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<tr>
<td>Allen</td>
<td>FYA project</td>
<td>Install the FYA display at 38 intersections.</td>
<td>City of Allen</td>
<td>Reduce fuel use, improve arterial operations and mobility</td>
<td>$300K</td>
<td>No</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>Allen</td>
<td>Fiber Optic Communication Ring</td>
<td>Construct a fiber optic ring for communication.</td>
<td>City of Allen</td>
<td>Multi-City department use. Improve traffic operations and reliability.</td>
<td>$5M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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</tr>
<tr>
<td>Allen</td>
<td>Upgrade wireless communication network</td>
<td>This project will replace the local controller communication to the backhaul network with modern equipment.</td>
<td>City of Allen</td>
<td>This project will enhance the communication network to the local signal controllers and improve reliability to the system.</td>
<td>$200K</td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>Allen</td>
<td>Upgrade traffic signal controller cabinet</td>
<td>This project will replace 50 intersections to TS-2 cabinets.</td>
<td>City of Allen</td>
<td>This project will provide enhanced diagnostics, and will openly support the FYA display operation for improved traffic mobility.</td>
<td>$1M</td>
<td>No</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>Allen</td>
<td>CCTV camera</td>
<td>This project will construct up to 60 CCTV cameras at strategic locations. Priority will be on major arterials.</td>
<td>City of Allen</td>
<td>This project will enhance first response teams, traffic engineering, and regional incident management.</td>
<td>$400K</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Allen</td>
<td>BBUs</td>
<td>This project will replace 10 and install 20 battery backup units.</td>
<td>City of Allen</td>
<td>Provide real-time signal control during power outages. This will improve safety, increase operations, and keep mobility in tact during power outage or signal maintenance times.</td>
<td>$150K</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Allen</td>
<td>TMC construction</td>
<td>This project will update the traffic management center.</td>
<td>City of Allen</td>
<td>This project will provide a central point for traffic management operations.</td>
<td>$0.5M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Arlington</td>
<td>Install PTZ Cameras</td>
<td>Install traffic monitoring cameras at 68 locations in the city as part of the City's advanced transportation management system for congestion/incident detection, verification and mitigation.</td>
<td>City, TxDOT, NCTCOG</td>
<td>Improved congestion/incident verification and mitigation</td>
<td>$1M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Arlington</td>
<td>Install Arterial DMS</td>
<td>Install arterial dynamic message signs at 31 locations citywide as part of the City's advanced transportation management system.</td>
<td>City, TxDOT, NCTCOG</td>
<td>Providing motorists information regarding congestion, roadway condition, construction or incidents before they encounter it would enable them to make critical decisions that would reduce travel time and minimize congestion.</td>
<td>$9.3M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Arlington</td>
<td>Adaptive Control</td>
<td>Install software and traffic signal infrastructure required for adaptive control at critical and saturated intersections that allows the traffic signal controller to dynamically adjust the splits based on real-time traffic conditions.</td>
<td></td>
<td>Provides a more equitable distribution of green time. Reduces accidents and delay by reducing traffic backups. Improves efficiency &amp; operations at traffic signal intersections.</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>Mid-Term</td>
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<td>Arlington</td>
<td>ATMS Upgrade</td>
<td>This project will upgrade the central traffic management system to allow for the incorporation of additional various traffic data streams - adaptive signal timing, advanced pre-emption response, arterial DMS sign control, city wide ptz camera controls, reversible lane control, school zone flasher controls, waze road closures, connected and automated vehicles and others.</td>
<td>City, TxDOT, NCTCOG</td>
<td>This project will enhance the capabilities of the Traffic Management Center and provide for better coordination between police, fire, and traffic control. It will improve the performance of the overall traffic system providing numerous benefits to residents including reduced congestion, reduced travel time, incident management, and advanced warnings.</td>
<td>$2M</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Arlington</td>
<td>Matlock Reversible Lanes Arterial Management</td>
<td>Install Reversible Lane system including installation of detection, communications, DMS, CCTV and dynamic lane assignment signs on the Matlock Road corridor to allow for reversible lane operations to accommodate peak hour traffic and mitigate incidents and congestion.</td>
<td>City, TxDOT, NCTCOG</td>
<td>Providing motorists with additional lanes based on time of day and direction of travel to accommodate heavy traffic volumes which in turn would reduce travel time and minimize congestion during the peak travel hours of the day. Allows for increased capacity within constrained ROW limits.</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Arlington</td>
<td>Roadside Units for Connected Vehicles</td>
<td>Install roadside units for connected vehicles (V2X) at approximately 250 locations on selected corridors in the city.</td>
<td>City, TxDOT, NCTCOG</td>
<td>Enables implementation of V2V and V2I in the city as the technology matures and becomes affordable. Motorists will derive the associated safety benefits from this implementation.</td>
<td>$1.5M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Burleson</td>
<td>ATMS Central Software and Signal Control Upgrades</td>
<td>This project will install a central system software with licenses up to 50 signalized intersections, replace 41 legacy controllers, and install a cellular communications network. The City currently does not have an ATMS and will be taking over control of TxDOT maintained signals.</td>
<td>City, TxDOT, NCTCOG</td>
<td>This project will advance the level of control of intersection operations, collect performance measures, and improve arterial mobility along SH 174.</td>
<td>$950K</td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>Burleson</td>
<td>Communication to regional network (TxDOT)</td>
<td>This project will establish wireless to fiber optic communication link to TxDOT at the intersection of SH 174 at Summercrest. This is where TxDOT's fiber stops. This link will provide a C2C connection between the ATMS and TxDOT through partner firewall and network router.</td>
<td>City, TxDOT, NCTCOG, Adjacent Cities</td>
<td>This project will enhance the communication network to the local and regional signal controllers and improve reliability to the system.</td>
<td>$300K</td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
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<td>Burleson</td>
<td>Upgrade Vehicle Detection (Phase 1 &quot;On-System&quot;)</td>
<td>Upgrade detection along SH 174 at 13 signalized intersections with advanced vehicle detection technologies.</td>
<td>City, TxDOT</td>
<td>Improves vehicle detections by capability of monitoring the performance of vehicle detection, adjustment of detection zones and ability to conduct vehicle and turning movement counts.</td>
<td>$330K</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Burleson</td>
<td>Upgrade Vehicle Detection (Phase 2 &quot;Off-System&quot;)</td>
<td>Replace existing loop detectors at 15 signalized intersections with advanced vehicle detection technologies.</td>
<td>City, TxDOT</td>
<td>Improves vehicle detections by capability of monitoring the performance of vehicle detection, adjustment of detection zones and ability to conduct vehicle and turning movement counts.</td>
<td>$380K</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Burleson</td>
<td>Install Arterial DMS</td>
<td>Install arterial dynamic message signs at 2 locations citywide as part of the City's advanced transportation management system.</td>
<td>City, TxDOT</td>
<td>Providing motorists information regarding congestion, roadway condition, construction or incidents before they encounter it would enable them make critical decisions that would reduce travel time and minimize congestion.</td>
<td>$265K</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
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<tr>
<td>Burleson</td>
<td>Install PTZ Cameras (Phase 1)</td>
<td>Install 16 PTZ cameras at SH 174 intersections to monitor traffic congestion and incidents near intersections</td>
<td>City</td>
<td>This project will enhance first response teams, traffic engineering, and regional incident management.</td>
<td>$150K</td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>Burleson</td>
<td>Install PTZ Cameras (Phase 2)</td>
<td>Install 18 PTZ cameras at other City intersections to monitor traffic congestion and incidents near intersections.</td>
<td>City</td>
<td>This project will enhance first response teams, traffic engineering, and regional incident management.</td>
<td>$150K</td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>Burleson</td>
<td>Adaptive Control/Performance Measures/Travel Time Analytics</td>
<td>Install software to compliment the ATMS central software for adaptive control, performance measures, and travel time analytics along SH 174. This is an integrated software to compliment the ATMS for 13 signalized intersections along SH 174.</td>
<td>City</td>
<td>Infrastructure and software to promote performance based traffic signal system management. Allow performance based corridor management. Detect changes in travel times and travel time reliability allowing staff to proactively adjust the traffic signals.</td>
<td>$380K</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Burleson</td>
<td>ATMS Video Wall and TMC</td>
<td>Install video display wall and video management software at TMC to disseminate video feeds across City Departments. Integrate 36 cameras listed above and allow for future growth of the camera network.</td>
<td>City</td>
