gives bypass foes a first look at new options for U.S. 380 makeover

By Marc Ramirez, Dallas Morning News

The state's efforts to improve U.S. Highway 380 have brought some area residents closer, even as the proposal threatens to disrupt lives.

That seemed especially true for Collin County residents who oppose the proposed bypass to U.S. 380, just north of the existing highway.

"This bypass is not something I would wish on anybody," said Tara Voigt, whose property in unincorporated Collin County would be impacted by the originally proposed bypass. "Either way it's unfortunate. But it has forced us to become a community."

Thursday's meeting at the Russell A. Steindam Courts Building in McKinney was the first of two this month aimed at property owners living within 1,000 feet of the two newly proposed alignment options.

The options — a segment of new roadway in northeast McKinney or one in east Prosper, west of McKinney — were recently added to the highway's feasibility study.

The meeting drew about 50 residents whose homes or businesses could be impacted depending on whether the state widens U.S. 380 or constructs a bypass to the north.

The open-house nature of the meeting did not lend itself to the intense emotions underlying the upheaval that is sure to come when a final decision is made. Instead, the atmosphere was one of quiet tension as residents hoped to collectively influence how the project plays out.

Some residents wonder why their property values should decrease and their children have to play in the shadow of overpasses when they intentionally bought homes two miles north of the freeway.

Instead, they say, the people who knowingly bought near U.S. 380 should shoulder the disruption. And some, like Voigt, who wore a red shirt Thursday in opposition of the project, fear that the bypass will largely go underused with a proposed outer loop set to come seven miles to the north.

"If you're going to bulldoze my home," she said, "you'd better ... use that road."

Lori and Mike Swim first purchased 12 acres in the proposed bypass area in 2009 so that Lori could pursue her passion for animal rescues. They bought more land so she could stay nearby, then finally 24 acres in all so they could build their dream home, which finished construction last year.

The proposed bypass in McKinney would go straight through the Swims' property, and the new bypass just to the west would cut through the adjoining marshland.

"I've donated more than 100 horses for equine therapy," Lori Swim said. "We just took in three miniature donkeys. I would hate to lose it with all the blood, sweat and tears we've put into it."

Gordon O'Neal of McKinney opposes both bypass options. His wife Margaret's longtime family farm, where the couple lives and planned to retire, sits directly in the path of one proposed

segment, while the other proposal would impact an adjacent Trinity River floodplain teeming with otters and other marsh dwellers.

"I worry about the environmental impact," he said.

"And we just spent a lot of money fixing up our house," Margaret said.

The Texas Department of Transportation's proposed makeover of U.S. 380 is a 33-mile, east-to-west stretch touching 10 cities from Denton to Hunt counties.

The state agency will hold another meeting like Thursday's on March 28 in Prosper for affected neighbors to review maps, ask questions and offer comment in writing.

Depending on residents' feedback, the changes could be among those the state agency will present in its preferred overall plan in May.

The issue has concerned and frustrated local residents and business owners, generating an unprecedented level of reaction at public meetings held last spring and fall.

But with Collin County expected to double in size by 2030 and to rival Dallas and Tarrant County populations by midcentury, changes are needed to deal with already worsening traffic problems.

Not all were against the bypass options. Steve Furlong has run an ice-packing business along U.S. 380 for more than 50 years and supports the highway bypass routes.

"I've watched 380 grow," he said. But if they widen the highway, "they're going to move us."

And if the state chooses not to build a bypass now, he said, it will ultimately have to given the rapidly growing population.

"Either way, now or later, they will have to take it around," he said.

https://www.dallasnews.com/news/transportation/2019/03/22/mckinney-forum-gives-bypass-foes-first-look-new-options-us-380-makeover

Texas Legislature, ban red light cameras as unfair, unconstitutional, unsafe

By The Star-Telegram Editorial Board

There are powerful financial incentives for cities such as Fort Worth to continue ticketing motorists through red light cameras.

For one thing, the program — which takes a snapshot of tags on cars allegedly entering some intersections on red and then mails a $75 citation to the owner — has funneled millions to cities doing it, as well as the state, which gets half the take after costs.

Texas lawmakers are no doubt under great pressure from those cities, and possibly the camera companies, to keep the cash cow fed, especially in the face of separate House and Senate bills that would end the practice.

All the more reason for those of us who fervently want the cameras removed — including Gov. Greg Abbott, growing numbers of lawmakers, citizen activists and others — to make our wishes known.

That's because of the overwhelming legal, practical and even moral reasons to oppose the cameras.

The tickets are civil matters, not criminal. But that legal technicality can't be allowed to throw out the window all notions of due process, which is a bedrock American principle. If an officer tickets you on the spot and you disagree, you can appeal to the courts with details of the incident burned into memory. But when you unexpectedly receive a ticket in the mail weeks after an alleged infraction, how are you to adequately defend yourself?

A pro-camera witness at a Senate Transportation Committee hearing Wednesday admitted the onus is on car owners to prove their innocence.

Then there's the little matter of the disparity in enforcement: Since there is no mechanism to force compliance, half or more of the tickets from red light cameras go unpaid. Equitable justice is another of our foundational American values.

Moreover, are short yellow lights contributing to the storm of citations? Kelly Canon, who led a petition drive that removed red light cameras in Arlington, thinks so anyway.

As for the only legitimate argument in favor of the cameras — safety — a 12-year study released in 2018 by Case Western Reserve University in Ohio concludes there is "no evidence of a reduction in total accidents or injuries" attributable to red light cameras in Texas. In fact, the study says, by training motorists to "stop even when it would be safer to continue through the intersection," red light cameras have actually increased rear-end collisions at such intersections: up 28 percent combined in Dallas and Houston.

"Intersections with cameras are likely to be among the most dangerous intersections," the study says.

The Senate bill removing red light cameras had a grandfather clause inserted into it before Wednesday's hearing that would leave some existing cameras in place even if the bill is passed. With any luck, that can be stripped out later. It's said most cities' contracts with camera

suppliers, including Fort Worth's, call for their elimination with any relevant change in state law. But let's not take that chance: no grandfathering these things in.

Bill author Sen. Bob Hall, R-Edgewood, says there's also a Senate bill that would strip cities' ability to assess fines with cameras.

There's also the companion House Bill 1631, filed by Rep. Jonathan Stickland, R-Bedford, which thankfully has no grandfather clause but does have over 100 co-authors — two thirds of the House.

One way or another, let's end this failed experiment, which is unfair, unconstitutional and arguably unsafe.

https://www.star-telegram.com/opinion/editorials/article228219839.html

Owning a Car Will Soon Be as Quaint as Owning a Horse

The shift away from private vehicles will happen faster than we think.

By Kara Swisher, New York Times

I will die before I buy another car.

I don't say that because I am particularly old or sick, but because I am at the front end of one of the next major secular trends in tech. Owning a car will soon be like owning a horse — a quaint hobby, an interesting rarity and a cool thing to take out for a spin on the weekend.

Before you object, let me be clear: I will drive in cars until I die. But the concept of actually purchasing, maintaining, insuring and garaging an automobile in the next few decades?

Finished.

This could be the most important shift since the Cambrian explosion of the smartphone. Car-sharing continues to increase (Uber and Lyft are set to go public this year), new innovations emerge all the time (Scooters! Vertical-take-off-and-landing vehicles!) and all manner of autonomous technologies are inevitable (Elon Musk, whatever you think of him or the prospects of Tesla, is 100 percent directionally correct). Private car ownership declined globally last year, and it is a trend that I believe is going to accelerate faster than people think.

Not everyone agrees. After an initial rush of hype and hope, there was a backlash against the idea that autonomous and shared cars would soon take over.

But I am pretty good at this guessing game. In 1998, as one of the first Internet-focused reporters for The Wall Street Journal, I wrote a piece titled "I Cut the Cord" about giving up my land line and going all mobile.

That was well before "feature" phones — as the first dumber versions of smartphones were called — and almost a decade before the iPhone. There was not much out there for the general population. Nonetheless, I "snipped my copper umbilical cord" and predicted that everyone else would do the same, and sooner than they thought.

I did not find it easy, as I noted then: "My own all-cellular journey is strewn with technical glitches and innumerable lost connections, pricey millisecond charges that make using a cellphone seem like a bad addiction, and vague worries that perhaps too much cellphone exposure actually does cause brain tumors."

But it was time. Absent the brain tumors, this was the thought that hit me recently when my clutch died on a hill in San Francisco. After spending my life buying cars, I will never buy another after I sell my last, a manual Ford Fiesta Turbo named Frank.

Since I first started driving I have named my cars: Cecil the Honda Civic, Jeanette the mighty blue Volkswagen Bug, Roger the Volkswagen Rabbit, Jerry the Jeep Wrangler, John the Jeep Cherokee, Alice the Honda Minivan, Sally the Subaru Outback, Abner the Mazda 3, Cindy the Mazda 5 and Frank. Why wouldn't I name them, since they were an integral part of my life from my teens to my single days to motherhood?

Many people feel this kind of bond with their cars. They represent so many major life moments (prom!) and individual tropes (freedom!) that it is difficult to imagine giving them up.

But it will be easier than you'd think for a number of reasons that are increasing in speed and velocity, if you will excuse the pun.

Consider how swiftly people moved from physical maps to map apps, from snail mail to email, from prime time TV to watching on demand. What had been long-held practices were quickly replaced by digital tools that made things easier, more convenient and simply better. Some of the shifts have been slower to develop, but then accelerated quickly, like what is now occurring in retail with online shopping and quick delivery pioneered by Amazon.

Simply put, everything that can be digitized will be digitized.

That is harder to envision with the heavy hunk of metal and fiberglass that is a car, but it is not hard to see the steps. You start using car-sharing services, you don't use your car as often, you realize as these services proliferate that you actually don't need to own a car at all.

It's also a small step toward a more carbon-free life, although my frequent cross-country flights pretty much make me a carbon criminal for life. (My fingers are crossed for not only an electric car, but an electric plane or even carbon-free jet fuel.)

It's obviously an easier decision if you live near a major metropolitan area, like I do, where the alternatives — cars and then car pools and then bikes and now scooters — are myriad. (Why, by the way, this is a revolution led by private companies instead of public transportation is an important topic for another day.) In other countries, often with denser populations, there are even more ideas bubbling up, from auto-rickshaws and motorbike taxis to new bus services.

Obviously, the biggest change will be the advent of truly autonomous vehicles, which are still years or even decades in the future.

But in the meantime I am going to lean into this future all I can, and will chronicle the efforts over the next year, its costs and its benefits and how I get there. Or not.

Will I walk more? Take more buses or trains? How much will I use short-term car rental services? Will my kids freak out when I decline to be their constant chauffeur? It begins with the off-loading of Frank the Fiesta, so I have no excuse to use it at all. Anyone interested in a car with a loose clutch?

https://www.nytimes.com/2019/03/22/opinion/end-of-cars-uber-lyft.html?action=click&module=Opinion&pgtype=Homepage

Why are Frisco’s autonomous vans moving to another North Texas suburb?

By Melissa Repko, Dallas Morning News

For about eight months, a fleet of bright orange self-driving vans have been rolling around Frisco. But the autonomous vehicle pilot program run by Silicon Valley-based Drive.ai will be permanently parked on Friday.

The city of Frisco announced Monday that the autonomous vehicle pilot program will end, despite city officials and the company deeming it a success. Nearly 5,000 unique riders used the service during the pilot program and there were no safety issues.

Frisco Mayor Jeff Cheney said the city could not justify the service's high cost, which he declined to specify because of a nondisclosure agreement. He said the city considered ways to lower the price tag, such as using grant funding, collecting fees from riders and asking nearby companies to foot part of the bill. In the end, he said, the city came up short.

"Is it a cost effective use of taxpayer money?" Cheney said. "Today, it is not."

But Cheney said Frisco is still exploring innovative modes of transportation that help residents and office workers get around the fast-growing city without relying on their own cars. He said bike- and scooter-shares are expected to debut in the next few months. And as Frisco secures grants and gains density, he said it may make financial sense to start an autonomous vehicle program again.

"This was the toe in the water, but we are still looking at jumping in the pool," he said.

Drive.ai officials said they're doubling down on another North Texas suburb. The four vans in Frisco will move to Arlington, which signed a one-year contract with the company. The larger fleet will also serve an expanded route.

How the Frisco pilot program got rolling

When the pilot launched in Frisco in July, it became the first self-driving car service on public roads in Texas. The 10,000 people working in Hall Park, a large office campus in the suburb, could request a free ride in an app. The vans drove them a short distance to nearby shops and restaurants.

Drive.ai covered the cost of the six-month pilot. It was later extended by two months.

Drive.ai officials said they picked Texas, rather than its home state of California or other states, to deploy their vehicles because of the state's favorable laws and the enthusiasm of cities like Frisco. Texas passed a law in 2017 that allowed self-driving cars on the state's roads and driveways, so long as they followed traffic laws and had video recording devices and insurance.

Conway Chen, vice president of business strategy at Drive.ai, said at launch that the company hoped the pilot would help the public feel safe and comfortable when using the new mode of travel. To help put riders at ease, a safety operator sat in the driver's seat of the van, even though the van drove itself. Company officials invited Frisco residents to town halls where they could see the vehicles and ask questions.

The pilot became one of the first initiatives of Frisco Transportation Management Association, a public-private partnership that includes the city of Frisco, Denton County Transportation Authority, nearby developers Frisco Station Partners and Hall Group and the Cowboys' practice facility, The Star.

The city hired Texas A&M Transportation Institute to survey residents, including those who rode in Drive.ai's vans, about their thoughts on autonomous vehicles. The survey will cost $65,000, with $12,000 covered by businesses that are part of Frisco TMA.

The partnership was founded to address mobility challenges in Frisco, which is about 30 miles north of Dallas. With a population of about 177,000 people and counting, it is the fastest-growing large city in the nation, according to data from the U.S. Census Bureau. It gains an average of 37 new residents a day.

Hall Park became the site of the autonomous vehicle pilot after its owner Craig Hall took a personal interest in autonomous vehicles. The Dallas real estate developer, who also has acclaimed wineries with his wife in Napa, did research and took a spin at Drive.ai's Silicon Valley headquarters. The company is based in Mountain View, Calif., about 40 minutes south of San Francisco.

Hall said in a prepared statement that the autonomous vehicle pilot has been "an incredible learning experience," but was one that was not cost-effective.

"AV [autonomous vehicle] technology is inherently a high-dollar investment, and it was the shared view of the Frisco TMA that this mode of transportation as it exists today was not a long-term fit for us currently from a cost standpoint," he said.

He said he'll continue to look for other options for employees who work at the office park. It has had a bike-share program since 2017.

Stepping on the gas in Arlington

As it drives away from Frisco, Drive.ai is zeroing in on Arlington as the place to prove its technology and take steps toward becoming a profitable company.

Last year, the city signed a one-year contract with Drive.ai to provide free rides to the general public near its entertainment district. The majority of the $435,000 contract — about $343,000 — is covered through a federal grant. The one-year pilot will end in October 2019, but could be renewed.

In Arlington, any member of the general public can request a ride through the app or an on-street kiosk. The free service is available Monday to Friday and is mostly available near AT&T Stadium and Globe Life Park.

Starting April 1, Arlington's fleet will grow from three to seven vans, said Adrian Fine, the company's director of communications and policy. It will expand to cover parts of downtown Arlington and University of Texas at Arlington, along with the city's entertainment district. The company may also add weekend hours, he said.

Fine said Arlington is a better fit for Drive.ai because its service is used by many different kinds of customers, such as college students, tourists and concertgoers. He said it makes the service

more challenging, and interesting, for the young company. Plus, he said, every van that drives in Arlington will be revenue-generating.

https://www.dallasnews.com/business/technology/2019/03/25/autonomous-car-pilot-ends-frisco-rolls-another-north-texas-suburb

Fort Worth has a great little TEXRail train station with an awful name – not anymore!

By Gordon Dickson, Fort Worth Star-Telegram

FORT WORTH--Since it opened in 2001, the Fort Worth Intermodal Transportation Center has served as a gorgeous little train and bus station – but with a truly awful acronym for a name.

Not anymore.

The station at Ninth and Jones streets downtown — the closest stop for Sundance Square — has been officially renamed Fort Worth Central Station.

Board members at Trinity Metro, the local transit agency, unanimously approved the change — agreeing with their administration that Fort Worth Intermodal Transportation Center (sometimes shortened to ITC) just didn't resonate with the traveling public.

ITC — err, Fort Worth Central Station — is also a stop on the Trinity Railway Express line, and a hub for Trinity Metro buses, Greyhound, Amtrak and Enterprise car rental.

"Prior to our Trinity Metro rebranding, our marketing firm conducted extensive research about the ITC and what the name meant to customers," Paul Ballard, Trinity Metro president and CEO, said in an email. "What we learned is that most customers did not identify with the name, nor did they know what ITC is an acronym for. As we continue to refresh and renew our brand and signage, the timing is ideal to make this change."

The switch comes about a year after Ballard's agency — formerly the Fort Worth Transportation Authority, or simply the T — changed its name to Trinity Metro.

There's a lot of re-branding going on in Cowtown.

https://www.star-telegram.com/news/traffic/honkin-mad-blog/article228436424.html

Army Corps officials stumped on how to finish Panther Island

By Andrea Drusch and Luke Ranker, Fort Worth Star-Telegram

WASHINGTON--The U.S. Army Corps of Engineers is looking into whether Fort Worth's Panther Island project needs additional authorization from Congress to once again receive money that stopped flowing under President Donald Trump's administration, officials told lawmakers on Capitol Hill.

They're also assessing other options to provide the federal funding as proponents of the project face pressure to deliver at least $26 million in 2020 for the project to stay on track.

"If the administration ... gives us the green light we're absolutely committed to ruthlessly continuing to being able to complete all these projects," Lt. Gen. Todd Semonite, the chief of engineers and commanding general of the U.S. Army Corps of Engineers, told lawmakers Wednesday in a hearing of the House Energy and Water Appropriations subcommittee.

Citing frustration over a lack of funding for a number of projects the Corps has been assigned, Semonite added: "On this one here, we don't have the funding."

The $1.17 billion Panther Island project calls for the Army Corps to cut a bypass channel in the Trinity River north of downtown Fort Worth, forming a roughly 800-acre island. The channel is part of a flood control effort aimed at protecting about 2,400 acres while allowing some of the city's levees to come down.

The project received roughly $60 million under previous administrations. Congress approved $526 million for it in 2016. That money is expected to be doled out over several years.

The Trump administration last year declared Panther Island not "policy compliant for budgeting because of the lack of an economic analysis." It did not receive money in the 2018 or 2019 fiscal years.

"I'm not sure that the administration doesn't support the project, they're trying to elevate projects based on their priorities," which include "economic return to the nation," Army Corps Assistant Secretary R.D. James told lawmakers.

Congress approved Panther Island for federal funding without the normal cost-benefit analysis required for Army Corps Civil Works projects. Project officials have said this study was skipped because the Corps can't measure future economic development that would be driven by the creation of the downtown island.

James said he's been working with Rep. Kay Granger, R-Texas, to figure out whether there are "other authorizations" needed for the project to move up among White House priorities.

"At this point, I don't know of any," he said. "It's a good project, there have been misunderstandings."

Local taxpayers have spent about $324 million on the project.

Yet the White House considers Panther Island at the bottom of a list projects totaling $60 billion to $80 billion vying for Army Corps funding. For the 2019 fiscal year, Congress gave the Army Corps about $7.3 billion to apply to that list.

Army Corps officials said Wednesday that they're in close contact with Granger about Panther Island, and looking for other ways to fund the Army Corps' portion of the work.

"One of my biggest frustrations in the last two and a half years is when Congress has given us money to start something, given us the authority to do it, and then we don't finish a project out there," Semonite said.

A return of earmarks might be one of the potential routes to funding the project. Democrats who took control of the House in November have voiced support for bringing back the process, which allows lawmakers to assign money to specific projects.

But Appropriations Chairwoman Nita Lowey, D-New York, told colleagues earlier this month that it won't happen in the 2020 fiscal year, because they haven't been able to reach an agreement on the issue with Republicans.

Granger, the highest-ranking Republican on the House Appropriations Committee, did not attend the hearing on Army Corps budget because of a family emergency, her office told the Star-Telegram.

Rep. Mike Simpson, R-Idaho, the highest-ranking Republican on the Energy and Water subcommittee, posed questions about the Corps' plans for the project on Granger's behalf.

Simpson used his own speaking time to rail against the White House's involvement in deciding which projects the Army Corps funds, accusing the administration of picking favorites based on which communities it thinks can raise the money to do the projects themselves.

"They're doing [Office of Management and Budget] earmarks, is essentially what they're doing," Simpson said.

https://www.star-telegram.com/news/local/community/fort-worth/article228534399.html

Prosper residents blast new route options for U.S. 380 bypass proposal

By Marc Ramirez, Dallas Morning News

PROSPER — When Pat Justice and her husband moved to Prosper two-and-a-half years ago, they knew a nearby road would eventually be widened, but the U.S. Highway 380 bypass caught them by surprise.

In the Texas Department of Transportation's newly proposed realignment, a highway bypass could cut near the couple's home off North Custer Road. And Justice, like others, wasn't shy about blaming McKinney city officials for not only failing to head off the traffic issues but for making Prosper residents suffer as a result.

"Some McKinney people want to put everything off on us," said Justice, who like many of the people packed into the Lorene Rogers Middle School auditorium, wore a red T-shirt with a logo signifying her opposition to any bypass option. "They're the ones that didn't plan for it."

Thursday's meeting was the second of two meetings this month aimed at people whose homes or businesses are within 1,000 feet of newly proposed alignment options just added to the highway's feasibility study. The state is trying to determine whether to widen U.S. 380 or build a bypass to the north.

But this week's event was expected to be more spirited, given that Prosper's Town Council on Tuesday tripled down on its position that the highway should stay in its current configuration within the town limits.

Hundreds of area residents and business owners packed the middle school auditorium in a vast sea of red. The fired-up assembly presented a stark contrast to the March 21 meeting in McKinney, which drew about 50 people.

The latest bypass segment realignment, Justice noted, would totally wipe out the area Lowe's. The previous one would eliminate more commercial areas as well as potential commercial areas.

Neither was good, she said.

Like others who moved to Prosper for its open land and small-town nature, she said either option would be a crippling blow for the town's commercial viability and future growth.

Though they would be able to see either bypass option from their house, "it's not just about us," Justice said. "It's about Prosper. I just worry about our town. If they start a bypass in our commercial area, it's going to take away a lot of revenue. To me, it's about losing that commercial area. Prosper is in its infancy. Prosper is just getting started."

On Tuesday, the Prosper Town Council passed for the third time a resolution strongly opposing any realignment that would route a bypass anywhere else through Prosper, particularly west of Custer -- an option suggested by leaders of McKinney and Collin County.

The resolution forbids town staff from working with TxDOT and other entities to preserve rights of way for the possible expansion of existing U.S. 380 while the bypass route through Prosper exists.

Bill Darling, co-founder and board chair for ManeGait, an equine-based therapeutic facility for people with special needs, also wasn't happy with either option. He said the newly proposed segment, while not cutting straight through the facility like the previous one, would still pass close enough to be disruptive and force the facility to move.

TxDOT is "saying that they're saving ManeGait," he said. "But we'll still be wedged between the bypass and Custer, as it widens. The noise would just be too great."

Prosper resident Suzanne Ouren was also among those pushing for a widening of the current highway, saying the problem was more about the volume of traffic bunched up where the U.S. 380 meets U.S. Highway 75 in McKinney.

"It's more about traffic issues that started a long time ago and them not planning for the development," Ouren said.

TxDOT spokeswoman Michelle Raglon said residents and business owners need to remember that "this is not a done deal."

"We're just seeing if it's feasible," Raglon said. "None of the projects we do happen overnight. It would still be 6 to 10 years before dirt flies."

And before that happens, whatever recommendation the agency ultimately makes would receive much more scrutiny. That recommendation will be presented at three public meetings in May, the dates of which will be announced next week, she said.

https://www.dallasnews.com/news/transportation/2019/03/28/prosper-residents-blast-new-route-options-forus-380-bypass-proposal

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Financial Assistance for Vehicle Repair or Replacement Winding Down

Last day to apply for repair or replacement support through the AirCheckTexas Program is April 8

March 6, 2019 (Arlington, Texas) – The AirCheckTexas Drive a Clean Machine Program will be winding down soon. The last day to apply for assistance with vehicle repair or replacement is April 8.

Administered by the North Central Texas Council of Governments, AirCheckTexas has helped qualifying motorists repair or replace more than 71,000 vehicles since 2002. AirCheckTexas is one of the many programs helping improve air quality of the region, which is in nonattainment for ozone and working to meet federal air quality standards.

Motorists whose vehicles failed the emissions portion of the annual State inspection within the past 30 days or are at least 10 years old are eligible for assistance if they meet certain income requirements. A family of four with an annual household income of $77,250 or less, for example, can qualify for assistance.

The program offers residents who meet the income and vehicle requirements vouchers of up to $3,500 toward newer, cleaner-burning vehicles and up to $600 toward emissions repairs. The program has led to an annual savings of 140 tons of nitrogen oxides. For more information on the program, including the income requirements, visit www.aircheckttexas.org.

Since its inception, AirCheckTexas has provided $121 million in financial assistance to qualifying motorists in nine North Texas counties. The program is open to motorists in Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall and Tarrant counties.

There is $18.3 million of dedicated funding remaining. Any money not spent will be returned to the State. The program was fully funded by the 85th Texas Legislature in 2017 but funding was then vetoed by the governor.

The Regional Transportation Council is supporting an effort to reinstate a modernized version of the program focusing on air quality and transportation mobility. Counties would have the option to offer a similar repair and replacement program in the future, if passed.

AirCheckTexas Program Highlights

Vehicles replaced	36,908
Vehicles repaired	35,048
Financial assistance provided	$121 million
Money remaining to be spent	$18.3 million

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

About the North Central Texas Council of Governments:
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 229 member governments including 16 counties, 167 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit www.nctcog.org/trans.

# # #

FOR IMMEDIATE RELEASE

Regional Agreement Moves US 75 Forward

HOV lanes will primarily become general purpose lanes

March 20 (Arlington, TEXAS) – US Highway 75 in Collin County will soon become more free-flowing, thanks to a breakthrough agreement to add capacity to the crucial north-south freeway.

A plan to improve reliability along a stretch of US 75 between the Sam Rayburn Tollway and Interstate Highway 635 will be moving forward after an agreement was reached between local officials and the Federal Highway Administration.

The corridor's under-used and ineffective high-occupancy vehicle (HOV) lanes (one in each direction) will effectively become general purpose lanes, although about 6 percent of the time, a small toll will be required.

Because the HOV lanes were built with funding through the Congestion Mitigation and Air Quality Improvement Program, current federal law dictates that they cannot become pure general-purpose lanes. Federal law requires that they must retain an HOV component with the ability for HOV users to move at reasonable speeds.

Officials from the North Central Texas Council of Governments and Texas Department of Transportation met with staff from FHWA to move the project forward. The agreement calls for the lanes to be general purpose (no toll, no HOV requirement) about 94 percent of the time, but to charge southbound single-occupant vehicles (SOVs) using the lane a minimal toll for selected hours weekday mornings and northbound SOVs using the lane a small toll for selected hours in the evening. Vehicles with two or more occupants will be able to use the new lanes without being charged the small toll. The lanes will remain open as non-tolled general-purpose lanes for the rest of the day and weekends, operating around the clock.

Collin County Commissioner Duncan Webb, a member of NCTCOG's Regional Transportation Council, heavily involved in this project, "doesn't like the Federal mandate but given the current alternative of leaving the HOV lanes under-used and ineffective, the solution to move forward as required by FHWA seems to be the best and only option to legally provide material congestion relief to the users of US 75, north of IH 635."

"Collin County is one of the fastest-growing counties in the country, which creates transportation challenges," said Webb. "The RTC and our transportation partners have developed a solution that will improve the use, capacity, and reliability of one of the county's most important transportation corridors. It was critical to our residents that any agreement minimize any required tolling on the lanes while we will continue working with our local congressional delegation to change the law and eliminate the toll. All partners are eager to identify the elements of the permanent solution on US 75."

TxDOT is completing an environmental review of the corridor and will be ready to begin transition of the HOV lanes in 2019. Initially, the new lanes will operate from Bethany Drive in Allen to IH 635. A planned interchange at Ridgeview Drive and US 75 will allow the lanes to extend north to the Sam Rayburn Tollway once the interchange is complete, in 2025. The $28

million interchange is expected to receive environmental clearance by June, with construction slated to begin in September 2022.

“The goal of this project is to increase the capacity of US 75 in order to make the fast-growing corridor more efficient for commuters, residents and businesses in the area,” said Allen Mayor Steve Terrell. “Collin County continues to experience substantial growth, and it is important that we address transportation needs along this corridor while doing so in a way that is fair to motorists. Lanes that remains toll-free most of the time was a fair and equitable way to improve reliability.”

“Our efforts to address the underutilized High Occupancy Vehicle (HOV) lanes along US 75 is a perfect example of how we collaborate on a local, county and state level to improve mobility for our citizens,” said Plano Mayor Harry LaRosiliere.

Collin County added approximately 37,000 residents in 2017, accounting for 26 percent of the Dallas-Fort Worth area’s growth, according to NCTCOG data.

Limited-access highways have been built to accommodate the increased population. The Sam Rayburn Tollway, George Bush Turnpike and Dallas North Tollway are all essential highways, but each is a toll road.

Both Collin County leaders and their constituents want more non-tolled options to be part of the transportation system going forward.

“While it is unfortunate that archaic federal law prohibits this vital stretch of US Highway 75 in Collin County from being opened to completely free traffic, the current plan is the best possible option for our commuters, taxpayers and residents at this time,” said State Representative Jeff Leach. “I appreciate the opportunity to work with Commissioner Duncan Webb on this important issue and I look forward to continuing to advocate with him and our other local, state and federal authorities to ensure efficient and effective transit options for the people we are elected to serve.”

North Central Texas Council of Governments

PRESS RELEASE
Contact: Brian Wilson
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Public to Receive Funding, AQ Updates March 11

NCTCOG to provide information on AirCheckTexas funding deadline

March 7, 2019 (Arlington, Texas) — NCTCOG will host a public meeting in March to provide updates on several transportation funding programs and air quality initiatives, including the Regional Air Quality and Management and Operations Program, the Assessment Policy Program, AirCheckTexas and the 2019 ozone season.

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

NCTCOG helps maintain and manage funding for transportation projects in the Dallas-Fort Worth area. The Regional Air Quality and Management and Operations Program provides federal and regional funds to projects that address the region's air quality and aid in management and operations of the transportation system.

The Assessment Policy Program awards federal air quality and mobility funds to projects across the region that include an economic development component. Details on both programs as well as projects being proposed for funding will be presented for public review and comment.

Additionally, staff will provide an update on the AirCheckTexas Drive a Clean Machine Program, which helps provide financial assistance to North Texans to repair and replace their vehicles. All those interested in the program are encouraged to apply, and applications will be accepted through April 8.

The meeting will also include information on the 2019 ozone season, which began March 1 and runs through November 30. The Dallas-Fort Worth region does not meet the federal air quality standard for the pollutant ozone, and NCTCOG staff continues to implement projects and programs to improve air quality and protect public health. Finally, information on proposed modifications to the list of funded projects, electric vehicle incentives and the Regional Smoking Vehicle Program will be highlighted.

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

Public Meeting Details
Monday, March 11, 2019, 6 p.m.
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

About the North Central Texas Council of Governments:

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For more news from the NCTCOG Transportation Department, visit https://www.nctcog.org/trans/about/news.

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# # #

Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING[1]				COMMENTS	PASS THROUGH VS. STAFF TIME[2]
				FY 2020	FY 2021	FY 2022	Total		
Existing Projects Proposed for Additional Funds									
11680	Audio/Visual Equipment - NCTCOG Offices; Replacement, Upgrade, and Monitoring of Audio/Video Equipment in the Transportation Council Room	RTC Local	N/A	$60,109	$50,000	$20,000	$130,109		P
11640.1	University Partnership Program - DSTOP; Data Supported Transportation Operations and Planning (D-STOP) Center Partnership to Support the Development of New Methodologies and Technologies for Working with Data to Improve Models for Transportation Planning and Traffic Operations	RTC Local	N/A	$75,000	$0	$0	$75,000	Propose funding fourth year of the program (FY 2020) and no longer funding program after that time.	P
11893.5	511 Traveler Information System (ITS); Develop and Implement a Traveler Information System in the DFW Region That Provides the Following Via the 511 Dial Code, 511 DFW Website, and Mobile App: Public Access to a Traveler Information System with Roadway Information in Spanish and English, a Transit Planning Tool, Freeway Motorist Assistance, and an Information Exchange Network Which Accepts and Integrates Information from Regional Partner Agencies and Other Sources; Includes NCTCOG Staff Time, Consultant Assistance and Promotional Activities	STBG	State	$67,000	$780,000	$780,000	$1,627,000	Existing funding to cover most of FY 2020	P
11186.6	Freeway/Traffic Incident Management Program, Includes Training for Agency Executives and First Responders, Quick Clearance Crash Reconstruction Training, Other Training and Education to Promote Strategies to Mitigate Traffic Incidents; Includes NCTCOG Staff Time and Consultant Assistance	CMAQ	TDCs	$0	$0	$312,000	$312,000	Funding is to continue training/staff time for program and does not include funding for a future Call for Projects; Existing funding to cover FY 2020-2021	P
11616	Regional Traffic Signal Retiming; Develop and Implement Traffic Signal Coordination in the DFW Non-Attainment Area; Includes Improving Signal Operation and Progression Through Traffic Signal Retiming, Equipment Implementation, and Evaluation of the Resultant Improvements; Includes NCTCOG Staff Time and Consultant Assistance	CMAQ	State/Local	$0	$1,040,000	$2,340,000	$3,380,000	Existing funding to cover FY 2020 and part of FY 2021; Funding split is 80% federal/10% State/10% local	P

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2: P) Mostly Pass Through Funds S) Mostly Staff or Consultant Time

Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING[1]				COMMENTS	PASS THROUGH VS. STAFF TIME[2]
				FY 2020	FY 2021	FY 2022	Total		
11612.2	Region-Wide Employer Trip Reduction Program (ETR); Track and Implement ETR Strategies Through Commuter/Employer Outreach; Management/Oversight of TryParkingIt.com; Performance Monitoring/Reporting; Maintain/Update the TDM Toolkit, Trip Reduction Manual for Employers, Outreach Materials; Managed Lane Reimbursement; Administration of Vanpool Program; Includes NCTCOG Staff Time and Consultant Assistance	STBG	TDCs	$539,000	$861,000	$875,000	$2,275,000		S
11649	DART Vanpool Program; Operate a Vanpool Subsidy Initiative for Commuters Traveling Long Distances and in Areas with Little or No Fixed Route Service; Subsidize a Portion of the Cost for Staffing, Vehicle Lease Costs, Vanpool Vehicle Wrappings, and Emergency Ride Home Services	STBG	Local	$991,000	$1,155,000	$1,197,000	$3,343,000	Propose to decrease subsidy from 35% to 30% in FY 2021+; Proposed funding reflects RTC's 35% share in FY 2020 and 30% share for FY 2021-2022; In addition to the federal funds, there is a 20% local match and an additional local contribution that will come from DART transit fares Total Funding: FY 2020: $2,831,179 Total ($991,000 Federal, $247,750 Local, and $1,592,429 Local Contribution) FY 2021: $3,849,750 Total ($1,155,000 Federal, $288,750 Local, and $2,406,000 Local Contribution) FY 2022: $3,990,000 Total ($1,197,000 Federal, $299,250 Local, and $2,493,750 Local Contribution)	P
11176.8	FWTA Vanpool Program; Operate Vanpool Subsidy Initiative for Commuters Traveling Long Distances and in Areas with Little or No Fixed Route Service; Includes Cost of Vehicle Leasing and Part of Administrative Costs, Balance of Costs are 100% Local	STBG	Local	$624,000	$635,000	$645,000	$1,904,000	Propose to decrease subsidy from 35% to 30% in FY 2021+; Proposed funding reflects RTC's 35% share in FY 2020 and 30% share for FY 2021-2022; In addition to the federal funds, there is a 20% local match and an additional local contribution that will come from Trinity Metro transit fares Total Funding: FY 2020: $1,782,857 Total ($624,000 Federal, $156,000 Local, and $1,002,857 Local Contribution) FY 2021: $2,116,667 Total ($635,000 Federal, $158,750 Local, and $1,322,667 Local Contribution) FY 2022: $2,150,000 Total ($645,000 Federal, $161,250 Local, and $1,343,750 Local Contribution)	P

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Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING[1]				COMMENTS	PASS THROUGH VS. STAFF TIME[2]
				FY 2020	FY 2021	FY 2022	Total		
11639.1	DCTA Vanpool Program; Operate a Vanpool Subsidy Initiative for Commuters Traveling Long Distances and in Areas with Little or No Fixed Route Service	STBG	Local	$301,600	$327,600	$364,000	$993,200	Propose to decrease subsidy from 35% to 30% in FY 2021+; Proposed funding reflects RTC's 35% share in FY 2020 and 30% share for FY 2021-2022; In addition to the federal funds, there is a 20% local match and an additional local contribution that will come from DCTA transit fares Total Funding: FY 2020: $861,714 Total ($301,600 Federal, $75,400 Local, and $484,714 Local Contribution) FY 2021: $1,092,000 Total ($327,600 Federal, $81,900 Local, and $682,500 Local Contribution) FY 2022: $1,213,333 Total ($364,000 Federal, $91,000 Local, and $758,333 Local Contribution)	P
11888.9	Aviation Support Integrated Systems; Unmanned Aircraft System Planning and Implementation (Ordinances, Land Use Support, Outreach, and Education); Unmanned Aircraft System Task Force and Coordination; Regional Aviation System Planning; Aviation Education Initiative	RTC Local	N/A	$55,597	$275,000	$275,000	$605,597	Propose to consolidate all aviation projects (TIP 11888.3, 11888.5, 11888.7, and 11888.8) into this new project; Existing funding to cover most of FY 2020	S
11657.1	Air Quality Public Education and Outreach Program; Implement Strategic Communication Efforts to Educate and Inform the Region on Transportation and Air Quality Related Issues, Including Strategies for Improvement, Funding Opportunities, Training Initiatives, and New Programs/Policies; Major Efforts will Focus on Transportation and Air Quality, Marketing, Education, and Engagement Programs	CMAQ	TDCs	$1,088,000	$1,560,000	$1,560,000	$4,208,000		S
11618.1	Regional Mobility Assistance Patrol (Dallas District); Mobility Assistance Patrol That Provides Assistance to Stranded Motorists due to Vehicle Problems or Non-Injury Accidents	STBG	State	$3,645,000	$3,400,000	$3,450,000	$10,495,000	Total Funding: FY 2020: $4,556,250 Total ($3,645,000 Federal, $911,250 State) FY 2021: $4,250,000 Total ($3,400,000 Federal, $850,000 State) FY 2022: $4,312,500 Total ($3,450,000 Federal, $862,500 State)	P
11619.1	Regional Mobility Assistance Patrol (Fort Worth District); Mobility Assistance Patrol That Provides Assistance to Stranded Motorists due to Vehicle Problems or Non-Injury Accidents	STBG	State	$2,076,000	$2,125,000	$2,215,000	$6,416,000	Total Funding: FY 2020: $2,595,000 Total ($2,076,000 Federal and $519,000 State) FY 2021: $2,656,250 Total ($2,125,000 Federal and $531,250 State) FY 2022: $2,768,750 Total ($2,215,000 Federal and $553,750 State)	P

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Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING[1]				COMMENTS	PASS THROUGH VS. STAFF TIME[2]
				FY 2020	FY 2021	FY 2022	Total		
11983	IH 30 Frontage Road at AT&T Way; Parking Upgrades to Allow for a 100 Space Park-and-Ride Including Lighting, Signage, Striping, Median Improvements, and Insurance	RTC Local	N/A	$1,100	$6,000	$6,000	$13,100	Existing funding to cover portion of FY 2020	P
11635.1	Implementation and Administration of Air Quality and Transportation Projects Funded with RTR Funds	RTR 121-ESA2	N/A	$0	$465,000	$465,000	$930,000	RTR Source: RTR 121- East Set Aside (Account 2) funds proposed; Existing funding to cover FY 2020	S
11655.1	Revenue and Project Tracking System (RAPTS): Track, Monitor, and Assess Regional Transportation and Air Quality Projects and Funding Through the RAPTS Website; Includes Software Development and NCTCOG Staff Time	STBG	TDCs	$332,800	$447,200	$457,600	$1,237,600	Existing funding to cover part of FY 2020	S
11892.1	NASJRB; Planning, Administration, and Implementation of Naval Air Station Joint Reserve Base Joint Land Use Development Study; Regional Military and Community Coordination and Implementation	RTC Local	N/A	$150,000	$150,000	$150,000	$450,000		S
11654.1	Technical and Legal Support for Innovative Financing on Transportation and Air Quality Projects in the Dallas-Fort Worth Region; Including Researching, Developing, and Negotiating Legal Mechanisms to Implement Programs and Initiatives to Ensure Compliance with Federal, State, and Policy Body Requirements	RTR 121-ESA2	N/A	$150,000	$150,000	$150,000	$450,000	RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	S
11694	Regional Air Quality Initiatives: Identify and Implement Policies/Best Practices to Improve Air Quality and Ensure Compliance with Federal Standards; Including Strategies to Reduce Emissions from Commercial and Consumer Vehicles, Implementation of New Vehicle Technologies, and Assist Local Governments and Business with the Deployment of Low-Emission Technologies	STBG	TDCs	$1,456,000	$2,543,000	$2,594,000	$6,593,000	Existing funding to cover part of FY 2020	S
11660	Air Quality Initiatives: Energy Efficiency - Implement Projects to Reduce Energy Use and Increase Energy Efficiency Measures Within the Public and Private Sector to Reduce Air Quality Impacts	RTC Local	N/A	$25,000	$25,000	$25,000	$75,000	Seeking non-RTC Funds as well (SECO)	S
11659.1	Transportation Department Vehicle: Purchase/Lease/Capital, Labor, and Non-Labor Expenses for NCTCOG Transportation Department Low Emissions Vehicle #3 and #4, Which will Replace the 2008 Ford Escape and Toyota RAV4; Includes Maintenance for Car #3 and #4	RTC Local	N/A	$55,000	$35,000	$35,000	$125,000	Fund maintenance for car #3 and #4 until FY 2030, fund capital/lease cost of car #4	P