<td>Increase the ability to monitor and identify problem areas in traffic flow and incidents. Potentially integrated into C2C for regional information sharing. Looking for COTS VMS solution.</td>
<td>$500K</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Carrollton</td>
<td>Intersection Vehicle Detection</td>
<td>This project identifies intersections on regionally significant arterials to upgrade video or radar detection with ability to remotely view intersection video and/or provide traffic count data.</td>
<td>City of Carrollton</td>
<td>Reduce fuel use, improve arterial operations and mobility, provide traffic count information for improved signal timing and Arterial management</td>
<td>$350K</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Carrollton</td>
<td>Central Traffic Management Software</td>
<td>This project will upgrade Carrollton's Central Traffic Management Software.</td>
<td>City of Carrollton</td>
<td>Project improves abilities to remotely manage signal timing by replacing end of life Central Traffic Management software (Actra). Reduce fuel use, improve arterial operations and mobility.</td>
<td>$200K</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Carrollton</td>
<td>Signal Controller Battery Backup Units</td>
<td>Installation of Battery Backup Units for Signals along regionally significant arterials.</td>
<td>City of Carrollton</td>
<td>Increased reliability of local signals. Provide power during storms and/or power loss situations</td>
<td>$150K</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Carrollton</td>
<td>Adaptive Signal Control</td>
<td>Installation of an Adaptive Signal Control System along one regionally significant arterial section.</td>
<td>City of Carrollton</td>
<td>Reduce fuel use, improve arterial operations and mobility</td>
<td>$200K</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Carrollton</td>
<td>Communication to regional network (NTTA)</td>
<td>This project will construct a wired or wireless communication link among several regional agencies, including NTTA.</td>
<td>City of Carrollton, NTTA, Adjacent Cities</td>
<td>This project will enhance the communication network to the local and regional signal controllers and improve reliability to the system</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Carrollton</td>
<td>ATMS Upgrade</td>
<td>This project will upgrade communications with signals citywide for coordination of signals along regionally significant arterials.</td>
<td>City of Carrollton</td>
<td>This project will enhance the communication network to the local signal controllers and improve reliability to the system</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Coppell</td>
<td>Regional data sharing</td>
<td>This project will provide center-to-center communications between regional agencies for the purpose of sharing data between TMC's.</td>
<td>TxDOT, NTTA, Cities of Coppell, Lewisville, Irving, Grapevine, Carrollton, Dallas</td>
<td>Improved coordination to provide traveler information on local corridors</td>
<td>$0.5M</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
<td></td>
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<tr>
<td>Coppell</td>
<td>Conversion of Traffic Signals to new standard</td>
<td>This project will convert the City's existing NEMA TS1 120V cabinets to ATC 48V for the purposes of reduced power consumption and enhanced safety.</td>
<td>City of Coppell</td>
<td>Power savings</td>
<td>$0.7M</td>
<td>No</td>
<td>No</td>
<td>Long-Term</td>
<td></td>
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<tr>
<td>Coppell</td>
<td>Enhance traffic operations on strategic regional facilities</td>
<td>This project will provide regional traffic management along the Denton Tap! S. Belt Line Corridor, Freeport Parkway, MacArthur, and Sandy Lake roadways. This project will include enhanced traffic operations strategies to reduce congestion, enhance mobility, reduce emissions, and reduce fuel usage.</td>
<td>Cities of Coppell, Lewisville, Irving, Dallas</td>
<td>Improved coordination along corridor</td>
<td>$2.5M</td>
<td>No</td>
<td>Partial</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Coppell</td>
<td>Local Traffic Signal Control Upgrade</td>
<td>This project will upgrade 35 traffic signal controllers, central management software, and network communication hardware</td>
<td>City of Coppell</td>
<td>This project will include performance metrics and the ability to provide data for regional data sharing.</td>
<td>$0.5M</td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>Coppell</td>
<td>Construct CCTV cameras at strategic locations along routes of regional significance</td>
<td>Install approximately 20 CCTV Cameras along IH 635, SRT (Hwy 121) Beltline and other similar routes</td>
<td>City of Coppell, TxDOT, City of Irving</td>
<td>This project will provide real-time surveillance</td>
<td>$150K</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
<td></td>
</tr>
<tr>
<td>Coppell</td>
<td>Hazardous weather traffic management</td>
<td>This project will install RWIS throughout the city for the purpose of collecting real-time weather data.</td>
<td>City of Coppell</td>
<td>This project will provide coordinate with the City's snow removal staff</td>
<td>$300K</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
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<td>Denton</td>
<td>Fiber Optic ITS Deployment Phase 1</td>
<td>Construction of fiber optic based ITS communication network</td>
<td>City, TxDOT, NCTCOG</td>
<td>Phase 1 deployment to connect 36 of the City's 116 existing traffic signals, video to TMC, TxDOT fiber and participate in NCTCOG's fiber sharing framework. TMC to traffic signal communications with video will enhance the safety of the public, streamline incident response, and assist responders.</td>
<td>$1.57M</td>
<td>Yes</td>
<td>Yes (TIP project NP-IT036)</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>Denton</td>
<td>Fiber Optic ITS Deployment Phase 2</td>
<td>Construction of fiber optic based ITS communication network</td>
<td>City, TxDOT, NCTCOG</td>
<td>Fills in network gaps after Phase 1 ITS system completion, connecting to additional traffic signals, enhanced management capability, and allowing video, detector, travel time, and other data to be transferred to City's TMC. Phase 2 is considered a medium-term deployment and will consist of approximately 37 miles of fiber optic cable which will connect most of Denton's urban arterial network to the ITS network.</td>
<td>$6M (preliminary estimate)</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Flower Mound</td>
<td>Center-to-Center Communications</td>
<td>Communications between TMC's</td>
<td>TxDOT, Town</td>
<td>Improved coordination to provide traveler information on system roadways within the Town</td>
<td>TBD</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Flower Mound</td>
<td>ATC Controller Upgrade</td>
<td>Replace/Upgrade 65 Controllers to latest technology.</td>
<td>Town</td>
<td>Latest technology, better performance, ability to use unique phasing and timing techniques</td>
<td>$162.5K</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Flower Mound</td>
<td>MMU Communication</td>
<td>Replace 35 MMU's</td>
<td>Town</td>
<td>Real Time Comm switch MMU's. Ability to pull history logs instantly from central location</td>
<td>$42K</td>
<td>No</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>Flower Mound</td>
<td>Fiber Backbone Installation</td>
<td>Install initial Fiber Backbone along Major Streets and connection to some major intersections/corridor.</td>
<td>Town (Public Works and PD), Real Time Traveler Information Network</td>
<td>Set the ground work for Increase Bandwidth, Provide ability for PD to monitor for Incidents and pass along to Regional Traveler Information System</td>
<td>$0.6M</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>Flower Mound</td>
<td>Fiber Links to all Intersections</td>
<td></td>
<td>Town (Public Works and PD), Real Time Traveler Information Network</td>
<td>Same as backbone with the ability to add more equipment to monitor traffic and roadway conditions in real time</td>
<td>TBD</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
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<tr>
<td>Flower Mound</td>
<td>PTZ Cameras</td>
<td>Install PTZ Cameras at 40 locations.</td>
<td>Town (Public Works and PD), Real Time Traveler Information Network</td>
<td>Increase the ability of the Police Department and Public Works for Traffic Incident Management and then be able to pass along that information to the Regional Traveler Information System</td>
<td>$125K</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Flower Mound</td>
<td>ATMS Video Wall and TMC</td>
<td>Install Video Display Wall and software at TMC.</td>
<td>TxDOT, Town</td>
<td>Increase the ability to monitor and identify problem areas in traffic flow and incidents. Potentially integrated into C2C for regional information sharing</td>
<td>$200K</td>
<td>Partial</td>
<td>No</td>
<td>Short-term</td>
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<tr>
<td>Flower Mound</td>
<td>ATMS Video Wall at PD</td>
<td>Install Video Display Wall and software at Police Department.</td>
<td>TxDOT, Town</td>
<td>Increase the ability to monitor for traffic incidents. Provide information to Regional Traveler Information System. Funding assumes that TMC already has video management software purchased</td>
<td>$150K</td>
<td>Partial</td>
<td>No</td>
<td>Mid-Term</td>
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<td>Flower Mound</td>
<td>ATMS Video Wall at New EOC (part of New building construction)</td>
<td>Install Video Display Wall and software at new EOC</td>
<td>TxDOT, Town</td>
<td>Increase the ability to monitor for traffic incidents. Provide information to Regional Traveler Information System. Funding assumes that TMC already has video management software purchased</td>
<td>$200K</td>
<td>Partial</td>
<td>Yes</td>
<td>Mid-Term</td>
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<tr>
<td>Flower Mound</td>
<td>Video connection and/or AVL for the EMS between accident scene and surrounding hospitals</td>
<td>Allow for a system integration between emergency services and participating hospitals to provide advance knowledge to hospital to reduce amount of time spent between arrival of EMS and treatment.</td>
<td>TxDOT, Town, Emergency Services, Participating Hospitals</td>