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Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING[1]				COMMENTS	PASS THROUGH VS. STAFF TIME[2]
				FY 2020	FY 2021	FY 2022	Total		
11634.1	FHWA Managed Lane Pool Fund Study; Identify and Implement Research Regarding the Planning and Operation of Managed Lanes; Develop New Standards for Managed Lanes	RTC Local	N/A	$20,000	$20,000	$20,000	$60,000	Funding would be DFW region's contribution to national effort	P
11613.2	Regional Goods Movement/Corridor Studies; Conduct General Corridor Studies and Planning Activities in Support Of The Region's Goods Movement Including; NCTCOG Staff Time and Consultant Assistance to Assess Impact of Truck, Rail, and Other Freight Movement, Data Collection and Analysis, Safety, Coordination with Private Sector Partners in Freight Businesses; Monitoring Truck Lane Corridors, Hazmat, Economic Analysis, Land Use Compatibility, Passenger and Freight Rail Integration, Public Outreach and Education	STBG	TDCs	$614,000	$657,000	$674,000	$1,945,000		S
20269	Incident Management and Safety Patrol Pilot Program: Signage and Striping Assessment	RTR 121-ESA2	N/A	$0	$200,000	$200,000	$400,000	Existing funding to cover FY 2020; Fund program until FY 2022; RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	P
11679	Planning Support and Technical Expertise: Implementation of Passenger Rail in Regional Rail Corridors; Metropolitan Planning Organization (MPO) Planning Support and Technical Expertise will be Utilized to Update, Advance, and Streamline Project Delivery of Regional Passenger Rail Corridors	RTR 121-ESA2	N/A	$0	$85,000	$320,000	$405,000	Existing funding to cover FY 2020 and most of FY 2021; RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	S
11554.1	People Mover Test Track; Including Analysis of Various Technologies and Alignment Options for Warranted People Mover Locations in the DFW Region and Connect Those Locations to Existing Regional Transportation Networks	STBG	TDCs	$122,000	$520,000	$260,000	$902,000		P
20200	Sustainability for Transit: Transit Operations and Regional Coordination	RTR 121-ESA2	N/A	$750,000	$750,000	$750,000	$2,250,000	RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	P
11622.3	Travel Survey & Data Collection Program: To Provide Travel Information Used to Create Analytical Tools for all Planning, Air Quality, and Management Projects in the MPA; Analysis of Transit Performance in Real-Time and Forecast Future Ridership Amongst the Three Major Transit Agencies; Inclusion of Non-Motorized Trips into the Regional Travel Model; Development of Dynamic Traffic Assignment Model for Roadway Network Analysis	STBG	TDCs	$1,581,000	$1,695,000	$780,000	$4,056,000		P
11615.3	Regional Aerial Photography: Data Collection/Planning	STBG	State/Local	$0	$1,000,000	$0	$1,000,000		P

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Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING[1]				COMMENTS	PASS THROUGH VS. STAFF TIME[2]
				FY 2020	FY 2021	FY 2022	Total		
25026	Wetlands/Tree Mitigation Project; Coordinate With Transportation Partners to Promote Mitigation Efforts Identified During the Planning Process; Collection and Analysis of Environmental Data Relevant to Mitigation	RTR 121-ESA2	N/A	$100,000	$100,000	$100,000	$300,000	RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	S
11650	Corridor Studies and Capital Asset Management: Identify Strategies to Extend Operational Life of Transportation Facilities by Promoting Use of Strategic Maintenance, Repair, and Expansion; Includes Continued Development, Monitoring, and Technical Assistance to Regional Partners to Balance Preservation vs. Upgrade of Assets	STBG	TDCs	$125,000	$280,000	$292,000	$697,000	Existing funding to cover part of FY 2020	S
11621.1	Planning Studies and Streamlined Project Delivery (Regional); Provide MPO Planning Support and Technical Assistance for Surface Transportation Projects Within the Metropolitan Planning Area Including Planning Studies and Expedite Environmental Review Process	STBG	TDCs	$1,000,000	$1,248,000	$1,248,000	$3,496,000		S
11647.1	Land Use/Transportation and Bike/Pedestrian Initiatives Includes Bicycle/Pedestrian Planning, Transit Oriented Development, Regional Pedestrian Safety Program, Implementation of Sustainable Development Initiatives; Includes NCTCOG Staff Time and Possible Consultant Assistance to Develop and Implement Funding Programs, Collect and Analyze Data; School Siting/Land Use Connections, Safe Routes to School, Safety and Education	STBG	TDCs	$749,000	$1,503,000	$1,524,000	$3,776,000		S
			Subtotal	**$16,753,206**	**$24,087,800**	**$24,083,600**	**$64,924,606**		

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Draft Recommendation

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING[1]				COMMENTS	PASS THROUGH VS. STAFF TIME[2]
				FY 2020	FY 2021	FY 2022	Total		
Proposed New Projects									
11689	University Partnership Program (UPP): Support University Work Efforts on Projects Selected by NCTCOG in Areas Such as Transportation Planning/Modeling, Autonomous Vehicles, Congestion Management, Sustainable Development, Air Quality Improvement, and Data Collection and Analysis	RTC Local	N/A	$100,000	$100,000	$100,000	$300,000		P
11691	Congestion Management/Asset Information Planning Tool; Develop Tool to Integrate Data to Enable Creation of Corridor Analyses Sheets Based on User Interface Selected Parameters; Collection and Integration of Asset Data; Administration of Mobility Assistance Patrol; ITS Data Architecture Updates and Compliance; Coordinate ITS Integration Activities Among Regional Agencies	STBG	TDCs	$260,000	$104,000	$45,000	$409,000		S
11675.2	Denton Greenbelt Project - New Alignment Near FM 428/Milam Road from IH 35 to Dallas North Tollway; Development of a Sustainability Plan for Roadway Expansion Through the Denton Greenbelt; Includes NCTCOG Staff Time	RTC Local	N/A	$40,000	$35,000	$20,000	$95,000	Propose to split from TIP 11675 as a follow-up implementation project	S
11692	Regional Parking Management Tools & Strategies Program - Conduct Data Collection and/or Planning to Develop and Implement Data Driven Tools and Strategies to Support Public Sector in Management of Parking at Multimodal Locations	STBG	TDCs	$156,000	$208,000	$156,000	$520,000		S
11693	Smart Transit Corridors and Walkable Places; Develop and Implement Multimodal Strategies to Increase Non-Single Occupant Vehicle Transportation Options Through Coordinated Land Use and Transportation Planning in Priority Transit Corridors and Walkable Neighborhoods	STBG	TDCs	$312,000	$364,000	$468,000	$1,144,000		S
			Subtotal	**$868,000**	**$811,000**	**$789,000**	**$2,468,000**		

1: Funding Shown is the RTC Share (Projects with TDC Match are 100% Federal)
2: P) Mostly Pass Through Funds S) Mostly Staff or Consultant Time

Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING[1]				COMMENTS	PASS THROUGH VS. STAFF TIME[2]
				FY 2020	FY 2021	FY 2022	Total		
Projects with Funds Being Removed									
11666	Downtown Dallas Central Business District; Conduct a Pilot Study on Parking Demand and Innovative Parking Technologies for Downtown Dallas	STBG	Local	-$400,000	$0	$0	-$400,000	Turn back funding due to change in priorities by City of Dallas; $500,000 total removed ($400,000 Federal and $100,000 Local)	P
20220	IH 35E Streamline Project Delivery	RTR 121-DE1	N/A	-$827,788	$0	$0	-$827,788	Return funding to Denton Co RTR pool; RTR 121- DE (Account 1) Funds	S
			Subtotal	**-$1,227,788**	**$0**	**$0**	**-$1,227,788**		

1: Funding Shown is the RTC Share (Projects with TDC Match are 100% Federal)
2: P) Mostly Pass Through Funds S) Mostly Staff or Consultant Time

Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program Draft Recommendation

Financial Summary				
Funding Source	**FY 2020**	**FY 2021**	**FY 2022**	**Total**
Existing Projects Proposed for Additional Funds				
CMAQ	$1,088,000	$2,600,000	$4,212,000	$7,900,000
STBG	$14,223,400	$19,176,800	$17,355,600	$50,755,800
RTR	$1,000,000	$1,750,000	$1,985,000	$4,735,000
RTC Local	$441,806	$561,000	$531,000	$1,533,806
Subtotal	**$16,753,206**	**$24,087,800**	**$24,083,600**	**$64,924,606**
TDCs (Not Calculated in Funding Totals)	**1,666,960**	**2,398,040**	**2,249,120**	**6,314,120**
Proposed New Project Funding				
STBG	$728,000	$676,000	$669,000	$2,073,000
RTC Local	$140,000	$135,000	$120,000	$395,000
Subtotal	**$868,000**	**$811,000**	**$789,000**	**$2,468,000**
Projects with Funds Being Removed				
STBG	-$400,000	$0	$0	-$400,000
RTR	-$827,788	$0	$0	-$827,788
Subtotal	**-$1,227,788**	**$0**	**$0**	**-$1,227,788**
Net Additional Funds Being Requested				
CMAQ	$1,088,000	$2,600,000	$4,212,000	$7,900,000
STBG	$14,551,400	$19,852,800	$18,024,600	$52,428,800
RTR	$172,212	$1,750,000	$1,985,000	$3,907,212
RTC Local	$581,806	$696,000	$651,000	$1,928,806
Total	**$16,393,418**	**$24,898,800**	**$24,872,600**	**$66,164,818**

1: Funding Shown is the RTC Share (Projects with TDC Match are 100% Federal)
2: P) Mostly Pass Through Funds S) Mostly Staff or Consultant Time

Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program Draft Recommendation

	PROPOSED NEW FUNDING[1]			
	FY 2020	FY 2021	FY 2022	Total
Pass Through Vs. Staff Time Summary				
P-Mostly Pass-Through Funds	$10,468,809	$13,838,600	$13,474,000	$37,781,409
Mostly-Pass Through Being Removed	-$400,000	$0	$0	-$400,000
S-Mostly Staff or Consultant Time	$7,152,397	$11,060,200	$11,398,600	$29,611,197
Mostly-Staff or Consultant Time Being Removed	-$827,788	$0	$0	-$827,788
Total	**$16,393,418**	**$24,898,800**	**$24,872,600**	**$66,164,818**

1: Funding Shown is the RTC Share (Projects with TDC Match are 100% Federal)
2: P) Mostly Pass Through Funds S) Mostly Staff or Consultant Time

2017-2018 CMAQ/STBG* FUNDING: REGIONAL/AIR QUALITY AND MANAGEMENT AND OPERATIONS PROGRAMS

Regional Transportation Council

April 11, 2019

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

North Central Texas Council of Governments
Transportation Department

ELECTRONIC ITEM 4.2

CMAQ/STBG FUNDING PROGRAMS

STATUS	PROGRAM
☑	Federal/Local Funding Exchanges
☑	Automated Vehicle Program ☑ Round 1 ☑ Round 2
☑	Strategic Partnerships ☑ Round 1 ☑ Round 2 ☑ Round 3/Intersection Improvements/MTP Policy Bundle
☑	Planning and Other Studies
☑	10-Year Plan/Proposition 1 Adjustments
☑	Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
☑	Transit Program
■	Assessment Policy Programs/Projects
☑	Local Bond Program Partnerships
☑	Safety, Innovative Construction, and Emergency Projects
■	Management and Operations (M&O), NCTCOG-Implemented, & Regional/Air Quality Programs

☑= Project Selection Completed ■ = Pending STTC/RTC Approval

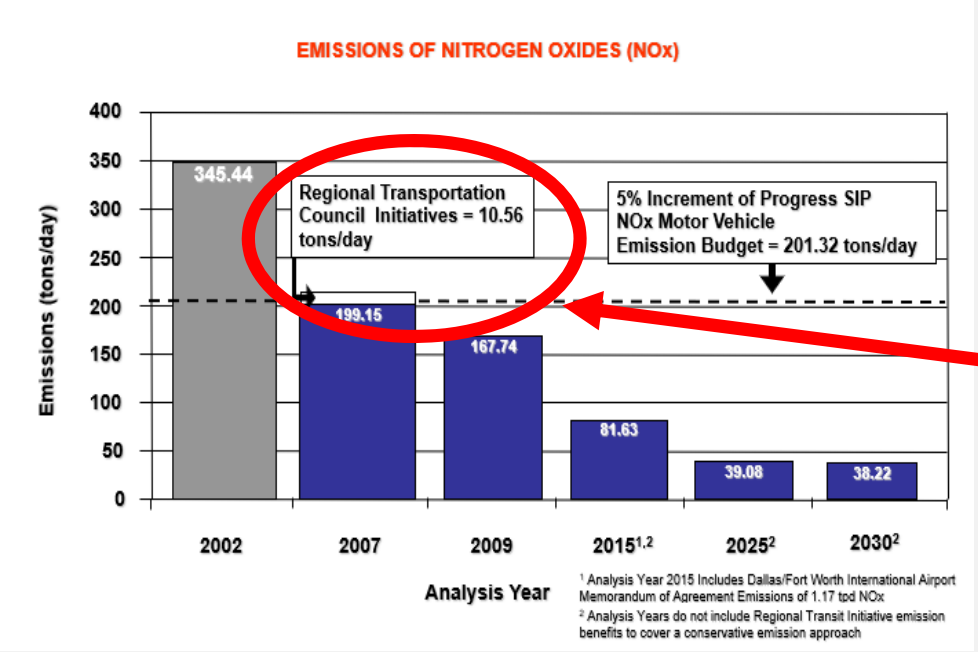
BACKGROUND

- Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC) typically consider extending existing and funding new Air Quality and Management and Operations projects/programs every few years
- Last review occurred in 2014-2015 and projects were funded through Fiscal Year (FY) 2018
- Using Transportation Improvement Program (TIP) Action last year, projects were extended into FY 2019 if carryover funds were insufficient

PURPOSE AND NEED

- Ensures that programs and projects continue without interruption in FY 2020-2022
- Enables staff to respond to certain planning and implementation assistance requests (e.g., environmental justice and data collection efforts)
- Assigns resources for RTC priorities
- Improves air quality initiatives

IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS



- Air Quality Conformity test results must be below Environmental Protection Agency's (EPA) Motor Vehicle Emission Budget (MVEB)
- Previous RTC Initiatives (air quality projects and programs) have allowed our region to pass Conformity
- Upon MVEB reset, which is scheduled for later this year, Conformity approval is uncertain and these programs can help tip the scales

PROGRAM AND PROJECT TYPES

- **Regional/Air Quality**

  (Vanpool Program, Clean Air Programs/Projects, Traffic Signal Retiming, etc.)

- **Management & Operations**

  (Mobility Assistance Patrol, Transit Operations, etc.)

- **Regional Projects/Programs**

  (Aviation, Freeway Incident Management, Data Collection, etc.)

DRAFT SUBJECT TO REVISION

SUMMARY OF PROPOSED FUNDING

Funding Category	RTC Share ($ in Millions)
CMAQ	$7.90
STBG	$52.83
Regional Toll Revenue (RTR)	$4.74
RTC Local	$1.93
Subtotal	**$67.40**
Funds Proposed for Removal*	($1.23)
Net Additional Funds Being Requested	**$66.17**

*This funding will be used to offset funds requested in overall program. Please reference mailout for a list of projects from which staff is proposing to remove funding.

DRAFT SUBJECT TO REVISION

ADDITIONAL DETAILS ON PROPOSED FUNDING

- Funding is being requested for fiscal years 2020-2022.
- $15.41M of carryover funding from existing projects reduced the overall funding need.
- A portion of the requested funding is to be used by NCTCOG staff to implement regional projects and programs.
- The balance will be passed through to other agencies in the region (for projects like the Vanpool Program, Mobility Assistance Patrol, etc.).

Category of Expenditure	Funding Amount
NCTCOG-Implemented (staff time and consultants)	$28.78M
Pass-Through to Local Transportation Agencies	$37.39M
Total	**$66.17M**

APPROVAL TIMELINE

Meeting/Task	Date
STTC Information	February 22, 2019
Public Meetings	March 11, 2019
RTC Information	March 14, 2019
STTC Action	March 22, 2019
RTC Action	**April 11, 2019**

REQUESTED ACTION

- RTC approval of:
  - The proposed list of programs and projects to fund through the 2017-2018 CMAQ/STBG Funding: Regional/Air Quality and Management and Operations Programs
  - Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes

QUESTIONS?

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2017-2018 CMAQ/STBG Funding Program: Assessment Policy
Draft Recommendations

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Comments
						Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	BUILD Grant	State	Local	Private	Total Proposed Funding	
City of Anna	Ferguson Pkwy	From Collin County Outer Loop to Elm Street	Construct 0/2 to 4 lane urban divided (6 lanes ultimate), including new sidewalks and 0 to 6 lane bridge over Slayter Creek	2020	ENG	$0	$1,072,481	$0	$0	$268,120	$0	$1,340,601	Staff is proposing to fund the engineering phase and bring a proposal back at a later date to fund the rest of the project, which will have a repayment component
Subtotal						$0	$1,072,481	$0	$0	$268,120	$0	$1,340,601	
TxDOT Fort Worth	SH 360	From Trinity River to Post and Paddock	Construct 0 to 2 lane southbound frontage road, bridge over Riverside Parkway, and new sidewalks	2020	ENG	$0	$0	$0	$0	$2,345,974	$0	$2,345,974	Engineering phase to be funded by the City of Grand Prairie and/or a private developer; Half of the RTC's contribution to the construction phase will be repaid over a 10-year period
				2023	CON	$81,677	$10,110,749	$0	$1,274,053	$1,274,053	$0	$12,740,532	
Subtotal						$81,677	$10,110,749	$0	$1,274,053	$3,620,027	$0	$15,086,506	
TxDOT Fort Worth	Avondale-Haslet Road/Haslet Parkway/Intermodal Parkway	On Avondale-Haslet from Intermodal Parkway to West of Haslet County Line Road; Haslet Parkway/Intermodal Parkway Connector from IH 35W/SH 170 to Transport Drive	On Avondale-Haslet: Construct new 0 to 4 lane and reconstruct existing 2 lane to 4 lane divided urban roadway including intersection improvements at FM 156 and new sidewalks; On Haslet Parkway/Intermodal Parkway: Construct 0 to 4 lane divided urban with new sidewalks	2019	ENG	$0	$2,968,000	$0	$0	$742,000	$0	$3,710,000	Engineering funding was previously approved by the RTC; Some right-of-way to be donated by private landowners; The RTC will be paid back $6,900,000 over a 20-year period; Tarrant County to contribute $2,000,000 for construction; TxDOT to provide state match for on-system project components; City of Haslet to pay for utility relocations; Cost overruns to be funded with Regional Toll Revenue (RTR) funds (Project includes 24% contingency of $8,390,000)
				2020	ROW	$0	$0	$0	$0	$3,947,000	$5,053,000	$9,000,000	
				2020	UTIL	$0	$0	$0	$0	$2,966,000	$0	$2,966,000	
				2020	CON	$4,633,760	$3,313,440	$20,000,000	$1,312,800	$2,974,000	$2,700,000	$34,934,000	
Subtotal						$4,633,760	$6,281,440	$20,000,000	$1,312,800	$10,629,000	$7,753,000	$50,610,000	
City of Fort Worth	Butler Housing Project	TBD	TBD	TBD	ENG	$0	$2,000,000	$0	$0	$500,000	$0	$2,500,000	Staff proposes to only fund engineering and right-of-way at this time; Tax Increment Financing (TIF) District is being created; Staff to bring a proposal back at a later date for construction funding, which will have a payback component; Federal funding to be matched with RTC/Local funds, TxDOT funds, or Transportation Development Credits
				TBD	ROW	$0	$1,000,000	$0	$0	$250,000	$0	$1,250,000	
Subtotal						$0	$3,000,000	$0	$0	$750,000	$0	$3,750,000	
City of Dallas	Dallas Central Business District (High-Speed Rail Station Area)/Oak Farms Project (Street Car, Roadway, Bike/Ped.)	TBD	TBD	TBD	ENG	$0	$7,400,000	$0	$0	$0	$1,850,000	$9,250,000	Staff proposes to only fund engineering at this time; Staff to bring a proposal back at a later date for construction funding, which will have a payback component; Funding will be divided among the Dallas Central Business District (High-Speed Rail Station Area) and Oak Farms projects; Federal funding to be matched with private sector contributions or Transportation Development Credits
Subtotal						$0	$7,400,000	$0	$0	$0	$1,850,000	$9,250,000	
City of Dallas	Lake Highlands DART Station Landbanking	West of Station, North of Walnut Hill	Phase 2 Landbanking Partnership	2020	IMP	$0	$0	$0	$0	$5,000,000	$0	$5,000,000	Staff proposes to use RTR funding and will seek additional funding from public and private sector sources; RTC contribution to be repaid over time using TIF revenues
Subtotal						$0	$0	$0	$0	$5,000,000	$0	$5,000,000	
Grand Total						**$4,715,437**	**$27,864,670**	**$20,000,000**	**$2,586,853**	**$20,267,147**	**$9,603,000**	**$85,037,107**	

Blue text indicates changes since the March 2019 RTC and STTC meetings.