<td>Provide on scene video information to attending emergency room prior to arrival of EMS to the hospital, preparations for better care can begin prior to patient arriving at the ER. AVL would provide a visual on how far out EMS is before arriving at the hospital. Could be used with CareFlight as well.</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>Long-Term</td>
<td></td>
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<tr>
<td>Flower Mound</td>
<td>Road Weather Sensors at critical bridges</td>
<td>Provide communication and equipment to provide road weather information, especially icy conditions, back to TMC and provide alerts to PW staff and traveling public.</td>
<td>TxDOT, Town</td>
<td>Provide information through C2C to update Road conditions. Provide near real time pavement conditions to Public Works for deployment of sanding and other response vehicles.</td>
<td>TBD</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
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<tr>
<td>Flower Mound</td>
<td>Portable Dynamic Message Boards with wireless communication capabilities</td>
<td>Provide communication to the traveling public on roadway hazards such as road closures etc.</td>
<td>TxDOT, Town, Other Communities</td>
<td>Provide communication to the traveling public on roadway hazards. Could be used by other communities when not in use by the Town for emergency situations, i.e. flooding situation elsewhere.</td>
<td>$60K</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Flower Mound</td>
<td>Travel Time Vehicle Probe Data</td>
<td>Allow for travel time data collection.</td>
<td>TxDOT, Town</td>
<td>Provide a way to monitor travel time information for performance measures and incident management.</td>
<td>TBD</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
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<tr>
<td>Flower Mound</td>
<td>FYA project</td>
<td>Install the FYA display at 40 intersections.</td>
<td>Flower Mound</td>
<td>Reduce fuel use, improve arterial operations and mobility</td>
<td>$320K</td>
<td>No</td>
<td>Partial</td>
<td>Mid-Term</td>
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<tr>
<td>Flower Mound</td>
<td>Preemption</td>
<td>GPS based preemption for emergency services.</td>
<td></td>
<td>System will better clear queued traffic reducing response times. Also can improve traffic operations by adjusting the traffic signal's response to an emergency vehicles based on the route of the emergency vehicle.</td>
<td>$400K</td>
<td>No</td>
<td>Partial</td>
<td>Mid-Term</td>
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<tr>
<td>Fort Worth</td>
<td>Central System Software</td>
<td>Advanced Traffic Management System that enables staff remote monitoring and management of traffic, equipped with Adaptive Traffic Control, Transit Priority, Video Management, etc.</td>
<td>TxDOT, NTTA, City, DFW 511</td>
<td>Improved coordination to provide traveler information on interstate corridors.</td>
<td>$2.5M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>Fort Worth</td>
<td>Communication Network Expansion</td>
<td>Communication between TMC and signalized intersections.</td>
<td>TxDOT, NTTA, City, DFW 511</td>
<td>Ability to monitor and manage traffic in real-time and sharing of video and data with other agencies.</td>
<td>$15M</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>Fort Worth</td>
<td>Signal Controller and Cabinet upgrade - CBD</td>
<td>Upgrade signal controllers &amp; cabinets to be compatible with new system.</td>
<td>TxDOT, City, Trinity Metro</td>
<td>The new controllers and cabinets would be compatible with the new central system; capable of identifying signal failure.</td>
<td>$2M</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>Fort Worth</td>
<td>Communication and ITS Device Expansion along Rosedale (ITS-8)</td>
<td>Implementation of communication between TMC and signals along Rosedale and deployment of ITS devices.</td>
<td>TxDOT, NTTA, City</td>
<td>Monitor and manage traffic in real-time, share video and data with other agencies,</td>
<td>$1M</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>Fort Worth</td>
<td>CCTV installation</td>
<td>Install PTZ cameras at 500 locations to improve responsiveness to emergencies, events, and incidents.</td>
<td>TxDOT, NTTA, City, Trinity Metro, DFW 511</td>
<td>Monitor and manage traffic in real-time, share video and data with other agencies,</td>
<td>$2M</td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>Fort Worth</td>
<td>LED Upgrade</td>
<td>To replace existing incandescent signal indications with new LED technology.</td>
<td>TxDOT, City, Trinity Metro</td>
<td>Visibility and energy savings</td>
<td>$300K</td>
<td>No</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>Fort Worth</td>
<td>Traffic Signal Detection Upgrade</td>
<td>Upgrade locations lacking detections and/or on &quot;re-call&quot; mode enabling signals to operate in actuated mode enhancing signal operation.</td>
<td>TxDOT, City, Trinity Metro</td>
<td>Minimized stops and delays, reduced fuel consumption, improved air quality, addressing public expectation, and minimizing or eliminating frustrated drivers running the Red light.</td>
<td>$2M</td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>Fort Worth</td>
<td>Signal Controller and Cabinet upgrade - diamond interchanges</td>
<td>Replace and consolidate to one controller/cabinet at closely spaced signalized intersections.</td>
<td>TxDOT, City, Trinity Metro</td>
<td>The new controllers and cabinets would be compatible with the new central system; optimize signal timing</td>
<td>$1M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Fort Worth</td>
<td>FYA project</td>
<td>Install the FYA display at 25 intersections annually for next 5 years.</td>
<td>City of Fort Worth</td>
<td>Reduce fuel use, improve arterial operations and mobility.</td>
<td>$800K</td>
<td>No</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>Fort Worth</td>
<td>Upgrade traffic signal controller cabinet</td>
<td>This project will replace 100 intersections to ITS cabinets.</td>
<td>City of Fort Worth</td>
<td>This project will provide enhanced functionality to operation for improved traffic mobility.</td>
<td>$2M</td>
<td>No</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>Fort Worth</td>
<td>TMC construction</td>
<td>This project will build the city's traffic management center in a dedicate space within traffic management division building. This project will finish out the space, procure consoles, install a video wall, procure Video Management System and provide other materials/equipment to make the TMC operational.</td>
<td>City of Fort Worth, TxDOT</td>
<td>This project will provide a central point for traffic management operations.</td>
<td>$0.6M</td>
<td>Yes</td>
<td>Yes</td>
<td>Mid-Term</td>
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<td>Fort Worth</td>
<td>Performance Measures</td>
<td>Provide support for the installation or development of performance measures application based on our signal data from central system. Provide funding for the purchase of the hardware and development cost to utilizing high-resolution traffic signal data.</td>
<td>City of Fort Worth</td>
<td>Allows for the expansion of performance based traffic signal system management. Allows staff to maintain a high level of signal system performance instead of letting the performance decay and then optimizing the signals system performance every 3 to 5 years.</td>
<td>$500K</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<td>Fort Worth</td>
<td>Railroad Crossing Supervisory System</td>
<td>Know when the gates are down at a railroad crossing and monitor interconnection between cabinet and bungalow for safe and efficient operation at rail crossing.</td>
<td>City of Fort Worth, UPRR, FWWR</td>
<td>Provide efficient and safer railroad crossing signal operation at 21 signalized railroad crossing locations. Using dynamic gate down function will improve signal operation. Continuously monitoring interconnection between signal and railroad bungalow will help to put the signal on flash when communication is broken. Adding dynamic prohibit turn signs will improve safety for turning traffic during railroad preemption.</td>
<td>$400K</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>Fort Worth</td>
<td>Transit Priority</td>
<td>Provide partial and/or full priority to transit vehicles.</td>
<td>Trinity Metro, City of Fort Worth</td>
<td>Provide varying levels of priority based on occupancy and schedule adherence. Integrate with the transit authority's vehicle information system.</td>
<td>$500K</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
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<tr>
<td>Fort Worth</td>
<td>Preemption</td>
<td>Line of sight based preemption for emergency services.</td>
<td></td>
<td>System will better clear queued traffic reducing response times. Also can improve traffic operations by adjusting the traffic signal's response to an emergency vehicles based on the route of the emergency vehicle.</td>
<td>$700K</td>
<td>No</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>Fort Worth</td>
<td>Asset Management</td>
<td>Asset management system for the traffic signal system infrastructure.</td>
<td>City of Fort Worth</td>
<td>Track traffic signal system assets. Support performance measures. Better positioned to keep traffic signal equipment running well and safe.</td>
<td>$350K</td>
<td>No</td>
<td>Yes</td>
<td>Mid-Term</td>
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<tr>
<td>Fort Worth</td>
<td>Traffic Data</td>
<td>Automate traffic data reporting</td>
<td>City of Fort Worth, TxDOT, NCTCOG</td>
<td>Install detection systems to collect traffic volume data. Data from different intersections is aggregated. Then develop an automated system to transmit that data to the NCTCOG.</td>
<td>$0.5M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Fort Worth</td>
<td>School Flashers</td>
<td>Upgrade school flasher controllers</td>
<td>City of Fort Worth</td>
<td>Purchase flashers that have two-way communication and provide detailed maintenance data. Allow staff to verify when a school flasher is on and proactively maintain the equipment before problems occur.</td>
<td>$500K</td>
<td>No</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>Fort Worth</td>
<td>Connection for sharing data with regional partners</td>
<td>Install communication link and infrastructure to allow the exchange of video and traffic data.</td>
<td>City of Fort Worth, TxDOT, NCTCOG</td>
<td>Center-to-center video and signal information exchange. Cities can verify the operation of the neighboring traffic signals.</td>
<td>$350K</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
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<tr>
<td>Fort Worth</td>
<td>Strategically deploy automated Travel Time Data for arterials</td>
<td>Purchase equipment to read Wi-Fi or Bluetooth signals to obtain continuous real-time travel time and origin-destination data.</td>
<td>City of Fort Worth, TxDOT, NCTCOG</td>
<td>Allow performance based corridor management. Detect changes in travel times and travel time reliability allowing staff to proactively adjust the traffic signals during events or incidents.</td>
<td>$150K</td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>Fort Worth</td>
<td>Roadside Units for Connected Vehicles</td>
<td>Test deployment of roadside units for connected vehicles (V2X) technology on selected corridors in the city.</td>
<td>City, TxDOT, NCTCOG</td>
<td>Implementation of V2V and V2I in the city as a pilot project to identify technology requirements and determine safety implications for our current system.</td>
<td>$150K</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<td>Frisco</td>
<td>Dynamic Left Turn Lanes</td>
<td>Change the number of left turn lanes open by time of day. Either two lanes or one</td>
<td>City, NCTCOG</td>
<td>Safety and mobility benefits. Two lane left turn lanes when needed (safer</td>
<td>$500K</td>
<td>No</td>
<td>Short-Term</td>
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<td>lane open based on traffic conditions.</td>
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<td>but more delay). One lane left turn other times (safety benefit of offset</td>
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<td>lefts and lower delay)</td>
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<tr>
<td>Frisco</td>
<td>Network Equipment</td>
<td>Ethernet switches to support cybersecurity requirements, fiber optic communication,</td>
<td>City, NCTCOG</td>
<td>Enhanced cybersecurity for traffic signal system (critical asset) and</td>
<td>$800K</td>
<td>No</td>
<td>Short-Term</td>
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<td>and IoT devices in the signal cabinet.</td>
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<td>better traffic signal communication.</td>
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<tr>
<td>Frisco</td>
<td>Fiber Optic Communication</td>
<td>Install fiber optic communication for Smart City and Traffic Signal System.</td>
<td>City, NCTCOG</td>
<td>Redundant, robust traffic signal communication and installs communication</td>
<td>$10M</td>
<td>No</td>
<td>Short-Term</td>
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<td>infrastructure needed to support emerging Smart City applications.</td>
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<td>Frisco</td>
<td>Video Analytics for Traffic</td>
<td>Post process traffic video from signalized intersection to identify poor decisions</td>
<td>City, NCTCOG</td>
<td>Call attention to where road users are making poor choices. Empowers</td>
<td>$1M</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<td>Safety</td>
<td>made by users (vehicles, pedestrians, bicyclists).</td>
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<td>changes before near misses become crashes.</td>
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<td>Frisco</td>
<td>ATSPM data analytics</td>
<td>Process high resolution data and identify programming changes to traffic signals.</td>
<td>City, NCTCOG</td>
<td>Turns the ATSPM data into information. Calls attention to traffic signal</td>
<td>$1M</td>
<td>No</td>
<td>Short-Term</td>
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<td>needing programming changes provide more efficient mobility.</td>
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<td>Frisco</td>
<td>ATSPM Generation 2: Vehicle</td>
<td>Utilize crowd sourced vehicle trajectories to provide the data needed for the next</td>
<td>City, NCTCOG</td>
<td>Provides insight into the performance of a traffic signal system not</td>
<td>$1M</td>
<td>No</td>
<td>Short-Term</td>
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<td>Trajectories</td>
<td>generation of ATSPM reports.</td>
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<td>previously available. Has the potential to replace the data gathered by</td>
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<td>advance detection.</td>
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<td>Frisco</td>
<td>Passive Pedestrian Detection</td>
<td>Determine the effectiveness of sensors or video analytics to detect pedestrians</td>
<td>City, NCTCOG, UTA</td>
<td>Safety travel for pedestrians. Able to determine if pedestrians are being</td>
<td>$200K</td>
<td>No</td>
<td>Short-Term</td>
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<td>at or in the intersection.</td>
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<td>accommodated and compliments traffic signal operational changes to reduce</td>
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<td>pedestrian/vehicle conflicts.</td>
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<td>Frisco</td>
<td>Video Sharing / Data Sharing</td>
<td>Share video and data with other agencies.</td>
<td>City, NCTCOG, NTTA</td>
<td>Data sharing will enhance regional traffic performance evaluation,</td>
<td>$300K</td>
<td>No</td>
<td>Short-Term</td>
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<td>regional traffic management, and incident management.</td>
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<td>Frisco</td>
<td>Adaptive Queue Clearance</td>
<td>Automatically trigger changes to signal timing when traffic backs up along a</td>
<td>City, NCTCOG, NTTA</td>
<td>Safety, reduces the likelihood of stopped traffic on the DNT [freeway].</td>
<td>$300K</td>
<td>No</td>
<td>Short-Term</td>
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<td>frontage road onto the DNT.</td>
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<td>Frisco</td>
<td>Performance Measures</td>
<td>Upgrade traffic signal detection required to collect performance measurement data.</td>
<td>City, NCTCOG</td>
<td>Allows for the expansion of performance based traffic signal system</td>
<td>$500K</td>
<td>Yes</td>
<td>Short-Term</td>
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<td>management. Allows staff to maintain a high level of signal system</td>
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<td>performance instead of letting the performance decay and then optimizing</td>
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<td>the signals system performance every 3 to 5 years.</td>
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<td>Frisco</td>
<td>Connected Vehicle</td>
<td>Provide SPaT data to application developers.</td>
<td>All (Regional)</td>
<td>Regional step toward attracting application developers to the region. Providing a data stream to researchers and developers will yield safety and mobility benefits. May be able to monetize getting the data - perhaps a flat fee. There would be value to collecting the regions data and having a single data stream with the regions data for the researcher and developer.</td>
<td>$5M</td>
<td>Yes</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>Frisco</td>
<td>Connected Vehicle</td>
<td>Provide SPaT data to the automotive manufacturers via a third party developer.</td>
<td>All (Regional)</td>
<td>Regional step towards building a connected vehicle environment. Provides traffic signal information to the driver establishing a foundation for additional connected vehicle technology</td>
<td>TBD</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>Frisco</td>
<td>Adaptive Control</td>
<td>Install adaptive software at overcapacity intersections that allows the traffic signal controller to dynamically adjust the splits based on real-time traffic conditions.</td>
<td>City, NCTCOG</td>
<td>Provides a more equitable distribution of green time. Reduces accidents and delay by reducing traffic backups.</td>
<td>$1M</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>Frisco</td>
<td>Car Share</td>
<td>Provide cars that can be shared by many.</td>
<td>City, NCTCOG</td>
<td>People could take transit to a destination and then use car share for short trips around the area.</td>
<td>$5M</td>
<td>No</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>Frisco</td>
<td>Railroad Crossing</td>
<td>Know when the gates are down at a railroad crossing.</td>
<td>City, NCTCOG</td>
<td>Provide notification to emergency services so drivers take an alternate route. Modify the operation of near-by traffic signals.</td>
<td>$100K</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>Frisco</td>
<td>Freight Priority</td>
<td>Connect trucks to the traffic signal infrastructure.</td>
<td>City, Private Sector Partners, NCTCOG</td>
<td>Provide early green and extended green for trucks. Reduce truck stops which improves the flow of commerce, improves traffic flow, and increases roadway safety. Development of a data exchange between the truck, central system, and intersection controller.</td>
<td>$500K</td>
<td>No</td>
<td>Long-Term</td>
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<tr>
<td>Frisco</td>
<td>Pedestrian Signals</td>
<td>Pedestrian Hybrid Beacons (HAWK) or Rectangular Rapid Flashing Beacon (RRFB)</td>
<td>City, ISD, NCTCOG</td>
<td>Provide supplemental warning for drivers of a pedestrian crosswalk. Increases multimodal trips and pedestrian safety.</td>
<td>$150K</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>Frisco</td>
<td>Preemption</td>
<td>GPS based preemption for emergency services.</td>
<td>City, NCTCOG</td>
<td>System will better clear queued traffic reducing response times. Also can improve traffic operations by adjusting the traffic signal's response to an emergency vehicles based on the route of the emergency vehicle.</td>
<td>$400K</td>
<td>No</td>
<td>Mid-Term</td>
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<td>Frisco</td>
<td>Pedestrian App</td>
<td>Provide pedestrians real time information about the traffic signal. The pedestrian would get information as to how long she would have to wait for the WALK.</td>
<td>City, NCTCOG</td>
<td>Improve mobility; increase pedestrian trips. Provide better mobility for disabled. Improve safety by increasing compliance with pedestrian signals.</td>
<td>$400K</td>
<td>No</td>
<td>Mid-Term</td>
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<td>Frisco</td>