2017-2018 CMAQ/STBG* FUNDING: ASSESSMENT POLICY PROGRAM

Regional Transportation Council

April 11, 2019

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

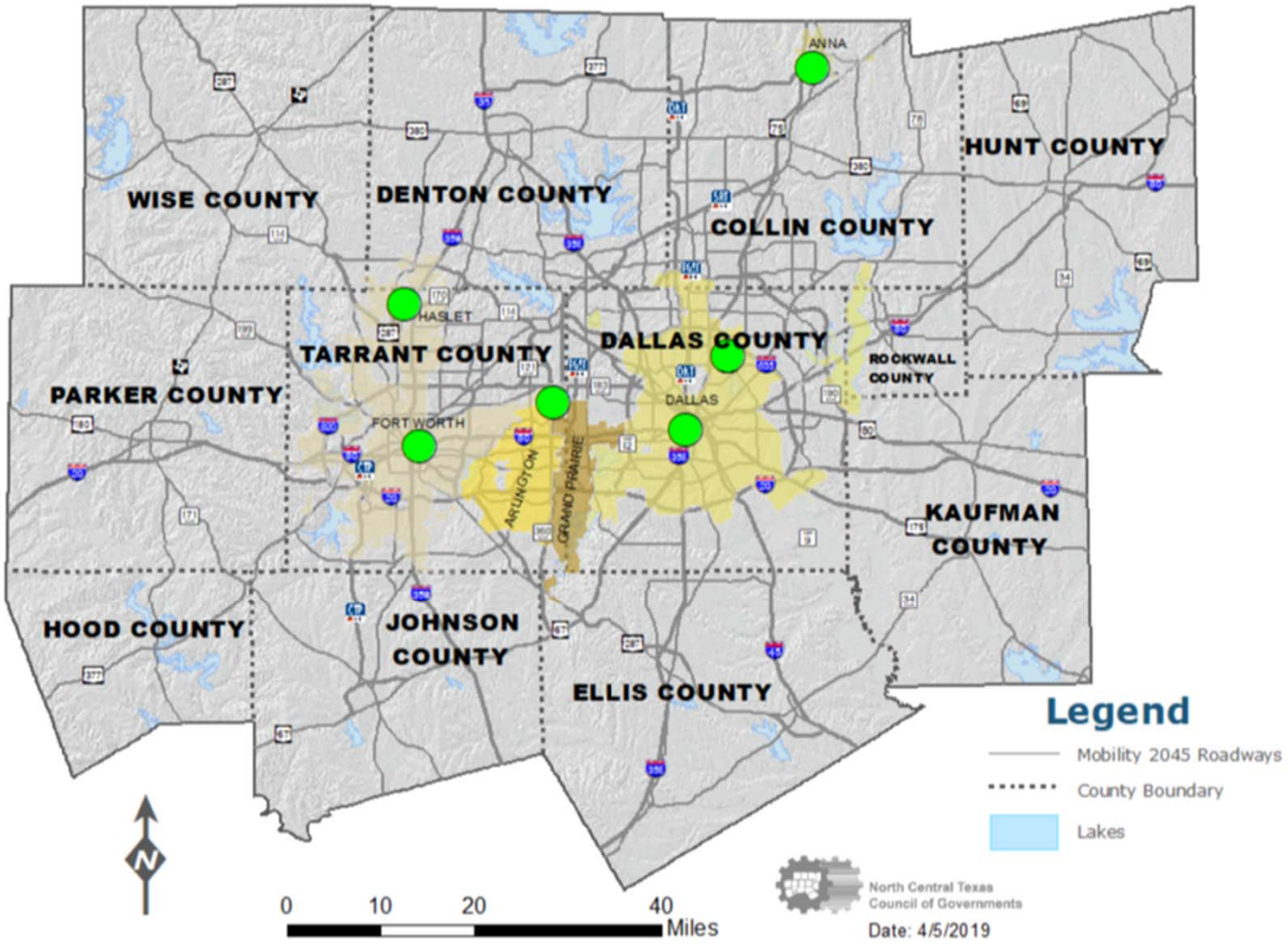
North Central Texas Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS	PROGRAM
☑	Federal/Local Funding Exchanges
☑	Automated Vehicle Program ☑ Round 1 ☑ Round 2
☑	Strategic Partnerships ☑ Round 1 ☑ Round 2 ☑ Round 3/Intersection Improvements/Policy Bundle TDCs
☑	Planning and Other Studies
☑	10-Year Plan/Proposition 1 Adjustments
☑	Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
☑	Transit Program
■	Assessment Policy Programs/Projects
☑	Local Bond Program Partnerships
☑	Safety, Innovative Construction, and Emergency Projects
■	Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

☑ = Project Selection Completed ■ = Pending STTC/RTC Approval

Assessment Policy Program Project Locations



DRAFT PROPOSED FUNDING SUMMARY

PROJECT	AGENCY	PROPOSED NEW RTC FUNDING[1]
Ferguson Parkway	City of Anna	$1,072,481
SH 360 Frontage Road	TxDOT Fort Worth	$10,192,426
Avondale-Haslet Road/Haslet Parkway/Intermodal Parkway	TxDOT Fort Worth	$7,947,200
Butler Housing Project	City of Fort Worth	$3,000,000
Dallas Central Business District (High-Speed Rail Station Area)/Oak Farms Project (Street Car, Roadway, Bike/Ped.)	City of Dallas	$7,400,000
Lake Highlands Station Landbanking	City of Dallas	$5,000,000
Total		**$34,612,107**

[1] Proposed funding includes the RTC share only for both the amounts proposed to be a grant and the funding to be paid back to the RTC; Does not include engineering funding previously approved by the RTC on the project in the City of Haslet.

Blue text indicates changes since the March 2019 RTC and STTC meetings.

AVONDALE-HASLET ROAD/HASLET PARKWAY/INTERMODAL PARKWAY – TxDOT FORT WORTH

Local matches have been reconfirmed.

Project was selected to receive a Better Utilizing Investments to Leverage Development (BUILD) grant of $20,000,000.

The City of Haslet will repay $6,900,000 to the RTC.

- The proposed loan amount will be repaid with 2.4% interest.
- Payback period no greater than 20 years.

Value capture mechanisms: Tax Increment Reinvestment Zone (TIRZ), Tax Increment Financing (TIF), City, Private Sector, Other

ADDITIONAL PROJECTS

Butler Housing

- Meeting was held to develop an integrated strategy for this project
- Staff proposes to fund engineering and right-of-way at this time.
- A proposal for additional funding for future phases that would include a repayment component will be brought back at a later date.

Dallas CBD (HSR Station Area)/Oak Farms Project (Street Car, Roadway, Bike/Ped.)

- Meeting was held to confirm comprehensive approach
- Staff proposes to fund engineering at this time.
- A proposal for additional funding for future phases that would include a repayment component will be brought back at a later date.
- Funding will be divided among the Dallas CBD HSR Station Area and Oak Farms projects.

Lake Highlands Station Landbanking

- Staff proposes to fund a landbanking partnership with RTR funds.
- Staff will seek additional funding from public and private sector sources.
- Funding to be repaid over time using TIF revenues

Blue text indicates changes since the March 2019 RTC and STTC meetings.

TIMELINE

MEETING/TASK	DATE
STTC Information	February 22, 2019
Public Involvement	March 11, 2019
RTC Information	March 14, 2019
STTC Action	March 22, 2019
RTC Action	**April 11, 2019**

REQUESTED ACTION

RTC approval of:

The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Assessment Policy Program.

Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP and amending other planning/administrative documents to incorporate these changes.

QUESTIONS?

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10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2029

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029								Group	MPO Project Score
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt	
												$1,160,354,800	$2,931,288,266	$50,000,000	$586,910,000	$1,211,394,397	$710,202,000	$907,738,800	$40,392,000	$102,000,000	
Collin	54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	June 2017 (Actual)	September 2020	2021		$34,793,244	$34,793,244		$34,793,244								1	89.25
Collin	54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	June 2017 (Actual)	September 2020	2021	Project split out from TIP 54005/CSJ 2351-01-017	$3,985,550	$3,985,550		$3,985,550								1	89.82
Collin	55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	January 2019 ~~April 2018~~	January 2022 ~~April 2021~~	2022 ~~2021~~		$11,167,795	$11,167,795		$11,167,795								1	84.96
Collin	55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	January 2019 ~~April 2018~~	January 2022 ~~April 2021~~	2022 ~~2021~~		$20,179,763	$20,179,763		$20,179,763								1	85.74
Collin	83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	July 2022 ~~January 2020~~	2022 ~~2020~~		$44,570,571	$44,570,571		$44,570,571								1	84.79
Collin	TBD	TBD	North/South Roadways	West and East of Lake Lavon			August 2025	2025	Feasibility study being done by NCTCOG; Propose to move $100,000,000 of Category 12 funds to the US 380 corridor	TBD	$150,000,000 ~~$250,000,000~~		$150,000,000					$0 ~~$100,000,000~~			2A	70.56
Collin			Regional Outer Loop	DNT to SH 121					Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute $111,249,684 in bond funds over next 5 years	TBD	$0		$0								4	70.00
Collin			Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial					Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute $32,400,000 in bond funds over next 5 years	TBD	$0		$0								4	70.00
Collin	13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	June 2020 ~~September 2020~~	2020 ~~2021~~	In addition to this funding, there is $11,000,000 of Collin County funding, $881,828 of Category 8 funding, and $52,809,288 of Category 11 funding on other projects along SH 121, which fully funds needed improvements along the corridor	$50,837,435 ~~$59,106,924~~	$50,837,435 ~~$50,329,445~~					$50,837,435 ~~$50,329,445~~					1	84.75
Collin	55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual) ~~May 2019~~	December 2020 ~~September 2020~~	2021		$33,986,881 ~~$33,000,000~~	$33,986,881 ~~$28,654,950~~		$33,986,881 ~~$28,654,950~~								1	87.89
Collin	13010	0047-09-034	SH 5	Frisco Rd (N of FM 1378) to Spur 399	Reconstruct 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	December 2019	February 2023	2023 ~~2028~~		$10,000,000 ~~$14,000,000~~	$10,000,000		$10,000,000								1	72.39
Collin	13026	0047-05-054	SH 5	Spur 399 to SH 121	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	December 2019	December 2022 ~~September 2022~~	2023		$75,900,000	$75,900,000		$75,900,000								1	78.69
Collin	55156	0364-04-049	Spur 399	At SH 5	Construct grade separation	February 2020	December 2021	2022	Staff proposes to add project to the 10-Year Plan	$16,105,069	$16,105,069		$16,105,069								2B	80.91
Collin	TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Portion of Category 2 funding reduced due to the Merritt Road swap; Received Category 2 funds from Regional Outer Loop project; Collin County to contribute $316,053,616 in bond funds over next 5 years; Increase in Category 12 funding offset by reduction in funding on North/South Roadways project	$450,000,000 ~~$350,000,000~~	$450,000,000 ~~$350,000,000~~		$168,000,000		$150,000,000			$132,000,000 ~~$32,000,000~~			2A	72.91
Collin	55233	0135-03-046	US 380	Airport Drive to 4th Street	Widen 4 lane roadway to 6 lanes divided	September 2019	January 2022	2022	Staff proposes to add project to the 10-Year Plan	$30,000,000	$30,000,000		$30,000,000								2B	81.70
Collin	55234	0135-04-033	US 380	4th Street to CR 458	Widen 4 lane roadway to 6 lanes divided	September 2019	January 2022	2022	Staff proposes to add project to the 10-Year Plan	$2,548,000	$2,548,000		$2,548,000								2B	76.46
Collin	13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	March 2019	December 2021 ~~June 2022~~	2022	Propose to fund this project with Category 5 funding as TxDOT does not anticipate getting Category 12	$25,000,000 ~~$27,000,000~~	$0 ~~$25,000,000~~								$0 ~~$25,000,000~~		4	79.42
Collin	13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	January 2018 (Actual)	2018	Low bid amount of $19,863,387	$19,863,387	$19,863,387		$19,863,387								1	N/A
Collin	35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual) ~~February 2018~~	December 2015 (Actual) ~~June 2018~~	2019	Funds are Proposition 1 - Category 4	$2,746,785 ~~$2,300,000~~	$2,746,785 ~~$2,300,000~~						$2,746,785 ~~$2,300,000~~				1	81.78
Collin	20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with $2,000,000 RTR and $1,202,000 CMAQ; $16,867,792 low bid	$16,867,792 ~~$16,802,000~~	$13,600,000		$13,600,000								1	N/A
											Total Funding - Collin County [1]										$970,284,480	

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Blue text indicates changes since March STTC meeting

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2029

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029									Group	MPO Project Score
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												$1,160,354,800	$2,931,288,266	$50,000,000	$586,910,000	$1,211,394,397	$710,202,000	$907,738,800	$40,392,000	$102,000,000		
Dallas	55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	December 2019	December 2021	2022		$20,000,000	$20,000,000		$20,000,000								1	75.69
Dallas	13030	0009-11-181	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 12 mainlanes and ~~reconstruct and widen 0/2~~ 0/6 lane discontinuous to 2/8 lane discontinuous frontage roads	June 2020	~~June~~ September 2022	2022 ~~2023~~	Engineering/right-of-way cost estimate of $100M-$150M; Construction cost estimate of $150M-$200M; TxDOT to request additional $275,000,000 of Category 12 Clear Lanes funding; Staff proposes to fund an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with $2,000,000 STBG and $2,000,000 of TTC funding	$300,000,000 ~~$25,000,000~~	$300,000,000 ~~$25,000,000~~						$300,000,000 ~~$25,000,000~~			1	81.67
Dallas	13043	0009-11-129	IH 30	IH 45 to Bass Pro Drive	Reconstruct 4/6/8 lane discontinuous to 4/6 lane continuous frontage roads; IH 45 to US 80: Reconstruct and widen 8 to 10 mainlanes with 1 reversible HOV to 2 reversible managed lanes; US 80 to IH 635: Reconstruct 6 to 6 mainlanes with 1 reversible HOV lane to 1/2 reversible managed lane~~; IH 635 to Bass Pro: Operational improvements~~	June 2020	June 2023 ~~September 2023~~	2023 ~~2024~~	Funding to be moved to breakout project (CSJ 0009-11-929) Staff proposes to fund an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with $2,000,000 STBG and $2,000,000 of TTC funding	$1,050,000,000 ~~$1,341,000,000~~	$0 ~~$25,000,000~~						$0 ~~$25,000,000~~			1	80.71
Dallas	55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021	2021	Project was awarded Category 4 funds via the 2019 UTP	$120,574,879 ~~$127,574,879~~	$120,574,879					$120,574,879		$0 ~~$120,574,879~~			1	86.81
Dallas	52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of $24,549,664; Category 1 funds to be used for change orders	$24,549,664 ~~$27,000,000~~	$24,549,664 ~~$27,000,000~~					$24,549,664 ~~$27,000,000~~					1	N/A
Dallas	54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of $13,291,213; Category 11 funds used to fund the remainder of the project	$13,291,213	$11,000,000					$11,000,000					1	N/A
Dallas	13018	0581-02-146	IH 30	At SL 12	Construct direct connectors (Phase 1)	December 2020	August 2024 ~~September 2026~~	2024 ~~2028~~	TxDOT to request Category 12 Clear Lanes funding for this project	$50,000,000	$50,000,000							$50,000,000	$0 ~~$50,000,000~~		2A	76.19
Dallas	13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	August 2019	January 2021	2021	Portion of Fort Worth's Category 4 funds to be used	$9,000,000	$9,000,000					$9,000,000					1	88.54
Dallas	TBD	0009-11-929	IH 30	IH 45 to IH 635	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6/8 discontinuous to 4/6 continuous frontage roads	June 2020	June 2023	2023	TxDOT to request Category 12 Clear Lanes funding for this project	$1,000,000,000	$1,000,000,000							$1,000,000,000			2B	77.40
Dallas	55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019	September 2021	2022	TxDOT to request Category 12 Clear Lanes funding for this project	$22,355,107	$22,355,107							$22,355,107			2B	85.20
Dallas	55094	0442-02-159	IH 35E	US 67 to Laureland Drive	Construct 0 to 1 reversible express lane		January 2024	2028	Staff proposes to remove funding from this project	$0 ~~$60,000,000~~	$0 ~~$60,000,000~~					$0 ~~$23,000,000~~		$0 ~~$37,000,000~~			4	74.33
Dallas	13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 general purpose lanes (IH 635 to SH 121); Reconstruct 6 to 8 collector distributor lanes (SH 121 to Denton C/L) (IH 35E Phase 2)	March 2013 (Actual)	August 2026	2026	Design-build project; TxDOT to request $337,955,886 of Category 12 Clear Lanes funding	$600,000,300 ~~$683,905,520~~	$600,000,300 ~~$262,044,414~~		$262,044,414					$337,955,886			1	77.05
Dallas	55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10 general purpose lanes, construct 0 to 2 reversible managed lanes, and reconstruct 2/6 to 2/6 lane frontage roads	July 2005 (Actual)	August 2027	2027	TxDOT to request Category 12 Clear Lanes funding for this project	$360,000,000	$360,000,000							$360,000,000			2B	72.81
Dallas	55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 10 general purpose lanes, construct 0 to 2 reversible managed lanes, and reconstruct 4/6 to 4/6 lane frontage roads	August 2021	August 2027	2027	TxDOT to request Category 12 Clear Lanes funding for this project	$540,000,000	$540,000,000							$540,000,000			2B	68.59
Dallas	54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	March 2021	2021	Staff proposes to add project to the 10-Year Plan; Project also has $583,000 of STBG funds	$8,698,295	$8,115,295		$8,115,295								2B	89.30
Dallas	55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	~~March~~ April 2017 (Actual)	June 2019 ~~April 2019~~	2019		$26,327,302	$26,327,302		$26,327,302								1	93.22
Dallas	54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015	August 2019	2019	Project has Category 12 funds from the MPO Revolver Swap; $9,049,174 of Category 2 funds being used for ENG	$69,377,000	$69,377,000		$65,000,000						$4,377,000		1	93.14
Dallas	55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 ~~July 2020~~	2019 ~~2020~~	$63,071,347 of Category 12 funds being used for ENG and UTIL	$385,988,661	$385,988,661							$385,988,661			1	90.08
Dallas	55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019 ~~July 2020~~	2019 ~~2020~~	$6,646,521 of Category 2 funds being used for ENG; Project split out from TIP 55165.1/CSJ 2374-01-183	$50,956,661	$50,956,661		$50,956,661								1	82.89
Dallas	55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 ~~July 2020~~	2019 ~~2020~~	$34,821,750 of Category 2 funds and $2,044,646 of Category 4 funds being used for ENG and UTIL	$230,221,536	$230,221,536		$34,821,750			$175,000,000		$20,399,786			1	90.44

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10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2029

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029									Group	MPO Project Score
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												$1,160,354,800	$2,931,288,266	$50,000,000	$586,910,000	$1,211,394,397	$710,202,000	$907,738,800	$40,392,000	$102,000,000		
Dallas	55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 ~~July 2020~~	2019 ~~2020~~	$4,650,021 of Category 2 funds being used for ENG; Project split out from TIP 55060.1/CSJ 2374-01-137	$35,650,161	$35,650,161		$35,650,161								1	83.25
Dallas	55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019 ~~July 2020~~	2019 ~~2020~~	Construction also funded with $25M CMAQ, $92,857,142 STBG, and $6,550,925 Category 11; $58,797,257 of Category 2 funding being used for ENG and UTIL	$322,894,555 ~~$323,358,493~~	$90,147,610		$58,797,257					$31,350,353			1	87.35
Dallas	55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 ~~July 2020~~	2019 ~~2020~~	Construction also funded with $7,142,858 STBG; $24,276,492 of Category 2 funding being used for ENG; Project split out from TIP 55075.1/CSJ 2374-02-053	$186,119,772	$178,976,914		$178,976,914								1	81.07
Dallas	55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 ~~July 2020~~	2019 ~~2020~~	Construction also funded with $25,000,000 STBG and $168,406,748 TxDOT PE/ROW; $46,837,523 of Category 2 funding used for ENG and UTIL; Project split out from TIP 55075.1/CSJ 2374-02-053	$278,620,856	$128,566,595		$128,566,595								1	85.92
~~Dallas~~	~~54119~~	~~2964-10-005~~	~~SL 9~~	~~IH 35E to IH 45~~	~~Construct 0 to 2 lane frontage roads (ultimate 6)~~	~~September 2017~~		~~2045~~	10-Year Plan funds moved to TIP 54119.1/CSJ 2964-10-008, TIP 54119.2/CSJ 2964-10-009, TIP 54119.3/CSJ 2964-12-001, and TIP 54119.4/CSJ 2964-12-002; This project now represents the ultimate project; Remove project from the 10-Year Plan	~~$0~~	~~$0~~						~~$0~~			~~4~~	N/A
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS, sidewalks, and turn lanes	November 2017 (Actual)	March 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has $432,000 of CMAQ funding and $3,788,000 of RTR funding	$39,455,869 ~~$94,333,544~~	$35,235,869 ~~$55,133,040~~		$35,235,869 ~~$16,563,966~~						$0 ~~$38,569,074~~		1	79.83
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS, sidewalks, and turn lanes	November 2017 (Actual)	March 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has $408,000 of CMAQ funding	$53,513,708 ~~$59,795,622~~	$53,105,708 ~~$53,175,108~~		$53,105,708 ~~$18,153,388~~						$0 ~~$42,270,035~~		1	77.62
Dallas	55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	March 2021	2021	Staff proposes to add project to the 10-Year Plan; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159	$2,223,936	$2,223,936					$2,223,936					2B	83.30
Dallas	54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project let in June 2018 for $20,927,948; Category 1 funds to be used for any change orders	$20,927,948	$20,927,948 ~~$25,000,000~~					$20,927,948 ~~$25,000,000~~					1	N/A
Dallas	53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	July 2019 ~~August 2023~~	2019 ~~2023~~	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	$210,000,000	$210,000,000							$210,000,000			1	83.89
Dallas	11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	July 2019 ~~August 2023~~	2019 ~~2023~~	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	$210,000,000	$210,000,000							$210,000,000			1	83.94
Dallas			SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	$0	$0		$0								4	65.95
Dallas			SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	$0	$0		$0								4	65.95
Dallas	53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 6 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)		August 2027	2027	Funding previously moved to TIP 11527	$0	$0		$0								4	71.09
Dallas	54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, 2 to 2/6 Managed Lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)		August 2027	2027	Funding previously moved to TIP 11527	$0	$0		$0								4	68.99
Dallas	55065	0092-01-059	SH 310/SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual) ~~March 2017~~	June 2019 ~~March 2019~~	2019	Related to 0092-14-088 and 0092-01-052	$10,100,000 ~~$10,063,900~~	$10,100,000		$10,100,000								1	96.67
Dallas	13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	May 2019	August 2021	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with $4,500,000 of CMAQ funds	$5,500,000	$1,000,000		$1,000,000								1	84.62
Dallas	55120	0197-02-124	US 175	West of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications	March 2020 ~~November 2018~~	August 2020 ~~April 2019~~	2020 ~~2019~~		$2,163,200	$2,163,200		$2,163,200								1	79.24
Dallas	53109	0095-02-107	US 80	East of Town East Blvd. to Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/6 to 4/6 lane frontage roads and reconstruct IH 635 interchange	June 2019	June 2021	2021	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding	$386,214,458	$105,000,000					$105,000,000					1	82.45
Dallas	53110	0095-02-096	US 80	Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads	June 2019	June 2021	2021	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding	$163,960,872	$100,000,000					$100,000,000					1	79.95
~~Dallas~~			~~Dallas County Contingency~~						Remove entry from 10-Year Plan list		$0 ~~$300,000,000~~							$0 ~~$300,000,000~~			4	~~N/A~~
Dallas	35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 ~~April 2019~~	2020 ~~2019~~	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with $701,700 CMAQ and $400,000 Category 11; Category 12 funds are part of MPO Revolver Swap	$10,726,868	$9,915,000		$7,900,000						$2,015,000		1	85.16
Dallas	55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation as a single point urban interchange (SPUI)	March 2019	January 2022	2022	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has $1,116,185 of Category 1 funds; Discussions underway between City of Dallas, TxDOT and NCTCOG	$18,316,185	$17,200,000					$17,200,000					1	78.89
																				Total Funding - Dallas County [1]		**$5,038,679,346**	