<td>Frisco Pedestrian - Traffic Signal Controller Software</td>
<td>Provide funds to develop traffic signal controller software to provide better accommodation for pedestrians. Early WALK, use multiple phases for the pedestrian phase, and modify flashing yellow arrow overlap to protect pedestrians. Item maybe needed to purchase software licensees for traffic signal controller software modules.</td>
<td>City, NCTCOG</td>
<td>Improving the traffic signal controller software would improve how pedestrians are treated and how well pedestrians are protected from motor vehicles.</td>
<td>$250K</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Frisco</td>
<td>Frisco Asset Management</td>
<td>Asset management system for the traffic signal system infrastructure.</td>
<td>City, NCTCOG</td>
<td>Track traffic signal system assets, Support performance measures. Better positioned to keep traffic signal equipment running well and safe.</td>
<td>$350K</td>
<td>No</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Frisco</td>
<td>Frisco Traffic Data</td>
<td>Automate traffic data reporting.</td>
<td>City, NCTCOG</td>
<td>Install detection systems to collect traffic volume data. Data from different intersections is aggregated. Then develop a automated system to transmit that data to the NCTCOG.</td>
<td>$0.5M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Frisco</td>
<td>Frisco Traffic Signal Cabinet</td>
<td>Upgrade traffic signal cabinets to take full advantage of new advanced traffic signal controllers. 175 locations.</td>
<td>City, NCTCOG</td>
<td>Flexibility to implement innovations in signal timing such as flashing yellow right turn arrows and right turn overlaps. Safer for signal technicians. Easier to troubleshoot and maintain. Consider convert traffic signal from AC to DC power.</td>
<td>$2.5M</td>
<td>No</td>
<td>No</td>
<td>No Mid-Term</td>
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<tr>
<td>Frisco</td>
<td>Frisco Training</td>
<td>Provide training opportunities for agency staff to gain the expertise required to maintain ITS assets. Include in projects or provide subsidies for stand alone trips. Training would need to occur beyond a project as equipment and staff change.</td>
<td>All (Regional)</td>
<td>Cities need expertise on Staff to maintain ITS equipment. This would prevent regional/agency investments in ITS from becoming unusable. The NCTCOG could play a key role in providing subsidies to agencies for staff training.</td>
<td>$100K</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Frisco / Plano</td>
<td>Frisco / Plano Network Connection</td>
<td>Install communication link and infrastructure to allow the exchange of video and traffic data.</td>
<td>City, Plano, NCTCOG</td>
<td>Video sharing to emergency services to identify the location of an incident along SH 121; identify traffic backups in neighboring City; center-to-center information exchange. Cities can verify the operation of the neighboring traffic signals.</td>
<td>$300K</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Frisco / Plano</td>
<td>Frisco / Plano Bicycle App</td>
<td>Work with an existing bicycle app (i.e. Kimley-Horn KITS) to exchange information with the traffic signal system. The rider receives feedback when detected. The app places a call and extensions to the traffic signal controller. App could also be used to know the routes bicyclists are using.</td>
<td>City, Plano, NCTCOG</td>
<td>Bicycles are detected at traffic signal and given feedback so riders do not run red lights. Bicyclist can receive extended green light. Information about bicyclist routes will provide great benefit as investments in bicycle facilities are considered.</td>
<td>$400K</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
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<td>Agency</td>
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<tr>
<td>Frisco / Plano</td>
<td>Performance Measures/Adaptive Control</td>
<td>Install software and traffic signal infrastructure required for adaptive control.</td>
<td>City, Plano, NCTCOG</td>
<td>Infrastructure allows for the expansion of performance based traffic signal system management. Fills gaps between and expands planned adaptive control systems.</td>
<td>$800K</td>
<td>Yes</td>
<td>Mid-Term</td>
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<tr>
<td>Frisco / Little Elm</td>
<td>Network Connection</td>
<td>Install communication link and infrastructure to allow the exchange of video.</td>
<td>City, Little Elm, NCTCOG</td>
<td>Sharing video allows emergency services to identify the location of an incident. Sharing video allows Little Elm to view traffic monitoring video cameras installed on traffic signals within their city but operated by another agencies.</td>
<td>$300K</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>Frisco / McKinney</td>
<td>Network Connection</td>
<td>Install communication link and infrastructure to allow the exchange of video and traffic data.</td>
<td>City, McKinney, NCTCOG</td>
<td>Video sharing to emergency services to identify the location of an incident; identify traffic backups in neighboring City; center-to-center information exchange. Cities can verify the operation of the neighboring traffic signals.</td>
<td>$300K</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>Frisco / Prosper</td>
<td>Network Connection</td>
<td>Install communication link and infrastructure to allow the exchange of video and traffic data.</td>
<td>City, Prosper, NCTCOG</td>
<td>Video sharing to emergency services to identify the location of an incident; identify traffic backups in neighboring City; center-to-center information exchange. Cities can verify the operation of the neighboring traffic signals.</td>
<td>$300K</td>
<td>Yes</td>
<td>Medium-Term</td>
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<tr>
<td>Frisco / TxDOT</td>
<td>Network Connection</td>
<td>Install communication link and infrastructure to allow the exchange of video and traffic data.</td>
<td>City, TxDOT, NCTCOG</td>
<td>Video sharing to emergency services to identify the location of an incident along US 380; identify traffic backups in neighboring City; center-to-center information exchange. Cities can verify the operation of the neighboring traffic signals.</td>
<td>$0.5M</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>Frisco/NTTA</td>
<td>Dynamic Freeway Lanes</td>
<td>Install lane control signs upstream of tollway on-ramps.</td>
<td>City, NTTA, TxDOT, NCTCOG</td>
<td>Implement system of dynamic signs over tollway lanes before on-ramps. Signs would display a green arrow when the lane was open and a red X when the lane is closed. The right lane on the DNT could be closed after an event at Toyota Stadium providing on-ramp traffic an exclusive lane. Event traffic would not have to yield to traffic already on the DNT.</td>
<td>$0.75M</td>
<td>No</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>Garland</td>
<td>Traffic and incident monitoring on ROS</td>
<td>Expansion of current CCTV system from 17 intersections to 120 intersections.</td>
<td>TxDOT, City and adjacent cities</td>
<td>Improve arterial traffic flow, congestion management and incident management.</td>
<td>$300K</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>Garland</td>
<td>Central system and local controller hardware/software upgrade</td>
<td>Replace central traffic control system and local controller software/hardware due to equipment and software end of life. Current system is no longer supported by vendor.</td>
<td>TxDOT, City and adjacent cities</td>
<td>Improve arterial signal timing and coordination.</td>
<td>$0.75M - $1M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<td>Garland</td>
<td>Roadway flood warning system</td>
<td>Install remote sensors to identify upstream rising creek levels and predict possible roadway flooding.</td>
<td>City and possibly adjacent cities</td>
<td>Monitor water level of flood-prone areas to identify flooding possibility and determine advance need for road closures, thereby increasing motorists safety.</td>
<td>$250K - $350K</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Grand Prairie</td>
<td>Re-establish video and data exchange with TXDOT FTW, establish new video &amp; data sharing with TXDOT Dallas and NTTA via C2C</td>
<td>This project will facilitate video and data exchange between City of Grand Prairie (TMC) and TXDOT (FTW and Dallas) including NTTA.</td>
<td>TXDOT, NTTA, City</td>
<td>This project would provide the capability for the city to monitor freeway segments (IH20, IH30, SH360, and SH161) which passes through the City and adjust timing plans of traffic signals along arterial system parallel to the freeway in case of a freeway incident to mitigate congestion.</td>
<td>$413K</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>Grand Prairie</td>
<td>Local / incident traffic and railroad crossings monitoring and alert motoring public of traffic conditions</td>
<td>This project will provide the infrastructure necessary for monitoring of local and traffic diverted from IH 30 during incident or freeway construction including Rail road crossings monitoring by installation of 7 CCTV cameras and alert motoring public of traffic conditions by installation of 3 DMS at strategic locations along SH 180 (Main St.) from SH 180 at MacArthur St. to SH 180 at NW 23rd St. within the City of Grand Prairie.</td>
<td>TXDOT, City</td>
<td>This project improves traffic flow monitoring and incident detection and response. Also, it provides real time congestion related and traffic condition information to road users.</td>
<td>$0.525M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Grand Prairie</td>
<td>Install CCTV cameras</td>
<td>Project will install CCTV cameras at 50 major intersections.</td>
<td>TXDOT, City</td>
<td>Provides real-time monitoring of traffic signal operations and facilitate timing adjustment during event and incidents.</td>
<td>$400K</td>
<td>Yes</td>
<td>No</td>
<td>Mid-term</td>
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<tr>
<td>Grand Prairie</td>
<td>Arterial DMS installation</td>
<td>Install 20 Arterial DMS at critical locations city wide.</td>
<td>TXDOT, City</td>
<td>DMS will be used to inform motoring public of roadway constructions, traffic conditions, and incidents.</td>
<td>$750K</td>
<td>Yes</td>
<td>No</td>
<td>Mid-term</td>
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<tr>
<td>Grand Prairie</td>
<td>Travel time vehicle probe</td>
<td>Install BlueToad at critical intersections along major arterials to obtain real time travel time and origin-destination data.</td>
<td>TXDOT, City</td>
<td>Provides travel time information for performance measure and incident management.</td>
<td>TBD</td>
<td>Yes</td>
<td>No</td>
<td>Long-term</td>
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<tr>
<td>Grand Prairie</td>
<td>Adaptive control</td>
<td>Install software and traffic signal infrastructure required for adaptive control at critical and saturated intersections.</td>
<td>TXDOT, City</td>
<td>Improve efficiency &amp; operations at traffic signal intersections. Also, reduces accidents and delay by reducing traffic backups.</td>
<td>$100K</td>
<td>Yes</td>
<td>No</td>
<td>Mid-term</td>
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<tr>
<td>Grand Prairie</td>
<td>Install battery backups</td>
<td>This project will install Battery backup unit at critical intersections.</td>
<td>TXDOT, City</td>
<td>Provides real time command and control during power outages. This will improve safety, and operations during power outages.</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>Mid-term</td>
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<td>Grand Prairie</td>
<td>Upgrade vehicle detection</td>
<td>Replace existing loop detectors at signalized intersections with advanced vehicle detection technologies.</td>
<td>TXDOT, City</td>
<td>Improves vehicle detections by capability of monitoring the performance of vehicle detection, adjustment of detection zones and ability to conduct vehicle and turning movement counts.</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>Mid-term</td>
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<td>Grapevine</td>
<td>Center-to-Center</td>
<td>Communications between TMC's</td>
<td>TxDOT, DART, Trinity Metro, City of Grapevine</td>
<td>Improved coordination to provide traveler information on freeway corridors</td>
<td>$0.5M</td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
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<td>Communications</td>
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<td>Grapevine</td>
<td>TMC Construction</td>
<td>Construction of TMC and purchase of hardware and software</td>
<td>TxDOT, DART, Trinity Metro, City of Grapevine</td>
<td>Improved coordination to provide traveler information on freeway corridors</td>
<td>$0.75M</td>
<td>Partial</td>
<td>Yes</td>
<td>Short-Term</td>
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<td>Grapevine</td>
<td>Frontage Road Timing</td>
<td>Incident Management Timing Plans for freeway lane closures.</td>
<td>TxDOT, City of Grapevine</td>
<td>Coordinated frontage road timing plans to minimize freeway congestion interstate corridors</td>
<td>$250K</td>
<td>No</td>
<td>Yes</td>
<td>Short-Term</td>
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<td>Plans</td>
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<td>Grapevine</td>
<td>Northwest Hwy Fiber</td>
<td>Install Fiber optic cable in Northwest Hwy corridor from Main to SH 114 and along SH 114 ft rd to SH 26.</td>
<td>TxDOT, City of Grapevine</td>
<td>Traffic management via CCTV and coordinated timing plans along NW Hwy</td>
<td>$0.75M</td>
<td>Yes</td>
<td>Yes</td>
<td>Mid-Term</td>
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<td>Grapevine</td>
<td>SH 26 / FM 2499 Fiber</td>
<td>Install Fiber optic cable in SH 26 / FM 2499 corridor from Main to Riverwalk.</td>
<td>TxDOT, City of Grapevine, Town of Flower Mound</td>
<td>Traffic management via CCTV and coordinated timing plans along SH 26 / FM 2499</td>
<td>$1.5M</td>
<td>Yes</td>
<td>Yes</td>
<td>Mid-Term</td>
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<tr>
<td>Irving</td>
<td>ATMS upgrade</td>
<td>This project will upgrade the central system software, replace legacy controllers, and upgrade the communications network.</td>
<td>City of Irving, TxDOT, NCTCOG</td>
<td>This project will advance the level of control of intersection operations, collect performance measures, and improve arterial mobility</td>
<td>$4.1M</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>Irving</td>
<td>Deploy CCTV cameras,</td>
<td>This project will construct and install additional 50 CCTV cameras at strategic locations within the city.</td>
<td>City of Irving, EOC, TxDOT, DART</td>
<td>This project will provide surveillance of arterial operations, assist in incident management, and provide valuable data to first response teams</td>
<td>$0.2M</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
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<td>phase II</td>
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<td>Irving</td>
<td>Install battery backup</td>
<td>This project will install battery backup units at approximately 205 intersections.</td>
<td>City of Irving</td>
<td>This project will maintain signal operations during emergency power outages.</td>
<td>$1M</td>
<td>No</td>
<td>Yes</td>
<td>Short-Term</td>
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<td>units (BBU)</td>
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<td>Irving</td>
<td>Upgrade vehicle detection systems</td>
<td>This project will upgrade the existing vehicle loop detections to video and/or radar detection system for all traffic signals. Upgraded detection will support the signal performance measures data collection and performance reporting.</td>
<td>City of Irving, TxDOT</td>
<td>This project will improve day to day traffic operation allowing improved vehicle detection, minimize detection maintenance effort, allow remote troubleshooting, and enable SPM performance reporting.</td>
<td>$3.2M</td>
<td>Yes</td>
<td>Partial</td>
<td>Mid-Term</td>
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<tr>
<td>Irving</td>
<td>Upgrade traffic signal</td>
<td>This project will upgrade the existing 332 cabinets to ATC standard cabinet.</td>
<td>City of Irving, TxDOT</td>
<td>The project will upgrade signal control standard to full ATC (controller and cabinet) and improve signal operations and maintenance.</td>
<td>$4M</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
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<td>cabinets</td>
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<td>Irving</td>
<td>Regional data sharing</td>
<td>This project will enable signal and video data sharing.</td>
<td>City of Irving, Regional Partners, NCTCOG, TxDOT</td>
<td>Data sharing will enhance regional traffic performance evaluation, regional traffic management, and incident management.</td>
<td>$0.3M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Irving</td>
<td>Regional interconnectivity</td>
<td>This project will install the necessary communication linkage and field network gear with neighboring city of Coppell.</td>
<td>City of Irving, City of Coppell</td>
<td>This project will enhance regional signal operations and mobility by sharing valuable data</td>
<td>Yes</td>
<td></td>
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<td>Mid-term</td>
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<td>Mansfield</td>
<td>Traffic Management Center</td>
<td>City wide operation of traffic signal system.</td>
<td>City of Mansfield</td>
<td>City wide communication between traffic signals and the ability to monitor and adjust remotely also will have the ability to see video.</td>
<td>$0.95M</td>
<td>Yes</td>
<td>Yes</td>
<td>Mid-Term</td>
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<tr>
<td>McKinney</td>
<td>Traffic Signal Controller Upgrade</td>
<td>Update 80 Traffic Signal Controllers to modern units.</td>
<td>City of McKinney, NTTA, TxDOT</td>
<td>This project will enhance intersection operations, collect performance measures, and improve arterial mobility</td>
<td>$0.4M</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>McKinney</td>
<td>Traffic Signal System Upgrade</td>
<td>Upgrade central management software to provide for data sharing, adaptive signal control, and support ATSPM.</td>
<td>City of McKinney, NTTA, TxDOT, region</td>
<td>The benefits of this project is: ability to share data within the region, reducing motorist delay, enhanced management of signal system, and reporting of performance.</td>
<td>$0.9M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>McKinney</td>
<td>Install Ethernet Switch Gear</td>
<td>Install ethernet switches at all signalized intersections.</td>
<td>City of McKinney, NTTA, TxDOT, region</td>
<td>This project will provide the City with a fully managed network topography. This will foster data collection, data sharing, support for connected vehicles, increase security.</td>
<td>$0.7M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>McKinney</td>
<td>Traffic Control Cabinet upgrade</td>
<td>Update 54 signal control cabinets to modern technology.</td>
<td>City of McKinney, NTTA, TxDOT, region</td>
<td>This project will replace legacy TS-1 traffic control cabinets with modern TS-2 cabinets. The benefits are: simplified maintenance, more reliability, and availability of parts.</td>
<td>$0.8M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>McKinney</td>
<td>Enhanced Performance Measures</td>
<td>Install software to collect and report ATSPM data.</td>
<td>City of McKinney, NTTA, TxDOT, region</td>
<td>This project will install specialized software that will collect field data log files, compile within a database, and possess the ability to produce reports. This project will deploy a dashboard used to convey arterial performance.</td>
<td>$0.35M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>McKinney</td>
<td>Upgrade Battery Backup Units</td>
<td>This project will upgrade the battery backUP units at approximately 40 intersections.</td>
<td>City of McKinney, NTTA, TxDOT, region</td>
<td>This project improve the reliability of signal operations during emergency power outages.</td>
<td>$0.4M</td>
<td>No</td>
<td>Partial</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>McKinney</td>
<td>CCTV with PTZ Deployment</td>
<td>Install 50 PTZ cameras at strategic intersections in order to monitor traffic congestion and incidents near intersections.</td>
<td>City of McKinney, NTTA, TxDOT, region</td>
<td>Provide real-time monitoring; Improve traffic flow and responses to incidents.</td>
<td>$0.75M</td>
<td>No</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>McKinney</td>
<td>Expand Fiber Ring</td>
<td>Installation of Fiber optic cable needed for reliable, robust, high bandwidth communication network.</td>