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029									Group	MPO Project Score
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												$1,160,354,800	$2,931,288,266	$50,000,000	$586,910,000	$1,211,394,397	$710,202,000	$907,738,800	$40,392,000	$102,000,000		
Denton	83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	January 2022 ~~May 2021~~	2022 ~~2021~~		$42,817,890	$42,817,890		$42,817,890								1	91.11
Denton			Greenbelt/Regional Outer Loop	At FM 428						$50,000,000	$50,000,000		$50,000,000								2A	59.61
Denton	25033.3	0196-01-109	IH 35E	At Mayhill Road	Reconstruct interchange and existing 4 to 4 lane frontage roads	March 2013	May 2021	2021	Split from TIP 25033.2/CSJ 0196-02-125	$46,212,969	$46,212,969		$46,212,969								1	89.53
Denton	25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads		May 2028	2028	Funding moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128	$663,409,414	$41,604,130 ~~$84,847,031~~		$41,604,130 ~~$84,847,031~~								1	76.34
Denton	13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)		August 2026	2026	Funding moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126	$957,611,088	$41,604,130 ~~$164,000,000~~		$41,604,130 ~~$164,000,000~~								1	78.82
Denton	55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and existing 4 lane frontage roads	March 2019	March 2021	2021	TxDOT to request Category 12 Clear Lanes funding for this project	$179,709,425	$179,709,425							$179,709,425			2B	79.11
Denton	13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Staff proposes to add project to the 10-Year Plan; Category 2 funding offset by reduction in funding on TIP 13033/CSJ 0196-02-124	$41,486,682	$41,486,682		$41,486,682								2B	78.08
Denton	13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Staff proposes to add project to the 10-Year Plan; Category 2 funding offset by reduction in funding on TIP 13033/CSJ 0196-02-124 and TIP 25033.2/CSJ 0196-02-125	$65,008,508	$65,008,508		$65,008,508								2B	82.90
Denton	13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Staff proposes to add project to the 10-Year Plan; Category 2 funding offset by reduction in funding on TIP 25033.2/CSJ 0196-02-125	$59,143,580	$59,143,580		$59,143,580								2B	81.45
Denton	55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	May 2021	2021	Also has $95,000 local and $665,000 CMAQ; Local funding is the money required to pay for additional bicycle/pedestrian scope items that TxDOT will not fund	$18,448,040	$17,839,014		$17,839,014								1	91.90
Denton	20096	0135-10-050	US 380	US 377 to CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	May 2021	2021	Construction also funded with $56,200,000 CMAQ and $22,277,120 STBG	$129,360,761	$51,250,941		$51,250,941								1	87.93
Denton	20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has $12,156,936 2MP1, $10,471,047 4P1, & $2,901,189 CMAQ	$26,627,983	$1,098,811		$1,098,811								1	N/A
Denton	20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has $2,269,248 2MP1 & $4,019,642 of 4P1	$7,788,890	$1,500,000		$1,500,000								1	N/A
Denton	51060	0353-02-053	SH 114	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	August 2019 ~~November 2018~~	2019	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has $3,000,000 of bridge funds and $552,921 of CMAQ	$10,123,776	$7,500,000		$7,500,000								1	89.06
Denton	20120	0081-03-048	US 377	Henrietta Creek Rd. to SH 114 (Section 5)	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	August 2019 ~~November 2018~~	2019	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has $863,844 of Category 1 & $1,922,275 of CMAQ	$16,230,232 ~~$14,836,119~~	$13,444,113 ~~$12,050,000~~		$13,444,113 ~~$12,050,000~~								1	93.81
																				Total Funding - Denton County [1]		**$660,220,193**	
Ellis	13020	1394-02-027 ~~1324-02-027~~	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	September 2020 ~~December 2019~~	December 2022	2023		$70,000,000	$25,000,000		$25,000,000								1	70.00
Ellis	13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	June 2019	March 2022 ~~September 2021~~	2022		$29,246,463	$29,246,463					$29,246,463					1	78.12
Ellis	13029	0092-03-053	IH 45	At FM 664	Construct interchange	June 2019	March 2022 ~~September 2021~~	2022	Project also has $4,486,132 of Category 1 funding	$42,441,711 ~~$40,419,966~~	$37,955,579 ~~$34,000,000~~		$3,955,579						$34,000,000		1	76.70
Ellis	13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	October ~~June~~ 2020	January 2024 ~~September 2023~~	2024		$32,145,761	$32,145,761		$32,145,761								1	82.22
Ellis	13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	June 2019	May 2023	2023		$98,605,947 ~~$197,275,168~~	$25,000,000		$25,000,000								1	81.42
~~Ellis~~	~~55092~~	~~0048-04-090~~	~~IH 35E~~	~~US 77 North to US 77 South (IH 35E Waxahachie CAP/MAIN Phase 2)~~	~~Reconstruct 5 interchanges (Bus 287/US 287 Bypass/Lofland/Butcher (FM 387)/Sterret Rd.) and frontage roads and ramp modifications~~	~~February 2019~~	~~August 2022~~	~~2022~~	Funding moved to TIP 13042/CSJ 0048-04-094; Remove project from the 10-Year Plan	$0	$0					$0					4	N/A
Ellis	35001	0172-05-115	US 287	at Walnut Grove Road	Construct interchange	April 2017 (Actual)	June 2019	2019		$26,700,000	$26,700,000					$26,700,000					1	86.84

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Blue text indicates changes since March STTC meeting

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2029

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029									Group	MPO Project Score
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												$1,160,354,800	$2,931,288,266	$50,000,000	$586,910,000	$1,211,394,397	$710,202,000	$907,738,800	$40,392,000	$102,000,000		
Ellis	11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has $3,433,608 CMAQ & $15,713,331 STBG; Low bid in 5/2018 was $28,247,127, leaving funds in for change orders	$30,000,000	$17,100,000		$17,100,000								1	N/A
Ellis	13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Construct grade separation and reconstruct 4/6 lane frontage roads	February 2019	August 2022 ~~September 2020~~	2022 ~~2021~~	Funding from TIP 55092/CSJ 0048-04-090	$42,000,000	$42,000,000					$42,000,000					1	90.84
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS, sidewalks, and turn lanes	November ~~September~~ 2017	March 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has $734,000 of CMAQ funding	$9,513,170	$8,770,170 ~~$7,013,170~~		$8,770,170 ~~$1,291,900~~						$0 ~~$5,721,270~~		1	83.87
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS, sidewalks, and turn lanes	November ~~September~~ 2017	March 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has $96,000 of CMAQ funding	$10,393,729	$10,297,729 ~~$10,370,367~~		$10,297,729 ~~$3,930,746~~						$0 ~~$6,439,621~~		1	77.58
Ellis	54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	March 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has $6,650,000 of STBG funding	$14,715,504	$8,065,504		$8,065,504								2B	TBD
Ellis	13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Construct 0 to 6 lane urban roadway; Realign at a new location	June 2019	January 2023	2023	Breakout of TIP 13035.1/CSJ 1051-01-051; Staff proposes to add project to the 10-Year Plan	$35,616,830	$10,000,000		$10,000,000								2B	71.72
Ellis	55014	0261-01-041	US 67	At Lake Ridge Parkway	Reconstruct grade separation	December 2022	June 2027	2027	Staff proposes to add project to the 10-Year Plan	$28,000,000	$28,000,000		$28,000,000								2B	64.93
																				Total Funding - Ellis County [1]		$300,281,206
Hood	54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017 ~~June 2017~~	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has $11,800,000 in local funding from Hood County	$41,000,000	$0	$0									4	N/A
																				Total Funding - Hood County [1]		$0
Hunt	13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	January 2020	May 2024	2024	Hunt County is doing environmental clearance; TxDOT is requesting $15,000,000 of Category 12 funds	$15,000,000	$15,000,000			$0 ~~$15,000,000~~						$15,000,000	2A	82.54
Hunt	13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	September 2019	September 2022	2023	Project also has $11,485,840 of Category 7 funds; TxDOT is requesting $5,550,000 of Category 12 funds	$17,035,840	$5,550,000			$0 ~~$5,550,000~~						$5,550,000	2A	82.30
Hunt	13050	0009-13-167	IH 30	At FM 1570	Construct interchange	June 2020 ~~December 2019~~	June 2022	2022	Project was awarded Category 12 funds by the TTC; Project also has $8,000,000 of Category 7 funds	$30,000,000	$22,000,000									$22,000,000	1	75.78
Hunt	13053		SH 24/SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements					$4,900,000	$4,900,000			$4,900,000							2A	65.49
Hunt	55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018	August 2020 ~~April 2020~~	2020		$9,000,000	$9,000,000			$9,000,000							1	80.86
Hunt	55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	June 2020	June 2022	2022	Project was awarded Category 12 funds by the TTC	$30,000,000	$30,000,000									$30,000,000	1	82.02
Hunt	55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Construct overpass	June 2020	June 2022	2022	Project was awarded Category 12 funds by the TTC	$25,000,000	$25,000,000									$25,000,000	1	76.40
Hunt	55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	June 2020	June 2022	2022	Project was awarded Category 12 funds by the TTC	$25,000,000	$25,000,000									$25,000,000	1	77.26
Hunt	55223	0009-13-~~900~~ 173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	June 2020	June 2022	2022	TxDOT is requesting $30,000,000 of Category 12 funds; Project also has $6,450,000 of Category 7 funds	$30,000,000 ~~$22,000,000~~	$30,000,000 ~~$15,550,000~~			$0 ~~$15,550,000~~						$30,000,000	2A	76.27
Hunt	TBD	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	August 2025	August 2026	2026	TxDOT is requesting $40,000,000 of Category 12 funds	$40,000,000	$40,000,000									$40,000,000	2B	TBD
Hunt	TBD	0009-13-175	IH 30	0.5 miles SW of Monty Stratton to 0.5 miles NE of Monty Stratton	Reconstruct overpass	June 2023	June 2024	2024	TxDOT is requesting $4,200,000 of Category 12 funds	$4,200,000	$4,200,000									$4,200,000	2B	TBD
																				Total Funding - Hunt County [1]		$210,650,000
Johnson	54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway and widen 2 to 4 lanes rural divided	January 2021 ~~2020~~	December 2022 ~~August 2026~~	2023 ~~2026~~		$78,000,000	$78,000,000	$78,000,000									1	72.84
Johnson	13041	0747-05-042	FM 157	US 67 to 8th Street	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	September 2019	June 2021 ~~August 2022~~	2021 ~~2022~~		$2,800,000	$2,800,000	$2,800,000									1	87.39
Johnson	13040	0747-05-043	FM 157	8th Street to North of CR 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks	September 2019	August 2021	2021	Project split out from TIP 13041/CSJ 0747-05-042	$1,375,000	$1,375,000	$1,375,000									1	78.10
Johnson	11955.1	1181-02-033	FM 917	Eddy Avenue to South Main Street	Construct railroad grade separation and realign FM 917	August 2019 ~~March 2019~~	February 2022	2022		$10,000,000 ~~$11,569,023~~	$10,000,000 ~~$11,569,023~~	$10,000,000 ~~$11,569,023~~									1	77.01
Johnson	11955.2	1181-03-036	FM 917	South Main Street to SH 174	Construct railroad grade separation and realign FM 917	August 2019 ~~March 2019~~	February 2022	2022	Project split out from TIP 11955/CSJ 1181-02-033	$3,490,748	$3,490,748	$3,490,748									1	86.06
Johnson	13046	0014-03-088	IH 35W	Ricky Lane to US 67	Reconstruct interchange at FM 917	May 2019 ~~December 2019~~	August 2020	2020		$15,000,000 ~~$17,039,216~~	$15,000,000				$15,000,000						1	84.42
Johnson	54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	July 2017	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has $10,750,000 of Category 12 (425) funds	$14,700,000 ~~$21,506,795~~	$3,950,000	$3,950,000									1	N/A
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct 0 to 4 lane frontage roads	November 2019	January 2020	2020	Staff proposes to add project to the 10-Year Plan	$17,800,000	$17,800,000	$17,800,000									2B	78.96
																				Total Funding - Johnson County [1]		$132,415,748

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FY 2017 - FY 2029

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029									Group	MPO Project Score
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												$1,160,354,800	$2,931,288,266	$50,000,000	$586,910,000	$1,211,394,397	$710,202,000	$907,738,800	$40,392,000	$102,000,000		
Kaufman	55111	2588-01-017	FM 548	North of US 80 to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	April 2019 ~~June 2019~~	June 2022 ~~March 2023~~	2022 ~~2023~~		$58,000,000 ~~$84,650,269~~	$58,000,000 ~~$84,650,269~~		$58,000,000 ~~$84,650,269~~								1	80.78
Kaufman	51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 ~~July 2018~~	June 2020	2020		$12,925,617	$12,925,618		$12,925,618								1	79.23
Kaufman	55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications	March 2020 ~~November 2018~~	August 2020 ~~April 2019~~	2020 ~~2019~~		$2,163,200	$2,163,200		$2,163,200								1	78.16
Kaufman	53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct 4 lane discontinuous frontage roads to 4 lane continuous frontage roads	June 2019	February 2022 ~~September 2021~~	2022		$139,515,095	$133,000,000					$133,000,000					1	87.15
Total Funding - Kaufman County [1]																					**$206,088,818**	
Parker	14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 ~~October 2018~~	May 2019 ~~December 2018~~	2019	Flooding issue; Project also has $3,650,000 of Category 5 and $900,000 of Category 7 funds	$16,354,000 ~~$19,450,000~~	$12,000,000 ~~$14,900,000~~	$12,000,000 ~~$14,900,000~~									1	85.32
Parker	14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	May 2019	December 2018	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds, so remove Category 2 funds	$0 ~~$1,900,000~~	$0 ~~$1,900,000~~	$0 ~~$1,900,000~~									4	76.15
Parker	13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads	March 2020	September 2021	2022		$21,000,000 ~~$24,241,602~~	$21,000,000				$21,000,000						1	75.83
Parker	13062	1068-05-014	IH 30	IH 20 to Walsh Ranch Parkway	Construct westbound ramps to FM 1187, construct eastbound ramps to IH 30 and IH 20	September 2020	July 2021	2021	Grouped project	$6,000,000	$6,000,000				$6,000,000						1	78.99
Parker	13061	0008-03-094	IH 20	FM 1187 to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway and eastbound entrance ramp, westbound exit ramp, and U-turn at FM 1187	September 2020 ~~September 2019~~	July 2021 ~~January 2021~~	2021	Project split out from CSJ 1068-05-014	$21,800,000	$21,800,000				$21,800,000						1	79.21
Total Funding - Parker County [1]																					**$60,800,000**	
Rockwall	13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	April ~~June~~ 2019	June 2022 ~~March 2023~~	2022 ~~2023~~		$6,200,000	$6,200,000		$6,200,000								1	78.71
Rockwall	55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP	$7,000,000	$7,000,000					$7,000,000		$0 ~~$7,000,000~~			1	96.33
Rockwall	13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications	December 2018 ~~March 2019~~	September 2022 ~~November 2021~~	2023		$257,219,578 ~~$232,000,000~~	$257,219,578 ~~$232,000,000~~					$25,600,000 ~~$32,000,000~~		$231,619,578 ~~$200,000,000~~			2A	80.07
Rockwall	55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019	September 2021	2022	Split from TIP 13036/CSJ 0009-12-219; Category 4 funds offset by a reduction on TIP 13036/CSJ 0009-12-219; TxDOT to request Category 12 Clear Lanes funding for this project	$214,025,080	$214,025,080					$6,400,000		$207,625,080			2B	81.35
Rockwall	55221	0009-12-215	IH 30	Dalrock Road to SH 205	Reconstruct and widen 6 to 8 mainlanes and reconstruct 0/4 discontinuous to 4/6 lane continuous frontage roads across Lake Ray Hubbard	March 2019	September 2021	2022	TxDOT to request Category 12 Clear Lanes funding for this project	$73,095,223	$73,095,223							$73,095,223			2B	83.74
Rockwall	55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020	August 2022 ~~September 2020~~	2022 ~~2021~~		$2,702,009	$2,702,009		$2,702,009								1	88.75
Rockwall	13038	0451-05-001	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020	August 2022	2022	Project split out from TIP 55074; Proposing to also add $17,550,000 of CMAQ funding	$24,032,505 ~~$29,413,664~~	$6,482,505 ~~$29,413,664~~		$6,482,505 ~~$29,413,664~~								1	83.19
Rockwall	83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has $859,000 of CMAQ & $733,798 Category 11	$9,250,063	$8,325,063		$8,325,063								1	N/A
Rockwall	55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns	$719,165 ~~$768,731~~	$719,165		$719,165								1	N/A
Rockwall	2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has $1,658,000 of CMAQ and $399,142 of Category 1	$16,957,142 ~~$16,547,045~~	$14,900,000		$14,900,000								1	N/A
Total Funding - Rockwall County [1]																					**$590,668,623**	

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												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												$1,160,354,800	$2,931,288,266	$50,000,000	$586,910,000	$1,211,394,397	$710,202,000	$907,738,800	$40,392,000	$102,000,000		
Tarrant	11244.1	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had $13,109,245 of Category 7 before this change; Low bid of $48.6M; TxDOT wants to keep remainder for potential change orders	$53,000,000	$0	$0									4	N/A
Tarrant	13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		$31,085,095	$31,085,095	$31,085,095									1	63.16
Tarrant	13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Widen from 8 to 10 general purpose lanes	September 2022 ~~2021~~	January 2024	2024	Split from IH 20 from US 287 to Park Springs Blvd	$300,000,000	$50,000,000	$50,000,000									1	76.01
Tarrant	55043	2374-05-066	IH 20	Anglin Drive to Park Springs	Reconstruct and widen 8/10 to 10/12 general purpose lanes, 8 collector distributor lanes, and reconstruct and widen 4/6 continuous frontage roads to 4/8 discontinuous frontage roads	~~April~~ June 2020	September 2021	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; TxDOT to request Category 12 Clear Lanes funding for this project	$355,000,000	$355,000,000 ~~$278,000,000~~	$125,000,000			$153,000,000		$77,000,000				1	82.70
Tarrant	TBD	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct freeway, construct frontage roads	~~May~~ June 2020	September 2021	2022	Project is part of the Southeast Connector; TxDOT to request Category 12 Clear Lanes funding for this project	$165,000,000	$165,000,000						$165,000,000				2A	85.40
Tarrant	55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	~~June~~ May 2019	July 2019 ~~August 2024~~	2019 ~~2024~~		$23,000,000	$23,000,000				$23,000,000						1	77.27
Tarrant	13002	1068-01-213	IH 30	IH 820 to ~~Camp Bowie Blvd~~ Summit Avenue	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	April 2022 ~~September 2021~~	~~March~~ December 2023	2024 ~~2023~~		$637,144,167	$150,000,000	$150,000,000									1	73.24
Tarrant	13003	1068-01-214	IH 30	~~SS 580 (East of Linkcrest Drive)~~ Linkcrest Drive to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	~~April~~ October 2020	January 2023	2023		$90,000,000 ~~$81,000,000~~	$90,000,000 ~~$81,000,000~~	$9,000,000			$81,000,000						1	79.63
Tarrant	13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes; 2 concurrent express lanes and construct 0 to 4 continuous frontage road lanes	November 2019 ~~March 2019~~	January 2023	2023	TxDOT to build safety barriers into managed lane design	$100,820,000 ~~$75,000,000~~	$100,820,000 ~~$75,000,000~~				$100,820,000 ~~$75,000,000~~						1	80.82
Tarrant	TBD	1068-02-072	IH 30	US 287 to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	August 2027	2027	Staff proposes to add project to the 10-Year Plan	$500,000,000	$20,000,000	$20,000,000									2B	60.78
Tarrant	55041	0008-13-125	IH 820 (SE)	IH 20 to Brentwood Stair Road	Reconstruct freeway from 4/8 to 8/14 lane facility	~~May~~ June 2020	September 2021	2022	Project is part of the Southeast Connector; Design-build project; $340,202,000 of Category 12 Clear Lanes funding has been awarded to this project; TxDOT to request an additional $175,638,000 of Category 12 Clear Lanes funding	$656,000,000	$656,000,000 ~~$480,362,000~~	$140,160,000					$515,840,000 ~~$340,202,000~~				1	81.89
Tarrant	13056	0008-05-029	Lancaster Avenue/SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025 ~~September 2025~~	2025 ~~2026~~	Project has a $5,000,000 commitment from City of Fort Worth	$47,500,000	$37,500,000	$37,500,000									1	80.42
Tarrant	13057	0008-06-052	Lancaster Avenue/SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025 ~~May 2025~~	2025	Split from TIP 13056, Lancaster Ave/SH 180 IH 35W to IH 820 project; Project has a $5,000,000 commitment from City of Fort Worth	$12,500,000	$12,500,000	$12,500,000									1	79.36
Tarrant	13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes and construct 0 to 2 lane westbound and 0 to 2 lane eastbound frontage roads from Solana/Kirkwood to Dove with the addition of auxiliary lanes and ramp modifications	April 2020 ~~October 2019~~	July 2020 ~~September 2021~~	2020 ~~2022~~	Local contribution of $3,000,000 by the City of Southlake	$36,000,000 ~~$33,000,000~~	$33,000,000	$33,000,000									1	80.68
Tarrant	13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009	March 2018 (Actual)	2018	Design-build; Project also has $1,600,000 of Category 1 funding	$371,600,000	$370,000,000						$370,000,000				1	N/A
Tarrant	13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	July 2018	September 2018	2019	Also has $1.6M of STBG funds & $1.8M of Category 1 funds; Cat 2 funds replaced with $25,000,000 of Cat 7 funds	$0	$0	$0									4	N/A
Tarrant	55176	0171-04-050	SH 199	North ~~South~~ of FM 1886 to South end of Lake Worth Bridge	Reconstruct and widen ~~0~~ 4 lane arterial to 6 lane freeway; Reconstruct and widen ~~4/6~~ lane to ~~4/~~6 lane frontage roads; Construct bridges over Lake Worth & traffic management system	October 2019 ~~February 2019~~	February 2020	2020		$113,999,400	$113,999,400	$45,006,400			$68,993,000						1	89.09
Tarrant	55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	October 2019 ~~February 2019~~	February 2020	2020		$22,000,000	$22,000,000				$22,000,000						1	90.50
Tarrant	13005	0171-05-068	SH 199	Azle Avenue to IH 820	Construct 0 to 6 ~~freeway~~ main lanes~~; Construct 0 to 4/6 lane continuous frontage lanes,~~ and interchange at IH 820	October 2020 ~~February 2020~~	February 2024	2024		$200,000,000 ~~$250,594,593~~	$200,000,000	$200,000,000									1	86.64
Tarrant	13037	0171-05-094	SH 199	White Settlement Road to IH 820 ~~IH 820 to West Fork of Trinity River~~	Reconstruct 4/6 to 4/6 lane divided urban	August 2020	August 2023	2023		$100,000,000	$100,000,000	$100,000,000									1	78.28
Tarrant	13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	May 2022 ~~June 2020~~	August 2022 ~~July 2020~~	2022 ~~2020~~		$22,718,955	$20,000,000	$20,000,000									1	77.49