<td>City of McKinney, NTTA, TxDOT, region</td>
<td>Expand the existing fiber ring to enhance communications to the signal system. Benefits are high reliability, high bandwidth, and create redundancy.</td>
<td>$1.2M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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</tr>
<tr>
<td>McKinney</td>
<td>Install Fiber Optic communication along Eldorado Parkway</td>
<td>Install fiber optic cable and integrate signal controllers along Eldorado Parkway.</td>
<td>City of McKinney, NTTA, TxDOT, region</td>
<td>Expand the existing fiber ring to enhance communications to the signal system. Benefits are high reliability, high bandwidth, and redundancy.</td>
<td>$0.75M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>McKinney</td>
<td>Install Fiber Optic communication along Key arterials</td>
<td>Install fiber optic cable and integrate approximately 30 signal controllers along key arterials.</td>
<td>City of McKinney, NTTA, TxDOT, region</td>
<td>Expand the existing fiber ring to enhance communications to the signal system. Benefits are high reliability, high bandwidth, and redundancy.</td>
<td>$1.75M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>McKinney</td>
<td>DMS for Corridor Management</td>
<td>Install DMS signs on key corridors to provide motorists real time traffic information.</td>
<td>City of McKinney, NTTA, TxDOT, region</td>
<td>This project will benefit the traveling public by providing real-time traffic information.</td>
<td>$1.75M</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
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<tr>
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<tr>
<td>McKinney</td>
<td>Virtual DMS for Corridor Management</td>
<td>Upgrade the central system software to support Virtual DMS that can be used citywide. This project will support the Work Zone Data Exchange program (WZDx).</td>
<td>City of McKinney, NTTA, TxDOT</td>
<td>Provide enhanced traveler information system, supports future construction along US75 and all city arterials.</td>
<td>$0.7M</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
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<tr>
<td>McKinney</td>
<td>Support for Connected Vehicles</td>
<td>Install dedicated CV2x technology at every intersection for communication to connected vehicles.</td>
<td>City of McKinney, region</td>
<td>This project will provide connectivity between vehicles and the infrastructure. This project will provide safety. This project can provide data on roadway conditions, signal efficiency, and other valuable information.</td>
<td>$0.5M</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
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<tr>
<td>McKinney</td>
<td>Public Facing Traffic Webpage</td>
<td>The City will develop a webpage for visitors and residents to view traffic video, see traffic conditions, and see construction/event notices.</td>
<td>City of McKinney, Traveling public</td>
<td>Provides residents and visitors information needed to make good route choices. Will result in reduced congestion by disturbing trips throughout the network.</td>
<td>$200K</td>
<td>No</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>McKinney</td>
<td>Automated Travel Time Data</td>
<td>Purchase equipment to read Wi-Fi or Bluetooth signals to obtain continuous real-time travel time and origin-destination data.</td>
<td>City of McKinney and regional travelers.</td>
<td>Allow performance based corridor management. Detect changes in travel times and travel time reliability allowing staff to proactively adjust the traffic signals.</td>
<td>$100K</td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>McKinney</td>
<td>Bicycle App</td>
<td>Work with an existing bicycle app (i.e. Kimley-Horn KITS) to exchange information with the traffic signal system. The rider receives feedback when detected. The app places a call and extensions to the traffic signal controller. App could also be used to know the routes bicyclists are using.</td>
<td>City of McKinney and area bicycle enthusiasts</td>
<td>Bicycles are detected at traffic signal and given feedback so riders do not run red lights. Bicyclist can receive extended green light. Information about bicyclist routes will provide great benefit as investments in bicycle facilities are considered.</td>
<td>$400K</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
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<tr>
<td>Mesquite</td>
<td>Video detection and PTZ Cameras on Belt Line Road between South City Limits and Northwest Drive</td>
<td>Replace loop detectors with ViVDIS; install incident cameras with PTZ ability and bring back to the TMC.</td>
<td>City of Mesquite, adjacent cities</td>
<td>Coordinated traffic flow between south City limits of Mesquite to IH 30 and Broadway in Garland, and Sunnyvale.</td>
<td>$240K</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Mesquite</td>
<td>Installation of UPS battery back-up systems</td>
<td>Installation of UPS battery back-up systems at three signals on TxDOT ROW, near UPRR crossings, along SH 352 at Florence, Galloway, and at Gross.</td>
<td>City of Mesquite, TxDOT, UPRR</td>
<td>Required due to implementation of Quiet Zone at all its UPRR crossings.</td>
<td>$21K</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Plano</td>
<td>Adaptive Signal Control</td>
<td>Provide real time traffic signal adjustments throughout the day to maximize the traffic throughput.</td>
<td>City of Plano, TxDOT, NTTA</td>
<td>Improve traffic flow and traffic safety.</td>
<td>Unknown</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
<td>Project expanded to include other parts of Plano.</td>
</tr>
<tr>
<td>Plano</td>
<td>Traffic Signal Controller Hardware and Software Upgrade</td>
<td>Update 240 Traffic Signal Controllers to latest standards which can provide performance measures and reports in order to improve traffic flow.</td>
<td>City of Plano, TxDOT, NTTA</td>
<td>This project will enhance intersection operations, collect performance measures, and improve arterial mobility</td>
<td>$1.5M</td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
<td>Currently developing procurement documents.</td>
</tr>
<tr>
<td>Plano</td>
<td>Install PTZ Cameras</td>
<td>Install 160 PTZ cameras at intersections to monitor traffic congestion and incidents.</td>
<td>City of Plano, NTTA, TxDOT, and Cities of Frisco, Dallas, and Richardson.</td>
<td>Improve traffic flow and traffic safety.</td>
<td>$1.86M</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
<td>Currently in design with an anticipated August 2022 completion date.</td>
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<tr>
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<td>Plano</td>
<td>Incident Management Alternative Timing Plans</td>
<td>Develop incident management timing plans.</td>
<td>City of Plano, TxDOT, NTTA</td>
<td>Improve traffic flow</td>
<td>$600k</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
<td>Looking for NCTCOG to fund.</td>
</tr>
<tr>
<td>Plano</td>
<td>&quot;Centralized&quot; Emergency Vehicle Preemption</td>
<td>Install traffic signal rerouting system for emergency vehicle preemption within the city and across city boundaries.</td>
<td>City of Plano and adjacent cities</td>
<td>Improve emergency vehicle response times</td>
<td>Unknown</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Plano</td>
<td>Utilization of Crowd-Source data</td>
<td>Subscribe to Crowd-Source data for local and regional data analytics.</td>
<td>City of Plano</td>
<td>Improve traffic flow</td>
<td>Unknown</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Plano</td>
<td>Center to center communication and agency data sharing</td>
<td>Share information and data amongst agencies to improve traffic flow.</td>
<td>City, NCTCOG, TxDOT, NTTA, other cities</td>
<td>Improve traffic flow</td>
<td>Unknown</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
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<tr>
<td>Plano</td>
<td>Parking management systems</td>
<td>Install displays to inform traffic of parking availability and enforcement.</td>
<td>City of Plano</td>
<td>Improve parking management</td>
<td>Unknown</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
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<tr>
<td>Plano</td>
<td>Upgrade traffic signal controller cabinet</td>
<td>This project will replace 240 intersection cabinets to ITS cabinets.</td>
<td>City of Plano, NTTA, TxDOT</td>
<td>This project will provide enhanced functionality to operation for improved traffic mobility. The benefits are: simplified maintenance, more reliability, and availability of parts.</td>
<td>$5.1M</td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
<td>Currently developing procurement documents.</td>
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<tr>
<td>Plano</td>
<td>Enhanced Performance Measures</td>
<td>Install software to collect and report ATSPM data. Install robust dashboard for the assessment of arterial performance in real-time.</td>
<td>City of Plano, NTTA, TxDOT</td>
<td>This project will install specialized software that will collect field data log files, compile within a database, and possess the ability to produce reports. This project will deploy a dashboard used to convey arterial performance.</td>
<td>$0.5M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Plano</td>
<td>Upgrade Battery Backup Units</td>
<td>This project will upgrade the battery back units at approximately 120 intersections.</td>
<td>City of Plano, NTTA, TxDOT</td>
<td>This project will improve the reliability of signal operations during emergency power outages.</td>
<td>$0.75M</td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
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<tr>
<td>Plano</td>
<td>Install Fiber Optic communication along Key arterials</td>
<td>Install fiber optic cable and integrate approximately 120 signal controllers along key arterials.</td>
<td>City of Plano, NTTA, TxDOT</td>
<td>Expand the existing fiber ring to enhance communications to the signal system. Benefits are high reliability, high bandwidth, and redundancy</td>
<td>$4.9M</td>
<td>Yes</td>
<td>Partial</td>
<td>Mid-Term</td>
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<tr>
<td>Plano</td>
<td>Install PTZ Cameras</td>
<td>Install traffic monitoring cameras at an additional 80 locations for congestion/incident detection, verification and mitigation.</td>