1: Amounts include proposed funding not yet approved in the UTP/awarded by the TTC.
They don't include funding from sources other than Category 2, 4, or 12.
Blue text indicates changes since March STTC meeting

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2029

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2029									Group	MPO Project Score
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												$1,160,354,800	$2,931,288,266	$50,000,000	$586,910,000	$1,211,394,397	$710,202,000	$907,738,800	$40,392,000	$102,000,000		
Tarrant	13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad through girder bridge and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual) ~~April 2016~~	June 2021 ~~September 2020~~	2021	Project is split out from TIP 51346	$50,000,000 ~~$53,012,000~~	$50,000,000	$50,000,000									1	94.82
Tarrant	51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual) ~~February 2016~~	February 2018 (Actual)	2018	Project has let with a low bid amount of $53,391,000; Leave excess funding on the project for change orders	$53,391,000	$55,000,000	$55,000,000									1	N/A
Tarrant	55044	0172-06-080	US 287	IH 820 to Bishop Street	Reconstruct 6 to 6 main lanes with 4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	~~May~~ June 2020	September 2021	2022	Project is part of the Southeast Connector; Design-build project	$40,000,000	$40,000,000				$40,000,000						1	80.20
Tarrant	55042	0172-09-028	US 287	IH 20 Interchange to Kennedale/Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes	~~May~~ June 2020	September 2021	2022	Project is part of the Southeast Connector; Design-build project	$30,000,000	$30,000,000				$30,000,000						1	80.36
Tarrant	54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 lane partial freeway and ramps at major cross-streets	TBD	TBD	TBD	TxDOT to request Category 12 Clear Lanes funding for this project	$150,000,000	$150,000,000						$150,000,000				2B	63.12
Tarrant	TBD	TBD	SH 183	At Pumphrey					Staff proposes to add project to the 10-Year Plan		$10,000,000	$10,000,000									2B	61.51
Tarrant	13059	0172-09-037	US 287	Heritage Parkway to Johnson County Line	Construct 0 to 4 lane frontage roads	November 2019	January 2020	2020	Staff proposes to add project to the 10-Year Plan	$6,250,000	$6,250,000	$6,250,000									2B	76.90
Tarrant	TBD	TBD	US 287	IH 35W to Avondale Haslet Road	Construct frontage roads and intersection improvements		August 2023	2023	Staff proposes to add project to the 10-Year Plan		$5,000,000	$5,000,000									2B	TBD
Total Funding - Tarrant County [1]																					**$2,896,154,495**	
Wise	13004.1	2418-01-013	FM 1810	East of ~~Public Road~~ CR 1122 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	June 2021 ~~January 2023~~	December 2022 ~~January 2025~~	2023 2025		$13,000,000	$13,300,000	$13,300,000									1	67.70
Wise	13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and frontage roads	June 2021 ~~January 2023~~	December 2022 ~~January 2025~~	2023 2025	Split from TIP 13004/CSJ 2418-01-013	$16,700,000	$16,700,000	$16,700,000									1	68.44
Wise	13004.3	0013-09-012	BU 81-D	North of CR 1160 to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	June 2021 ~~January 2023~~	December 2022 ~~January 2025~~	2023 2025	Split from TIP 13004/CSJ 2418-01-013	$600,000	$600,000	$600,000									1	67.70
Wise	53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Widen and reconstruct from 2 lane to 2 lane urban for shoulders and safety, add turn lanes	May 2022 ~~August 2019~~	July 2022 ~~February 2022~~	2022	Original Prop 1 project; Project not eligible for Category 4 funding, so recommend changing to Category 2	$14,000,000	$14,000,000	$14,000,000			$0 ~~$14,000,000~~						2A	72.48
Total Funding - Wise County [1]																					**$44,600,000**	
			Total Proposed Funding								$11,110,842,909	$1,273,517,243	$2,374,724,457	$13,900,000	$582,613,000	$1,059,007,110	$1,277,840,000	$4,292,099,099	$40,392,000	$196,750,000	$11,110,842,909	
			Total Amount Remaining for Programming								**($3,410,562,646)**	($113,162,443)	$556,563,809	$36,100,000	$4,297,000	$152,387,287	($567,638,000)	($3,384,360,299)	$0	($94,750,000)		
			Total Allocation								**$7,700,280,263**											

1: Amounts include proposed funding not yet approved in the UTP/awarded by the TTC.
They don't include funding from sources other than Category 2, 4, or 12.
Blue text indicates changes since March STTC meeting

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

Corridor Preservation Program

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Group	MPO Project Score
Collin	20085	0047-04-022	SH 5	SH 121 to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018	April 2023	2023		$67,954,081	$500,000		$500,000		3	82.81
Collin	54023	0091-03-022	SH 289	N. Bus 289C (North of Celina) to N of CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018	July 2023	2023		$14,055,246	$500,000		$500,000		3	77.39
Collin	55236	1392-03-012	FM 1461	West of County Road 166 to CR 123	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	June 2019	January 2024	2024		$7,795,805	$500,000		$500,000		3	80.29
Collin	55237	1973-01-015	FM 1461	SH 289 to West of County Road 166	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	June 2019	January 2024	2024		$45,190,870	$500,000		$500,000		3	76.28
Collin	55238	2845-01-020	FM 455	SH 5 to East of Wildwood Trail	Reconstruct and widen 2 to 4 lane urban divided (Ultimate 6)	June 2019	December 2025	2026		$8,990,001	$500,000		$500,000		3	70.25
Collin	TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	April 2019	August 2022	2022		$21,851,272	$500,000		$500,000		3	81.22
Dallas	11930	0581-02-077	SL 12	Spur 408 to South of SH 183	Construct 0 to 2 reversible HOV/Managed lanes; SH 183 to SH 356: Widen 6 to 8 general purpose lanes and 4/6 discontinuous to 6/8 continuous frontage roads; SH 356 to Spur 408: Widen 4 discontinuous to 4/8 continuous frontage roads		August 2029	2029		$672,000,000	$500,000		$500,000		3	57.02
Dallas	11950	0353-06-905	SH 114	Spur 348 to East of Rochelle Blvd	Widen 4 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/6 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		$155,000,000	$500,000		$500,000		3	61.77
Dallas	11951	0353-04-907	SH 114	East of International Parkway to Spur 348	East of International Pkwy to SH 161: Reconstruct and widen 7 to 8 general purpose lanes, 1 westbound to 4 concurrent HOV/Managed lanes and 4 lane to 4/8 lane discontinuous frontage roads; From SH 161 to Spur 348: Widen 6 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/8 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		$528,000,000	$500,000		$500,000		3	61.81
Dallas	52569	0353-06-906	SH 114	East of Rochelle Blvd to SH 183	Widen 2 to 4 concurrent managed lanes from east of Rochelle Blvd to SH 183; Widen 4 to 6 general purpose lanes and reconstruct 4/6 to 4/8 continuous frontage roads from SL 12 to SH 183 (Ultimate)		August 2029	2029			$500,000		$500,000		3	62.50
Dallas	53108	0095-10-033	US 80	IH 30 to East Town East Blvd	Recontruct and widen 4 to 6 mainlanes and 2/6 to 4/8 lane frontage roads	June 2019	September 2022	2023		$136,301,942	$500,000		$500,000		3	75.63
Denton	55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and existing 4 lane frontage roads	March 2019	March 2021	2021	Candidate for Clear Lanes funding	$179,709,425	$500,000		$500,000		3	79.11
Denton	13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4 lane frontage roads	March 2019	March 2021	2021		$62,485,239	$500,000		$500,000		3	82.76
Ellis	55227	0048-04-092	IH 35E	At FM 1446	Reconstruct interchange at FM 1446 including 4 to 4/6 lane frontage roads and ramp modifications	February 2019	November 2022	2023		$30,000,000	$500,000		$500,000		3	85.15
Ellis	55228	0048-04-093	IH 35E	At FM 66	Reconstruct interchange at FM 66 including 4/6 lane frontage roads and ramp modifications	February 2019	November 2022	2023		$30,000,000	$500,000		$500,000		3	85.11
Kaufman	55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	Widen 2 lane rural highway to 4 lane divided (Ultimate 6)	May 2019	February 2023	2023		$67,147,628	$500,000		$500,000		3	77.66
Rockwall	51255	1290-03-016	SH 276	FM 549 to FM 551	Reconstruct and widen 2 lane rural to 6 lane divided urban	July 2019	March 2023	2023		$25,455,639	$500,000		$500,000		3	78.53
Rockwall	52524	1290-03-020	SH 276	FM 551 to FM 548	Reconstruct and widen 2 lane rural to 6 lane divided urban	July 2019	March 2023	2023		$16,278,334	$500,000		$500,000		3	73.60
Rockwall	54035	1290-04-011	SH 276	FM 548 to Hunt County Line	Reconstruct and widen 2 lane rural to 6 lane divided urban	July 2019	March 2023	2023		$21,105,442	$500,000		$500,000		3	75.36
Rockwall	55006	1017-01-015	FM 552	SH 205 to SH 66	Widen from 2 lane rural to 4 lane urban section	August 2019	March 2023	2023		$45,544,229	$500,000		$500,000		3	78.07
Rockwall	55071	0451-01-053	SH 205	South of FM 548 to Jct SH 205/John King (S. Goliad St.)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	May 2019	February 2023	2023		$67,862,132	$500,000		$500,000		3	79.17
Rockwall	83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban section	April 2019	August 2026	2026		$15,838,439	$500,000		$500,000		3	71.15

2020 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council

April 11, 2019

North Central Texas Council of Governments

Transportation Department

ELECTRONIC ITEM 8.2

BACKGROUND

- Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission selected)
- Regional 10-Year Plan was first approved by the Regional Transportation Council (RTC) in December 2016
- Series of updates were made in August 2017 to ensure that Proposition 1 projects remained fully funded and the LBJ East project could proceed
- An update to the 10-Year Plan was approved in August 2018 in conjunction with the development of the 2019 Unified Transportation Program (UTP)

ACTIVITIES UNDERTAKEN SINCE LAST UPDATE

- Texas Department of Transportation (TxDOT) staff have begun developing the 2020 UTP.
- NCTCOG staff have coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates) and potential new projects.
- Projects were scored to fulfill a TxDOT requirement for inclusion in the UTP.
- To satisfy a January 31, 2019 deadline set forth by TxDOT, NCTCOG staff drafted a project listing that included project scores, project revisions, and potential new projects.

2019 10-YEAR PLAN UPDATE

- Projects in the proposed 2019 Update fall under one of five groups:
  - Group 1: Projects approved by the RTC that have been approved in the UTP
  - Group 2A: Projects approved by the RTC that have not been approved in the UTP
  - Group 2B: Proposed projects pending RTC approval
  - Group 3: Proposed projects that need funding to advance pre-construction activities like right-of-way acquisition
  - Group 4: Projects proposed to be removed from the 10-Year Plan project list, funded with other sources, or are future candidates for funding

PROJECT SCORING

- Overall project scores are the result of a combination of selection and prioritization scores
- Selection scoring was comprised of System Selection (i.e., project is part of a larger/regional network) and Technical Selection (i.e., project need)
- Prioritization scoring was included in response to the State's interest in projects that are ready to let within a 10-year window

CORRIDOR PRESERVATION PROGRAM

- TxDOT Districts have expressed the need to advance pre-construction activities (notably right-of-way acquisition) on corridors that may be added to the 10-Year Plan in the future
- Projects require funding in order for TxDOT to be permitted to commence these activities
- Staff has begun developing a list of these projects based on input from the TxDOT Districts

NEXT STEPS

- Finalize project selection/update efforts and seek STTC/RTC approval
- Await the result of TTC decisions on next round of Category 12 Clear Lanes funding
- Continue the development of a program that aims to preserve right-of-way along major corridors that may be added to the 10-Year Plan in the future

TIMELINE

MEETING/TASK	DATE
STTC Information	March 22, 2019
RTC Information	**April 11, 2019**
Public Meetings	April 2019
STTC Action	April 26, 2019
RTC Action	May 9, 2019

CONTACT/QUESTIONS?

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Regional 10-Year Plan Scoring Process for the Dallas/Fort Worth Metropolitan Area

The following document addresses the requirements set forth in Chapter 16.105 of the Texas Administrative Code.

Is the project in the 1st 10 years of Mobility 2045? If so, project continues to be scored.

The Methodology below is a two-step process which has a theoretical maximum of 100 for MPO Score.

The scoring process includes a **System Selection** (i.e., part of a larger/regional network) and **Technical Selection** (i.e., project need). These processes run concurrently and are weighted to produce a **Selection Score** that is 40% of the total score. Because of the State's interest in projects that are ready to let within a 10-year window, the **Prioritization Score** is 60% of the total score.

System Selection (30%)

Continuity (60%)		Regional commitment to phased implementation (20%)		Prior Funding Commitments (20%)	
Building Final Phase	100 pts	Final Phase of Multi-phase Project	50 pts	Yes	50 pts
Yes, Connects with Freeway	75 pts	Complete Ultimate Build (of Single-phase Project)	25 pts	No	0 pts
Regional Project	70 pts	First phase of Multi-phase Project	20 pts		
Connecting to a project under feasibility or pending other studies	25 pts				
No continuity	1 pt				

Technical Selection (70%)

Congestion Reduction (20%)		System Reliability (10%)	Safety (20%)	Infrastructure Condition (20%)		Freight Movement (10%)	Economic Vitality (10%)		Environmental Sustainability (10%)
No-Build Level of Congestion (10%)	# of Networks with Level of Congestion over 1.25 (10%)	Level of Travel Time Reliability	Fatal & Incapacitating Crash Rate	Pavement Condition (10%)	National Bridge Inventory (NBI) Sufficiency (10%)	Average Truck Volume Percentage	Activity Density Change – Recent (5%)	Activity Density Change - Future (5%)	Impact by Project Type

Once projects have been selected, they are then prioritized using the following criteria.

Prioritization

Planning Status (40%)		Ready to Let (Within 10-Year Window) (40%)		Local Support (20%)	
Environmentally Cleared	100 pts	Project Will Let During Years 1-4	100 pts	Community Support and Local Funding Support for Construction	100 pts
Environmental Clearance expected within 1-2 years	80 pts	Project Will Let During Years 5-7	70 pts	Community Support and Local Funding Support for Pre-Construction Phases	75 pts
Under evaluation or needs reevaluation	50 pts	Project Will Let During Years 8-10	40 pts	No local funding support	50 pts
Feasibility Study Ongoing	25 pts				
Planning Has Not started	1 pt				

Five project groups were established after the Prioritization process. They are:

Group 1: Projects previously approved by the Regional Transportation Council (RTC) and currently approved within the Unified Transportation Program (UTP)

Group 2A: RTC-approved projects with funding that has not been approved in the UTP

Group 2B: Proposed projects pending RTC approval

Group 3: Proposed Right-of-Way projects

Group 4: Projects proposed to be removed from 10-Year Plan project list

North Central Texas Council of Governments

Title VI Program May 2019 Update

Regional Transportation Council

April 11, 2019

ELECTRONIC ITEM 10

NONDISCRIMINATION AUTHORITIES

Title VI: Prohibits discrimination on the basis of race, color, national origin, religion, sex, age, or disability (Civil Rights Act of 1964)

Environmental Justice: Ensures low-income and minority groups are considered in the planning process (Executive Order 12892, February 1994)

NCTCOG NONDISCRIMINATION EFFORTS

Metropolitan Transportation Plan Environmental Justice Analysis

Public Involvement

Call for Projects

Disadvantaged Business Enterprise Program

Title VI Specialist/Staff Training

Compliance Reviews/Audits

Monitor Federal/State Legislation and Regulations

PROGRAM CONTENTS

- Title VI Notice to the Public
- Title VI Complaint Procedures
- Title VI Complaint Form
- List of Transit-Related Title VI Investigations, Complaints, and Lawsuits
- Public Participation Plan
- Language Assistance Plan
- Membership of Non-Elected Committees and Councils
- Monitoring Subrecipients for Compliance
- Board Meeting Resolutions of Approved Title VI Program

MPO-Specific Requirements:

- Demographic Profile
- Planning for Mobility Needs of Minority Populations
- State and Federal Funding for Public Transportation Projects
- Analysis of the Transportation System Investments
- Subrecipient Program Administration

NCTCOG TITLE VI PROGRAM REQUIREMENTS

- Describe how NCTCOG implements Title VI nondiscrimination efforts and monitors subrecipients
- Required for direct and primary recipients of FTA funding
- Update every three years

2019 TITLE VI PROGRAM UPDATES

- Title VI Complaint Procedures*
- List of Transit-Related Title VI Investigations, Complaints, and Lawsuits
- Public Participation Plan
- Language Assistance Plan
- Demographic Profile
- Planning for Mobility Needs of Minority Populations (Mobility 2045)
- Analysis of the Transportation System Investments
- Monitoring Subrecipients for Compliance
- RTC Bylaws, Executive Board Bylaws

*To be updated on website, in Public Participation Plan, other documents as needed

SCHEDULE

February 11: Conducted Public Meeting, began Public Comment Period*
March 22: STTC Information
April 3: Closed Public Comment Period
April 11: RTC Information
April 26: Request STTC Action
May 9: Request RTC Approval
May 23: Request Executive Board Approval
June 1: Submit to FTA

*45-day public comment period required because Complaint Procedures are included in Public Participation Plan

CONTACTS

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Regional Transportation Council Attendance Roster
April 2018-March 2019

RTC MEMBER	Entity	4/12/18	4/19/18	5/10/18	6/14/18	7/12/18	8/9/18	9/13/18	10/11/18	11/8/18	12/13/18	1/10/19	2/14/19	3/14/19
Tennell Atkins (09/17)	Dallas	P	A	P	A	A	P	A	A	A	A	P	P	A
Richard E. Aubin (06/18)	Garland	--	--	--	A(R)	P	P	P	P	P	P	P	P	A(R)
Sue S. Bauman (10/17)	DART	E(R)	P	E(R)	P	A	P	E	P	A	P	P	P	A
Mohamed Bur (06/18)	TxDOT, Dallas	--	--	--	P	P	P	P	P	E(R)	P	E(R)	P	E(R)
Loyl Bussell (05/17)	TxDOT, FW	E(R)	P	P	P	E	P	P	P	E(R)	P	E(R)	P	P
Rickey D. Callahan (09/17)	Dallas	P	P	P	P	A(R)	P	P	P	E(R)	P	P	P	P
George Conley (07/18)	Parker Cnty	--	--	--	--	P	P	P	P	P	P	P	P	P
David L. Cook (05/16)	Mansfield	P	P	P	P	P	P	P	P	E(R)	P	P	P	E(R)
Theresa Daniel (11/18)	Dallas Cnty	--	--	--	--	--	--	--	--	P	P	A	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	E	P
Andy Eads (1/09)	Denton Cnty	P	P	E	P	P	P	P	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	E	P	P	P	P	P	E(R)	P	E(R)	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	P	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	E(R)	P	P	E(R)	P	E(R)	P	P	E(R)
George Fuller (07/17)	McKinney	E(R)	P	E(R)	P	E(R)	P	A	A	P	P	A(R)	A	A
Rick Grady (09/18)	Plano	--	--	--	--	--	--	P	P	A	P	P	P	P
Lane Grayson (01/19)	Ellis Cnty	--	--	--	--	--	--	--	--	--	--	P	P	P
Sandy Greyson (11/11)	Dallas	P	P	P	P	A	E	P	P	P	P	P	P	E
Jim Griffin (06/18)	Bedford	--	--	--	P	P	E(R)	P	E(R)	P	P	P	P	P
Mojy Haddad (10/14)	NTTA	P	A	E	E	P	A	P	P	P	P	P	A	A
Roger Harmon (1/02)	Johnson Cnty	P	A(R)	P	P	P	P	E	E	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	P	P	P	P	P	P	A	P	P	A
Ron Jensen (06/13)	Grand Prairie	P	P	P	A	P	P	E	E(R)	P	P	P	E(R)	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	E	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	P	P	P	A(R)	P	A	P	P	P	P	P	A(R)
David Magness (06/13)	Rockwall Cnty	P	P	P	P	E	E	P	P	P	P	P	P	E
Scott Mahaffey (03/13)	FWTA	E(R)	P	P	P	P	P	E(R)	P	P	P	P	E(R)	E(R)
B. Adam McGough (07/16)	Dallas	P	P	P	A	P	P	A	P	E(R)	P	A(R)	P	P
William Meadows (02/17)	DFW Airport	E(R)	P	P	A	P	A	E(R)	E(R)	P	E	P	E	E
Steve Mitchell (07/17)	Richardson	P	P	P	P	P	E(R)	P	P	P	E(R)	P	E(R)	P
Cary Moon (06/15)	Fort Worth	P	P	E(R)	E(R)	P	P	P	A	E	P	A	P	P
Stan Pickett (06/15)	Mesquite	E	E(R)	P	P	P	P	E(R)	E	P	P	P	P	P
John Ryan (05/18)	Denton	--	--	P	P	A	P	P	P	P	P	P	P	E
Will Sowell (10/17)	Frisco	P	A	P	E(R)	A	P	P	E(R)	P	P	A	P	P
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	E(R)	E	P	P	E(R)	P	A(R)	P	E(R)	E(R)	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

ELECTRONIC ITEM 11.1

Regional Transportation Council Attendance Roster
April 2018-March 2019

RTC MEMBER	Entity	4/12/18	4/19/18	5/10/18	6/14/18	7/12/18	8/9/18	9/13/18	10/11/18	11/8/18	12/13/18	1/10/19	2/14/19	3/14/19
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P	E(R)
Dennis Webb (8/18)	Irving	--	--	--	--	--	P	P	P	P	P	P	A	E(R)
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	E(R)	P	P	P	P	P	P	E(R)	P
B. Glen Whitley (2/97)	Tarrant Cnty	E(R)	A	P	E	A	E(R)	P	P	P	E	E	E	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	E	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	P	P	P	P	E(R)	E(R)	E	P	P	P	P	E(R)
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	E	P	P	P	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
February 2018-February 2019

STTC MEMBERS	Entity	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18	10/26/18	12/7/18	1/25/19	2/22/19
Joe Atwood	Hood County	--	--	--	--	--	P	A	P	A	P	P	P
Antoinette Bacchus	Dallas County	P	P	A	A	A	A	A(R)	A	A	P	A	A
Micah Baker	Dallas County	A	A	A	P	P	P	A	P	P	P	A	P
Bryan Beck	Grapevine	P	P	P	A(R)	P	P	P	P	P	P	P	P
Katherine Beck	Fort Worth	P	P	P	A	P	P	P	P	P	A	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	P	A	A	A	P	A	A	A	A	A	A	P
Tanya Brooks	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	P
Curt Cassidy	Mesquite	P	P	P	P	P	P	P	P	P	P	P	P
Ceason Clemens	TxDOT, Dallas	P	P	P	A	P	P	P	P	P	P	P	P
Robert Cohen	Southlake	P	A	A	A	P	A	A	A	A	A	A	A
Kent Collins	Coppell	R	A	R	P	A(R)	P	A	P	P	A	P	A
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	P	P	P	E	P	P
Hal Cranor	Euless	P	P	P	P	A	P	P	P	P	P	A	P
Clarence Daugherty	Collin County	P	R	P	P	P	P	P	P	P	P	P	P
Chad Davis	Wise County	P	P	P	P	P	P	P	P	A	A	P	A
Pritam Deshmukh	Denton	--	--	--	--	--	--	--	--	--	P	P	R
Greg Dickens	Hurst	R	R	A	A(R)	A(R)	A	A(R)	A(R)	A	A(R)	A(R)	A
David Disheroon	Johnson County	A	A	A	P	P	P	A	P	A	P	P	A
Phil Dupler	FWTA	P	P	P	P	P	A	P	P	P	P	P	P
Chad Edwards	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	P
Claud Elsom	Rockwall County	P	P	P	P	P	A	P	P	P	P	P	P
Eric Fladager	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	A
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	P	A	P	P	P	P	A	P	P	P
Ricardo Gonzalez	TxDOT, FW	--	--	--	--	--	--	P	A	P	P	P	P
Gary Graham	McKinney	P	P	P	A	P	P	P	A	P	A	A	A
Tom Hammons	Carrollton	P	P	A	P	A	A	P	A	A	A	A	A
Ron Hartline	The Colony	R	R	A	P	A(R)	A	A(R)	A(R)	A(R)	A	A	P
Kristina Holcomb	DCTA	P	R	E	P	P	P	P	P	P	P	P	P
Matthew Hotelling	Flower Mound	P	P	E	A	A	P	P	P	P	P	P	P
Kirk Houser	Dallas	P	P	P	P	A(R)	A	P	P	P	A	P	P
Terry Hughes	Weatherford	P	P	P	P	P	P	P	P	A	P	P	P
Tony Irvin	DeSoto	--	--	--	--	--	--	--	--	P	P	A	P
Paul Iwuchukwu	Arlington	P	P	P	A	P	A	P	A	P	A(R)	P	P
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A(R)	A	A	A	A
Sholeh Karimi	Grand Prairie	A	P	A	A	A	P	A	A	P	A	P	P
Paul Knippel	Frisco	P	P	P	A	A	A	A(R)	A	A	A	A	A
Chiamin Korngiebel	Dallas	A	A	P	P	P	A	P	P	A	A	A	P
Alonzo Liñán	Keller	P	P	P	P	A	P	P	P	A	P	P	P
Clay Lipscomb	Plano	--	--	--	--	--	--	--	--	--	--	--	P
Paul Luedtke	Garland	P	P	P	P	P	P	P	A(R)	P	A	P	P

P = Present A= Absent R = Represented E= Excused Absence (personal illness, family emergency, jury duty, or business necessity)
-- =Not yet eligible to attend

ELECTRONIC ITEM 11.2

Surface Transportation Technical Committee Attendance Roster
February 2018-February 2019

STTC MEMBERS	Entity	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18	10/26/18	12/7/18	1/25/19	2/22/19
Stanford Lynch	Hunt County	P	A	P	P	P	P	P	P	P	A(R)	P	P
Alberto Mares	Ellis County	P	P	P	P	A(R)	P	A(R)	P	P	P	A	P
Wes McClure	Mesquite	--	--	--	--	--	--	--	P	A(R)	P	P	P
Laura Melton	Burleson	P	A	P	P	A	A	P	P	A	P	P	P
Brian Moen	Frisco	P	A	P	A	A	P	A	P	P	P	E(R)	P
Cesar Molina, Jr.	Carrollton	P	A	A	A	P	A	A	P	A	P	P	P
Mark Nelson	Richardson	--	--	--	--	--	--	--	--	--	P	P	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	A	P	P
Kenneth Overstreet	Bedford	A	A	A	A	A	A	A	P	A	A	A	A
Kevin Overton	Dallas	P	P	P	P	A	P	P	P	A	P	P	P
Dipak Patel	Lancaster	P	P	P	P	P	P	P	P	A(R)	A	P	P
Todd Plesko	DART	P	P	P	A	P	P	A	P	A	P	P	P
Shawn Poe	Richardson	--	--	--	--	--	--	--	--	--	P	P	R
John Polster	Denton County	P	P	P	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	P	P	P	P	P
Bryan G. Ramey II	Duncanville	R	P	R	P	P	P	P	P	P	P	P	P
Lacey Rodgers	TxDOT, Dallas	--	--	--	--	--	--	--	P	P	P	A	P
Greg Royster	DFW Int. Airport	A	P	A	P	P	A(R)	E	P	P	P	P	P
Moosa Saghian	Kaufman County	P	P	P	A	P	A	P	P	P	A	P	A
David Salmon	Lewisville	R	P	P	A(R)	P	P	P	A(R)	P	P	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Brian Shewski	Plano	--	--	--	P	P	P	P	P	A(R)	P	P	P
Jason Shroyer	Addison	--	--	--	--	--	--	--	--	--	P	A	A
Walter Shumac, III	Grand Prairie	P	P	P	P	P	P	P	P	P	P	A	A
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	P	A	E	E	P	A	P	P	A	P	P	P
Chelsea St. Louis	Dallas	P	P	P	P	P	A	P	P	A	P	P	P
Cheryl Taylor	Cleburne	--	--	--	--	--	--	--	P	P	P	P	P
Caleb Thornhill	Plano	P	P	A	P	P	A	A	A	A	P	A	A
Matthew Tilke	McKinney	P	P	P	P	P	P	A	P	A	A(R)	P	P
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Joe Trammel	Tarrant County	--	--	--	--	--	--	--	--	--	P	P	P
Gregory Van Nieuwenhuize	Haltom City	A	P	P	A	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	P	P	P	P	P	P	E	A	P	A(R)	P	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P
Jared White	Dallas	A	P	A	A	A	A	P	P	A	P	A	A
Robert Woodbury	Cedar Hill	R	P	P	P	P	P	P	P	P	P	P	P
John Wright	Greenville	--	--	A	P	P	P	P	A	A	A	P	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

P = Present A= Absent R = Represented
-- =Not yet eligible to attend

E= Excused Absence (personal illness, family emergency, jury duty, or business necessity)

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
February 22, 2019

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 22, 2019, 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: Joe Atwood, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Keith Brooks, Tanya Brooks, Curt Cassidy, Ceason Clemens, John Cordary, Hal Cranor, Clarence Daugherty, Tracy L. Beck (representing Pritam Deshmukh), Phil Dupler, Chad Edwards, Claud Elsom, Chris Flanigan, Ann Foss, Ricardo Gonzalez, Ron Hartline, Kristina Holcomb, Matthew Hotelling, Kirk Houser, Terry Hughes, Tony Irvin, Paul Iwuchukwu, Sholeh Karimi, Chiamin Korngiebel, Alonzo Liñán, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Alberto Mares, Wes McClure, Laura Melton, Brian Moen, Cesar J. Molina Jr., Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Jim Lockart (representing Shawn Poe), John Polster, Tim Porter, Brian G. Ramey II, Lacey Rodgers, Greg Royster, David Salmon, Lori Shelton, Brian Shewski, Randy Skinner, Angela Smith, Chelsea St. Louis, Cheryl Taylor, Matthew Tilke, Joe Trammel, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Nicholas Allen, Melissa Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Natalie Bettger, Sheri Boyd, John Brunk, Lori Clark, Michael Copeland, Brian Crooks, Brian Dell, Cody Derrick, Jeremy Dooley, David Dryden, Kevin Feldt, Brian Flood, Mike Galizio, Austin Gibson, DJ Hale, Jeff Hathcock, Victor Henderson, Rebekah Hernandez, Amy Hodges, Chris Hoff, Tim James, Joseph Johnson, Dora Kelly, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Travis Liska, Erin Moore, Michael Morris, Bailey Muller, Zelma Myers, Jeff Neal, Evan Newton, Vercie Pruitt-Jenkins, Chris Reed, Kyle Roy, Kelly Selman, Shaina Singleton, Rhylee Skowronski, Shannon Stevenson, Ellen Thorneberry, Mitzi Ward, Brendon Wheeler, Cody Wildoner, Amanda Wilson, Brian Wilson, Jing Xu, and Kate Zielke.

1. **Approval of January 25, 2019, Minutes:** The minutes of the January 25, 2019, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.

2. **Consent Agenda:** The following items were included on the Consent Agenda.

   2.1. Clean Fleets North Texas 2018 Funding Recommendation: A recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects was requested. An overview of the Call for Projects was provided in Electronic Item 2.1.1, and a detailed project listing was provided in Electronic Item 2.1.2.

   2.2. Policy Position on Communication with Tribal Nations: A recommendation for Regional Transportation Council (RTC) adoption of the draft RTC Policy Position, P19-01, which supports communication with tribal nations was requested. Background information was provided in Electronic Item 2.2.1, and the proposed RTC Policy Position to Support Communication with Tribal Nations was provided in Electronic Item 2.2.2.

   2.3. Federal-State Partnership for State of Good Repair Program Grant: A recommendation for Regional Transportation Council approval to submit an application to the Federal-State Partnership for State of Good Repair Program was requested. Funding from this grant opportunity will help the region meet overall freight/passenger rail integration. A

copy of the Notice of Funding Opportunity was provided in Electronic Item 2.3.1, and a program overview and possible project candidates were provided in Electronic Item 2.3.2.

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

3. **Director's Update on Federal Actions and Endorsement of Three Infrastructure for Rebuilding America Grant Applications:** Michael Morris provided an update on local and regional implications to a series of federal decisions and actions. In addition, action to endorse the Regional Transportation Council's (RTC) approval of three applications for the Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program was requested. Mr. Morris discussed the results of the recent cash flow stress test due to the partial federal government closure. He noted that the financial revolver created in the event that surface transportation reauthorization was ever delayed was used to pay invoices until federal reimbursements were received. Related to US 75 Technology Lanes, he noted that direction from the Federal Highway Administration division office has been received. North Central Texas Council of Governments (NCTCOG) staff has proposed to Collin County Commissioner Duncan Webb that the county proceed with the introduction of a small toll on US 75 to meet the requirements of 23 USC 166. Commissioner Webb is working with elected officials to reach consensus on the project. He also provided an overview of the North Central Texas Council of Governments (NCTCOG) Unmanned Aircraft Systems (UAS) Safety and Integration Task Force. The goal of the task force is to initiate discussions on how to safely and efficiently integrate UAS into the Dallas-Fort Worth airspace and mitigate reckless UAS operations. Members interested in joining the task force were encouraged to contact staff. Mr. Morris also provided an overview of the Regional Transportation Council's action to approve applications to the 2019 INFRA Discretionary Grant Program. Details were provided in Electronic Item 3. Three project applications were approved by the RTC. The first project is a partnership with the Class 1 railroads that includes seven project locations of double tracking, bridge updates, and similar improvements. For this project, the RTC asked NCTCOG staff to confirm with city council members and staff in the impacted areas that the bridge replacements and track upgrades are supported by the local governments. The second proposed project is the continuation of frontage roads on the IH 30 Lake Ray Hubbard Bridge in Rockwall County that will complete the full 4-mile crossing. This will allow for important redundant capacity when there are incidents on the main lanes, will include bicycle/pedestrian elements consistent with Mobility 2045, and will also set the stage for future general-purpose lanes across the bridge. The third project addresses performance measures for 14 bridges in poor condition on the National Highway System (NHS) to expedite the accomplishment of bridge goals and allow for the region to be the first to have no deficient bridges on the NHS. Projects include seven in the Texas Department of Transportation (TxDOT) Dallas District, three projects in the TxDOT Paris District, and four in the TxDOT Fort Worth District. John Polster asked if the option to remove the pylons and eliminate enforcement on US 75 was still a possibility as opposed to introducing a minimum toll. Mr. Morris discussed the various options for the corridor and noted that Collin County Commissioner Duncan Webb is working to gain consensus in the corridor and that the goal is to have a resolution by the time TxDOT is ready to move forward with the project. A motion was made to endorse the Regional Transportation Council's approval of projects proposed for submittal by the North Central Texas Council of Governments to the 2019 Infrastructure for Rebuilding America Discretionary Grant program: 1) North Texas Multimodal Operations, Velocity, Efficiency and Safety Program; 2) IH 30 Rockwall County Lake Ray Hubbard Bridge; and 3) North Texas Partnership Toward Accomplishment of National Highway System Bridge Performance Goals. Regional Transportation Council approval is contingent on staff

confirmation that directly impacted city councilmembers and city managers' offices for the seven rail projects concur with the proposed projects. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

4. **2017-2018 CMAQ/STBG Funding Program: Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs:** Cody Derrick presented the latest efforts to extend existing and fund new Regional Transportation Council (RTC) Regional Air Quality and Management and Operations programs and projects through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. He noted that the Committee and the RTC consider extending and funding new Air Quality and Management and Operations projects/programs every few years, and the last review occurred in 2014-2015 with projects funded through Fiscal Year (FY) 2018. Through Transportation Improvement Program (TIP) action in 2018, projects were extended into FY2019 if carryover funds were insufficient. The purpose of the effort is to enable staff to respond to certain planning and implementation assistance requests, as well as ensure that projects and programs can continue without interruption in FY2020-2022. Additionally, the effort allows staff to assign resources for RTC priorities and air quality initiatives. The importance of regional air quality projects related to conformity approval was highlighted. Mr. Derrick noted that Regional Air Quality and Management and Operations programs/projects include three types: 1) regional/air quality (vanpool, clean air, traffic signal retiming, etc.), 2) management and operations (Mobility Assistance Patrol, transit operations, etc.), and 3) regional projects/programs (aviation, Freeway Incident Management, data collection, etc.). A summary of the proposed funding for FY2020-2022 was provided and detailed in Electronic Item 4.1. He noted that the initial proposal was for $67.4 million. However, funding for three projects totaling approximately $1.27 million has been removed for a new total of $66.13 million. Additional details on the proposed funding was provided in Electronic Item 4.2. Approximately $15.41 million of carryover funding from existing projects reduced the overall funding need, and a portion of the requested funding is to be used by North Central Texas Council of Governments staff and consultants to implement the regional projects and programs. The balance will be passed through to other agencies in the region for projects like the vanpool program and Mobility Assistance Patrol. A timeline for the effort was reviewed, with action to be requested at the March 22, 2019, Committee meeting and the April 11, 2019, RTC meeting.

5. **2017-2018 CMAQ/STBG Funding Program: Assessment Policy:** Evan Newton presented proposed Assessment Policy Funding Program projects to be funded through the through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. He noted that the purpose of the program is to award CMAQ and STBG funds to projects across the region that include an assessment of transportation projects which provide an economic development component to the adjacent property. In each case, the Regional Transportation Council (RTC) will be repaid for at least a portion of its contribution over time through value capture mechanisms. Projects proposed for this funding effort were highlighted and total approximately $37.1 million. Details were provided in Electronic Item 5.1. Funding totals include proposed RTC grants and loans but does not include engineering funding previously approved by the RTC on the project in the City of Haslet. For the Ferguson Parkway-City of Anna project, staff proposed to fund the engineering phase while other partners are finalized. A repayment proposal for additional funding will be brought back on the future phases of the project. The city expects to utilize a roadway impact fee to target and capture the economic development value of this project. The second project is the southbound frontage road of SH 360 in Grand Prairie. The Texas Department of Transportation (TxDOT) Fort Worth will be the lead agency. Staff proposed to partially fund this project as a grant because it is expected to provide reliability and mobility benefits to this part of corridor. The

remaining portion will be repaid to the RTC since there are economic benefits as well. The City of Grand Prairie will repay half of the RTC's contribution over a proposed 10-year period with an interest rate of 2.4 percent using Tax Increment Financing (TIF). For the Avondale-Haslet Road/Haslet Parkway/Intermodal Parkway project, the City of Haslet will be the implementing agency until the project is turned over to TxDOT Fort Worth for the construction phase. The City of Haslet will repay $6.9 million to the RTC over a proposed 20-year period at 2.4 percent interest using a Tax Increment Reinvestment Zone, with the possibility of a TIF or other mechanism. Michael Morris presented the remaining projects. He discussed efforts to increase transportation accessibility to the Butler Housing area, which is being redeveloped by the private sector. Staff proposed to fund engineering and right-of-way at this time for efforts to connect the area with downtown Fort Worth and increase the value of the property. He noted that a proposal for additional funding for future phases that would include a repayment component from the City of Fort Worth will be brought back at a later time, and that coordination with the City of Fort Worth and the Texas Department of Transportation continues on potential accessibility options in the area. Mr. Morris noted that at this time, there is no equivalent project in the City of Dallas, but that staff proposed engineering funds for a Dallas Central Business District (CBD) project near the area of the potential high-speed rail station in downtown Dallas and an Oak Farms project that includes street car, roadway, and bicycle/pedestrian elements. Staff proposed to fund engineering to determine if transportation options can create a redevelopment opportunity at these locations. If successful, a proposal for additional funding for future phases that would include a repayment component will be brought back at a later date. Funding will be divided among the Dallas CBD high-speed rail station area and Oak Farms project. Evan Newton highlighted the timeline for this effort, which includes proposed action at the March 22, 2019, STTC meeting and the April 11, 2019, RTC meeting. Additional information was provided in Electronic Item 5.2. John Polster discussed previous efforts in which repayment to the RTC did not include interest and asked how these projects were different since a 2.4 percent interest rate is now proposed. Mr. Morris noted that in an initial effort, no interest was charged followed by efforts that included interest of 1 percent above the prime interest rate being received for Regional Toll Revenue funds. He noted that one difference is that comparatively, the new proposed loans have much longer terms and a fixed rate by entities was preferred. Ken Kirkpatrick noted that another consideration was the recapture of net present value.

6. **Community College Partnership:** Shannon Stevenson provided an overview of two new pilot projects related to establishing a partnership with Tarrant County College (TCC) to assist students with transportation needs. In 2018, North Central Texas Council of Governments (NCTCOG) staff met with the Secretary of Housing and Urban Development and the Chancellor of Tarrant County College (TTC) to discuss how transportation is an important factor in the successful transition of disadvantaged population students from high school to college. The collaboration resulted in a commitment for a more holistic approach to assist those in poverty with housing, health and wellness, transportation, and education. Two possible transit pilot projects to improve transportation options for students were proposed. Project A would help provide Trinity Metro transit passes for all TCC students. This effort is currently funded by TCC, but the proposed pilot would provide an alternate funding source and allow TCC to use current funds for additional scholarships. The project is a partnership among NCTCOG, TCC, and Trinity Metro and implementation is anticipated for fall 2019. An estimated $300,000 in Regional Transportation Council (RTC) Local funds is proposed for the two-year program. Project B would provide transit for students between Arlington Independent School District (AISD) campuses, TCC, and the University of Texas at Arlington (UTA), as well as park-and-ride lots. The proposed pilot program would provide transit for students to aid in the successful transition to TCC and UTA. The project is a partnership among NCTCOG, City of Arlington, AISD, TCC, and UTA. An estimated $500,000 in existing Federal Transit Administration funds set aside for transit is proposed for

the two-year program. Implementation is also anticipated for fall 2019. The tentative schedule for this effort was reviewed. Ms. Stevenson noted that partner coordination will continue and that if approved, partners will evaluate the pilot programs for possible expansion in Dallas County next year. She added that action will be requested for approval of the pilot programs at the March 22, 2019, Committee meeting and April 11, 2019, RTC meeting. Additional information was provided in Electronic Item 6.

7. **Congestion Management Process Update:** Mike Galizio presented information on the proposed update to the region's Congestion Management Process (CMP) document. He noted that the document is mandated by federal regulations in urbanized areas with a population exceeding 200,000. The CMP is focused on short-term, lower-cost operational and management strategies such as transportation demand management (TDM) measures, traffic operational improvements, public transportation improvements, and intelligent transportation system (ITS) technologies. In addition, a process to demonstrate that single occupant vehicle (SOV) capacity projects in nonattainment areas are justified and comply with the CMP by integrating congestion management strategies is required. The CMP should be developed, established and implemented as part of the metropolitan transportation planning process. Mr. Galizio highlighted the CMP and how it related to other federally-required documents such as the Transportation Improvement Program and Metropolitan Transportation Plan. He also provided a brief overview of the history of the CMP, which was first adopted as the Congestion Management System in 1994. The current CMP for the North Central Texas region was adopted by the RTC in 2013, and update efforts are now underway. The CMP benefits were highlighted and include analysis of recurring congestion related to commuter traffic, as well as non-recurring congestion related to traffic incidents. Topics to be covered in the next update include whether to keep or update the CMP goals and objectives, expand or reduce the CMP performance measures, maintain or change the CMP network, and other topics. An overview of the CMP update schedule was provided, and additional information can be found online at www.nctcog.org/cmp.

8. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions. She noted that in the previous week, the President signed a bill to avert a government shutdown. The Fiscal Year (FY) 2019 appropriations bill was passed and appropriates $325 billion through September 30, 2019, of which there is $26.5 billion in discretionary budget authority for the United States Department of Transportation. In addition, the bill sets aside $15 million for planning grants for the second year in a row. She also noted that the House Transportation and Infrastructure Committee met on February 6, 2019, and the Senate Commerce, Science, and Transportation Committee met on February 13, 2019, and heard testimony on the importance of transportation funding. Ms. Hernandez also provided an update on the 86th Texas Legislature. She noted that the House Transportation Committee held an organizational meeting on February 13, 2019. The Texas Department of Transportation (TxDOT) provided invited testimony on safety goals, budget, updates to the Unified Transportation Program, and its planning process. The Texas Department of Motor Vehicles discussed the recent sunset process and the Texas Department of Public Safety discussed is license function and the need for a streamlined process. The Senate Transportation Committee will hold is organization meeting on February 27, 2019, and is expected to hear most of the same testimony. Earlier in the month, the Governor addressed both chambers of the Legislature and named his emergency items which include property tax relief, school finance reform, teacher pay raises, school safety, disaster response, and mental health programs. Transportation was not included. Since this announcement, the House and Senate released their versions of a property tax bill. Bill topics of interest were also highlighted. She noted that no actions have been taken, and bills continue to be filed. Regarding air quality, approximately 12 bills related to Texas Emissions Reduction Plan have been filed. Some extend funding, while other bills propose changes such as opening

the program to greater participation or repealing portions of the program. Bills have also been filed that would amend Low Income Repair and Replacement, Assistance Program (LIRAP) and Local Initiative Projects (LIP). Draft language has been developed to modernizing the LIP program and is expected to be filed in the next few days. Related to comprehensive development agreements (CDA), four bills have been filed with one of those that limit TxDOT to two CDAs per year and would require TxDOT to make an effort to first reprioritize and find funding. Additional CDA bills were filed that include projects in various locations throughout the state. She noted that there have also been some bills filed related to tolling, including one that removes system financing. In addition, 23 bills have been filed on high-speed rail that range from amending statute related to conducting surveys or buying land to creating a joint committee in the legislature to evaluate the feasibility of a project. A couple of transportation revenue bills have been filed that would propose to increase the portion of the motor vehicle sales tax that goes to the State Highway Fund, a registration fee for hybrid electric vehicles, as well as others. Related to safety, she noted there are several bills that have been filed regarding cell phones red light cameras. Bills have also been filed related to autonomous vehicles and Unmanned Aircraft Systems. Clarence Daugherty asked if any of the anti-toll bills include provisions for maintenance after the tolls are removed. Ms. Hernandez noted that she had not had an opportunity to review bills for those revisions. John Polster asked if there has been any analysis that shows that if system financing is removed, individual financing would be costlier. Ms. Hernandez noted that she was unaware if those types of conversations have occurred. Michael Morris noted that he believed if system financing is removed, it may also get rid of TxDOT's availability to finance as well. Freeways are system financed by collecting and pooling revenue from many sources. Mr. Polster noted that it is important to make a concerted effort to educate elected officials on the consequences of that action. Staff will continue to provide updates to members throughout the legislative session. No action was requested for this item.

9. **AirCheckTexas Vehicle Repair and Replacement Program Update:** Dora Kelly provided an update on the AirCheckTexas Vehicle Repair and Replacement Program. The program was established in 2002 to assist low-to-middle income residents repair and replace vehicles that fail inspection or that are ten years old or older. The program is available to residents and nine participating counites and has been funded with the $6 fee collected on all 1996 or newer vehicle registrations. As the administrator of the program, the North Central Texas Council of Governments (NCTCOG) has processed over 130,000 applications, repaired or replaced over 71,000 vehicles, and assisted in providing incentives in the amount of $121 million which has accomplished significant emission reduction benefits. Ms. Kelly noted that in 2015 an attempt to modernize the program was vetoed by the Governor, and at that time all participating counties discontinued collection of the $6 fee from vehicle registrations that funded the program. NCTCOG has been able to maintain operations of the program using carry funds that will expire at the end of Fiscal Year (FY) 2019. As a result, the program will be closed. The last day applications will be accepted for the AirCheckTexas program will be April 8, 2019, and expenses must be incurred by June 28, 2019. Unspent carryover funds, expected to be approximately $18.3 million, will be returned to the State until the Legislature determines appropriate direction for the dedicated funds. The RTC Legislative Program for the current session includes support of legislation to reinstate the appropriation of dedicated revenues to the Low Income Repair and Replacement, Assistance Program (LIRAP) and Local Initiative Projects (LIP) through a restructured and modernized program focused on transportation and air quality improvements. Support has been requested for HB 1, which includes approximately $89 million for LIRAP/LIP. In addition, a bill has been drafted and is expected to be filed in the next several days to modernize and increase flexibility in LIP, as well as provided an overview of current LIP efforts that include emissions enforcement, clean vehicle incentives, transportation system improvements, and other air quality programs. Clarence Daugherty noted the veto of legislation in the last session and asked if the program was still

operational. Mr. Morris noted that staff has been operating the program using carry over funds, which will expire in FY2019. A close out of the program funding will be provided to participating counties. John Polster asked which members of the legislative delegation entities should contact for support. Members were asked to contact NCTCOG staff.

10. **Metropolitan Transportation Plan Policy Bundle-Round 3:** Brian Crooks presented an overview of the third round of the Metropolitan Transportation Plan (MTP) Policy Bundle. The MTP Policy Bundle program was created to encourage entities to voluntarily adopt at least 50 percent of the list of policies identified in Mobility 2045. By voluntarily adopting these policies, participating entities will receive Transportation Development Credits (TDC) to offset the required local match on federally funded transportation projects. Only new projects that will have federal transportation funds are eligible, with some exceptions. For Fiscal Year (FY) 2019, interested entities must submit an online application at www.nctcog.org/trans/mtp/policybundle/. For those wishing their applications to be reviewed and comments provided by staff, the deadline is March 15, 2019. The final deadline for submittal of a complete application, including all comments, is April 15, 2019. Mr. Crooks noted that if an entity has already been awarded TDCs, those TDCs expire one year after award and must be programmed in the Transportation Improvement Program (TIP) or allocated to projects through a call for projects or other funding initiative prior to the end of the fiscal year. Otherwise, the TDCs will be returned to the regional TDC pool. Entities that have candidate projects they would like to have considered for funding should contact a member of the TIP team. Mr. Crooks clarified that if an entity has previously been awarded TDCs through the policy bundle, it must reapply and resubmit an application to be eligible to receive new TDCs. Additional information was provided in Electronic Item 10.

11. **Gentrification Study:** Travis Liska presented information on the North Central Texas Council of Governments (NCTCOG) report reviewing public policy and research on addressing gentrification and the related unintended negative outcomes for vulnerable populations as a result of economic development/redevelopment. The report is intended to discuss and define gentrification in the region, the role of infrastructure investment, provide examples of policy and legislation form across the country, and provide a resource to partner agencies to help with the achievement of more equitable outcomes. He noted that the report uses the following definition that "Gentrification is the process by which higher-income households displace lower-income residents of a neighborhood, changing the essential character and flavor of that neighborhood." Transportation investments help the region's economy, but there must also be equitable revitalization. Strategies for creating and maintaining affordable housing, as well as empowering communities are explored in the document. Mr. Liska highlighted the strategies that are applicable to cities, counties, regions, and the State and include inclusionary zoning, property tax strategies, neighborhood plans, and others. Finally, the report also includes general recommendations that encourage public partners to plan and prepare for neighborhood change including education, coordination with communities, legislation, and adoption of policies. The full report is available at www.nctcog.org/housing. Members were encouraged to provide comments to staff, and Michael Morris noted options for a path forward that could include training or a gentrification element included with funding investments made by the Regional Transportation Council. Additional information was provided in Electronic Item 11.

12. **Fast Facts:** Natalie Bettger encouraged members to complete the North Texas Mobile Application Survey at www.surveymoney.com/r/9HWMQBY. In addition, she noted a workshop is scheduled for March 29, 2019, at 10 am to share the results of the survey and discuss transportation apps used by the North Central Texas Council of Governments (NCTCOG) and entities in the region.

Bailey Muller highlighted current air quality funding opportunities for vehicles. She noted that the State electric vehicle rebate has less than 100 rebates remaining available. Additionally, she noted that NCTCOG anticipates it will submit an Environmental Protection Agency Clean Diesel Grant and asked entities with projects it would like to see included to contact staff. Additional information was provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

Ms. Muller also highlighted upcoming Dallas-Fort Worth Clean Cities events. She noted that on February 26, NCTCOG will be hosting a webinar on fleet efficiencies through telematics. Members can view additional information, as well as register online at www.dfwcleancities.org/dfw-clean-cities-meetings.

In addition, Ms. Muller noted that the Dallas-Fort Worth Clean Cities annual survey was underway and encouraged members to submit their reports by the deadline. Details were provided at www.dfwcleancities.org/annualreport.

Ms. Muller also discussed the Regional Energy Survey, which is related to SB 898 from the 82nd Texas Legislature which requires State agencies and others to report energy data to the State every year. Details were provided in Electronic Item 12.1.

Tara Bassler noted efforts have begun on the development of the FY2020 and FY2021 Unified Planning Work Program (UPWP). The document is prepared in cooperation with transportation partners every two years and identifies the transportation and related air quality planning activities that NCTCOG staff will carry out using federal planning funds. Letters will be sent to local governments and transportation partners in the 12-county planning area boundary seeking their ideas on regional projects for consideration by NCTCOG, as well as areas where specific technical assistance may be needed. Responses are requested by March 22, 2019. She noted that the effort is for planning projects only. Engineering or design services are not eligible for UPWP funding, nor construction. These types or projects are considered in the development or modification of the Transportation Improvement Program.

Carli Baylor noted that minutes from the January 14-February 12 online comment opportunity were provided in Electronic Item 12.2. No direct public comments were received.

Ms. Baylor also noted that a public meeting is scheduled for March 11, 2019, at the North Central Texas Council of Governments. A copy of the announcement was distributed at the meeting in Reference Item 12.6. Topics will include funding initiatives, as well as updates on the AirCheckTexas program and start of 2019 ozone season.

Victor Henderson noted that the Public Comments Report, provided in Electronic Item 12.3, included general comments received from the public from December 20, 2018, through January 19, 2019. The majority of comments were related to the opening and operation of TEXRail and expansion of transit.

The current Local Motion was provided in Electronic 12.4, and transportation partner program reports were provided in Electronic Item 12.5.

13. **Other Business (Old and New):** There was no discussion on this item.

14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 22, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.

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

April 2019

Calendar

April 3, 8:30 am
TRTC Meeting
Fort Worth Central Station
1001 Jones St.
Fort Worth, TX 76102

April 5, 11 am
DRMC Meeting
North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

April 8, 2:30 pm
Public Meeting
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

April 11, 1 pm
Regional Transportation Council
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

April 26, 1:30 pm
Surface Transportation Technical Committee
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

North Central Texas Council of Governments

Regional agreement moves US 75 forward

US Highway 75 in Collin County will soon become more free-flowing, thanks to a breakthrough agreement to add capacity to the crucial north-south freeway.

A plan to improve reliability along a stretch of US 75 between the Sam Rayburn Tollway and Interstate Highway 635 will be moving forward after an agreement was reached between local officials and the Federal Highway Administration. The corridor's under-used high-occupancy vehicle (HOV) lanes (one in each direction) will effectively become general-purpose lanes, although during a narrow window of the time, a small toll will be required.

Because the HOV lanes were built with funding through the Congestion Mitigation and Air Quality Improvement Program, current federal law dictates that they cannot become pure general-purpose lanes. Federal law requires that they must retain an HOV component with the ability for HOV users to move at reasonable speeds.

Officials from the North Central Texas Council of Governments and Texas Department of Transportation met with staff from FHWA to move the project forward. The agreement calls for the lanes to be general purpose (no toll, no HOV requirement) a majoriy of the time, but to charge southbound single-occupant vehicles (SOVs) using the lane a minimal toll for selected hours weekday mornings and northbound SOVs using the lane a small toll for selected hours weekday evenings.

Vehicles with two or more occupants will be able to use the new lanes without being charged the small toll. The lanes will remain open as non-tolled general-purpose lanes for the rest of the day and weekends, operating around the clock.

TxDOT is completing an environmental review of the corridor and will be ready to begin transition of the HOV lanes in 2019.

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.

Spring outreach season in full swing

The NCTCOG Transportation Department kicked off spring outreach season Saturday, March 30 when staff members visited Fort Worth's Panther Island Pavilion for Earth Party.

Each spring, the department participates in outreach events to talk with North Texans about regional transportation and air quality.

NCTCOG's outreach efforts will continue throughout April, beginning with Brookhaven College's Earth Day Fest on April 3 and concluding with EarthX at Fair Park in Dallas April 26-28.

Spring outreach season is underway and continues through April 28.

At each event, NCTCOG will provide information on its planning efforts, visiting with residents about transportation and air quality programs such as Air North Texas, Try Parking It, aviation education and sustainable development. Air quality is an important component of transportation planning in Dallas-Fort Worth because 10 counties are in nonattainment for ozone and are working to reach compliance with federal standards. For more information, visit www.airnorthtexas.org.

EarthX hosts sirens, schools and shippers workshop April 26

Join the Dallas-Fort Worth (DFW) Clean Cities Coalition, Transportation Energy Partners, and NAFA Fleet Management Association at EarthX, one of the nation's largest Earth Day festivals, on April 26 for a half-day workshop aimed at promoting fleet efficiency in the emergency response, school bus, and delivery truck sectors.

Attendees will have the opportunity to learn directly from peers in these represented industries and hear how to implement clean vehicles and efficiency practices in their communities. Industry leaders will provide their expertise on the financial and environmental benefits, overcoming barriers and strategies for deploying new technologies.

Fleet managers, purchasing officials, sustainability staff and all other interested professionals are encouraged to attend. Join us and be part of the effort to make North Texas a national leader in sustainable transportation. For more information and to register, visit www.dfwcleancities.org/earthxworkshop.

SYSTEM RELIABILTY

Congestion management update underway

NCTCOG has begun updating the region's Congestion Management Process documentation to measure congestion and identify strategies to address congestion on the busiest roadway corridors.

Required for urbanized areas with populations over 200,000, the CMP typically focuses on lower-cost options to reduce congestion.

Examples are:

- Demand management strategies
- Operational improvements to traffic
- Public transportation enhancements
- Intelligent Transportation Systems technologies

NCTCOG will coordinate with its agency partners to develop performance measures and to identify the most appropriate strategies to alleviate both recurring and non-recurring congestion.

The current CMP for North Texas was adopted by the RTC in 2013. The RTC is expected to consider approval of the CMP update by the end of the year. The current CMP and other related resources are available at www.nctcog.org/cmp.

Apply for AirCheckTexas assistance by April 8

AirCheckTexas Drive a Clean Machine, a program that has helped more than 71,000 motorists repair or replace their vehicles since 2002, is winding down. The last day to apply for assistance is April 8. Motorists whose vehicles failed the emissions portion of the annual State inspection within the past 30 days or are at least 10 years old are eligible for assistance if they meet certain income requirements. A family of four with an annual household income of $77,250 or less, for example, can qualify for assistance. For more information on the program, including the income requirements, visit www.aircheckttexas.org.

511DFW app upgraded to enhance experience

The region's leading app and website for providing road condition information, 511DFW, received an upgrade in March to improve the user experience. With the improvements, users can quickly access free real-time information on traffic and transit conditions in both English and Spanish. The app also now allows users to access and integrate their personalized My511 account, previously a website-only feature. My511 lets users save frequent trips. As a privacy feature, users can travel to intersections rather than specific destinations.

Other website-only features now available on the app include access to a customizable map, live dynamic message signs (the electronic information signs with traffic updates along highways), and highway cameras that refresh with photos of live traffic at least every five minutes. These features mean users can now scope out their trip before they leave for a destination. Information on traffic speeds for freeways and arterials, weather alerts, bus stops, crashes, road construction, and current and upcoming events impacting traffic are still available on the app. Motorist assistance information for freeways can also be found on the app.

The upgrades to 511DFW still use travel data from other apps, including Google Maps, Apple Maps and Waze to maximize the user experience. The 511DFW app is available in the App Store or on Google Play. Although the app requires a smart phone, anyone with a phone can still call 511 to get the latest traffic information. Visit www.511dfw.org to learn more.

Transportation Resources

Facebook
Facebook.com/nctcogtrans

Twitter
Twitter.com/nctcogtrans

YouTube
YouTube.com/nctcogtrans

Instagram
Instagram.com/nctcogtrans

Publications
NCTCOG.org/trans/outreach/publications.asp

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Partners

Dallas Area Rapid Transit
DART.org

Denton County Transportation Authority
DCTA.net

North Texas Tollway Authority
NTTA.org

Texas Department of Transportation
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

200,000

Metropolitan areas with populations above 200,000 are required to have a Congestion Management Process. Dallas-Fort Worth's CMP will soon be updated.

Public to hear long-term planning updates April 8

NCTCOG will host a public meeting in April to provide updates on several transportation planning efforts, including the 10-Year Plan, the 2019 Congestion Management Process, a status report on Mobility 2045 and the 511DFW Traveler Information System. The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive, at 2:30 pm Monday, April 8.

NCTCOG helps maintain and manage funding for transportation projects in the Dallas-Fort Worth region. In December 2016, the RTC approved a 10-Year Plan identifying major projects to be implemented in the region by fiscal year 2026. An updated draft of the project list continuing through FY 2029 and details on the project scoring process will be presented for review and comment.

Additionally, federal regulations mandate urbanized areas with populations over 200,000 must implement and maintain a Congestion Management Process for measuring transportation congestion levels and prioritizing management strategies. Staff will present a brief overview of federal CMP requirements as well as elements and topics to be considered in the CMP update.

Staff will also provide a status report on Mobility 2045, the long-term vision for the region's transportation system. The Metropolitan Transportation Plan guides spending of federal and State transportation funds and includes funding for highways, transit, bicycle and pedestrian facilities, and other programs that reduce congestion and improve air quality. Finally, the meeting will include a demonstration of the 511DFW Traveler Information System, which provides information for the region related to freeways, toll roads, city streets and transit trip planning.

Information on the 2019 spring outreach season, Regional Smoking Vehicle Program and Mobility 2045 administrative revisions will also be highlighted. To watch the meeting online, click the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

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