<td>City of Plano, NTTA, TxDOT, and Cities of Frisco, Dallas, and Richardson</td>
<td>Improve traffic flow and traffic safety</td>
<td>$1.1M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Plano</td>
<td>ATMS Upgrade</td>
<td>This project will upgrade the central traffic management system software to allow for the incorporation of additional various traffic data streams - adaptive signal timing, advanced pre-emption response, arterial DMS sign control, city wide PTZ camera controls, reversible lane control, school zone flasher controls, waze road closures, connected and automated vehicles and others.</td>
<td>City of Plano, NTTA, TxDOT</td>
<td>This project will enhance the capabilities of the Traffic Management Center and provide for better coordination between police, fire, and traffic control. It will improve the performance of the overall traffic system providing numerous benefits to residents including reduced congestion, reduced travel time, incident management, and advanced warnings.</td>
<td>$1.8M</td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
<td>Currently developing procurement documents.</td>
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<td>Plano</td>
<td>Roadside Units for Connected</td>
<td>Install roadside units for connected vehicles (V2X) at approximately 250 locations on selected corridors in the city</td>
<td>City of Plano, NTTA, TxDOT</td>
<td>Enables implementation of V2V and V2I in the city as the technology matures and becomes affordable. Motorists will derive the associated safety benefits from this implementation.</td>
<td>$1.5M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Plano</td>
<td>Upgrade vehicle detection</td>
<td>This project will upgrade the existing 15+ year old video detection system with the latest technology for all traffic signals. Upgraded detection will support the signal performance measures data collection and performance reporting.</td>
<td>City of Plano, NTTA, TxDOT</td>
<td>This project will improve day to day traffic operation allowing improved vehicle detection, minimize detection maintenance effort, allow remote troubleshooting, and enable SPM performance reporting.</td>
<td>$8M</td>
<td>Yes</td>
<td>Partial</td>
<td>Mid-Term</td>
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<tr>
<td>Plano</td>
<td>Automated vehicle shuttle program</td>
<td>Provide on-demand AV local shuttles in the Legacy and downtown business areas</td>
<td>City of Plano, Legacy TMA</td>
<td>Reduce congestion and improve mobility</td>
<td>$4.5M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td>Looking for NCTCOG to fund.</td>
</tr>
<tr>
<td>Richardson</td>
<td>Automated Turning Movement Counts</td>
<td>Collection of 24/7/365 turning movement counts at strategic intersections. $18,000 per location, maximum of 50 locations</td>
<td>City, TxDOT, NCTCOG</td>
<td>Fully automated, always on, turning movement and volume counts at regionally significant intersections.</td>
<td>Up to $900K</td>
<td>No</td>
<td>No</td>
<td>Short-term</td>
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</tr>
<tr>
<td>Richardson</td>
<td>Signal Retiming</td>
<td>Retiming of traffic signals in response to major traffic demand shifts along the northern portions of the City. 52 locations. Campbell Rd., Renner Rd., associated signals.</td>
<td>City, TxDOT, NTTA, Plano, Dallas</td>
<td>Reduce congestion due to freeway reconfiguration and major developments along PGBT Tollway</td>
<td>$300K</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Richardson</td>
<td>Advanced Central Traffic</td>
<td>Collection and integration of all available data sources to produce reports leading to actionable items to reduce both recurring and incident related congestion.</td>
<td>City, NCTCOG</td>
<td>The ability to consolidate and integrate multiple data sources to produce reports of regional significance on traffic patterns, incident response, congestion, and maintenance.</td>
<td>$500K</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>Richardson</td>
<td>Advanced Traffic Signal Cabinets</td>
<td>Upgrade traffic signal cabinets to take full advantage of new advanced traffic signal controllers. 130 locations.</td>
<td>City, TxDOT, NCTCOG</td>
<td>Provide a larger number of detector inputs and greater flexibility on outputs, as well as Uninterruptable Power Supply and advanced communications</td>
<td>$2.25M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>Richardson</td>
<td>V2I Test Deployment</td>
<td>Implement a test deployment of V2I strategies in cooperation with Research Institutes for construction warning and possible Transit applications.</td>
<td>City, DART, TxDOT</td>
<td>Provide advance warning to V2I equipped vehicles of construction ahead. Provide an interface to Transit to enhance Bus operations, passenger information, and V2I information at light-rail crossings.</td>
<td>$150K</td>
<td>No</td>
<td>No</td>
<td>Mid-Term</td>
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<tr>
<td>Richardson</td>
<td>Communication Network Expansion</td>
<td>Communication between TMC and signalized intersections. TxDOT, NTTA, City, DFW 511</td>
<td>TxDOT, NTTA, City, DFW 511</td>
<td>Increase available bandwidth for video and AV/CV</td>
<td>$175K</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>Richardson</td>
<td>Managed network switches</td>
<td>Upgrade switches to latest managed network switch technology.</td>
<td>City, NCTCOG</td>
<td>Improve traffic safety and IT security</td>
<td>$800K</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
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</tr>
<tr>
<td>Richardson</td>
<td>School Flashers Upgrade</td>
<td>Upgrade the system to allow remote management and CV compatible.</td>
<td>City, NCTCOG</td>
<td>Improve pedestrian safety and compliance</td>
<td>$200K</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Richardson</td>
<td>Install fiber optic communication</td>
<td>Provides reliable and significant improvement to bandwidth.</td>
<td>City, TxDOT, NCTCOG, Cities</td>
<td>Improve traffic response, analytics, AV/CV integration</td>
<td>$200K</td>
<td>No</td>
<td>No</td>
<td>Long-Term</td>
<td></td>
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<tr>
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<tr>
<td>Richardson</td>
<td>TMC Upgrade</td>
<td>Upgrade to video wall and VMS system</td>
<td>City, TxDOT, NCTCOG, Cities</td>
<td>Improve traffic response, analytics, AV/CV integration</td>
<td></td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>Richardson</td>
<td>PTZ Cameras</td>
<td>Upgrade existing non-digital cameras and install new cameras.</td>
<td>City, TxDOT, NCTCOG, Cities</td>
<td>Improve incident and traffic response, analytics</td>
<td></td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Richardson</td>
<td>Traffic Detection Upgrades</td>
<td>Upgrade loop detection with non-intrusive detection system for 70 intersections.</td>
<td>City, NCTCOG</td>
<td>Improve traffic delay and flow</td>
<td>$1.5M</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Richardson</td>
<td>Traffic Detection V2X Upgrade</td>
<td>Upgrade to FLIR V2X</td>
<td>City, TxDOT, NCTCOG</td>
<td>Use connected technology to improve pedbike safety, and emergency vehicle response</td>
<td></td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Richardson</td>
<td>Advanced modelling and adaptive signal timing</td>
<td>Work with UTD researchers to develop a local advanced traffic model with the goal of providing real-time adaptive signal timing.</td>
<td>City, NCTCOG, UT-Dallas</td>
<td>Reduce congestion and provide guidance on future planning efforts.</td>
<td>$100K</td>
<td>No</td>
<td>No</td>
<td>Mid-Term</td>
<td></td>
</tr>
<tr>
<td>Rowlett</td>
<td>ATMS system software</td>
<td>This project will upgrade the central system software and upgrade the communications to local controllers.</td>
<td>City of Rowlett, adjacent cities</td>
<td>Improve arterial signal timing and coordination.</td>
<td></td>
<td>Yes</td>
<td>Partial</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Rowlett</td>
<td>Install CCTV cameras</td>
<td>This project will construct and install CCTV PTZ cameras at strategic locations within the city.</td>
<td>City of Rowlett, EOC, TxDOT, DART</td>
<td>This project will provide surveillance of arterial operations, assist in incident management, and provide valuable data to first response teams.</td>
<td></td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Rowlett</td>
<td>Traffic Signal Upgrade</td>
<td>Upgrade controllers, cabinets and detection to provide latest technology and communication with ATMS system - 26 locations.</td>
<td>City of Rowlett</td>
<td>Enhance signal operations, improve corridor progression</td>
<td></td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Rowlett</td>
<td>Center to center communication and agency data sharing</td>
<td>Install communication link and infrastructure to allow the exchange of video and traffic data.</td>
<td>TxDOT, NTTA, Adjacent Cities</td>
<td>Allow sharing of data and video</td>
<td></td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Rowlett</td>
<td>Install Fiber Optics</td>
<td>Connect to city network and adjoining agencies.</td>
<td>City of Rowlett, TxDOT, adjacent cities</td>
<td>Provide reliable communication system</td>
<td></td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Rowlett</td>
<td>Traffic Signal Retiming</td>
<td>Retime signals and prepare alternate timing plans for incident management.</td>
<td>TxDOT, NTTA, Adjacent Cities</td>
<td>Optimize traffic flow along SH 66 as alternate route when IH 30 is congested</td>
<td>$300K</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>DART</td>
<td>Yard Management</td>
<td>Add yard management system at three of DART Transportation bus and rail yards.</td>
<td>DART</td>
<td>Provide location of buses and Rails at the yards. Save time walking yard, provide better communication to driver in parking vehicle.</td>
<td></td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>DART</td>
<td>Spanish/English translation project</td>
<td>Upgrade the obsolete Automatic Train Announcement System on TRE Trains. This system performs train announcements and station stops.</td>
<td>DART customers</td>
<td>Would allow for better integration with other system to provide announcements. Current system is obsolete and parts are unavailable.</td>
<td>$1.2M</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>DART</td>
<td>Upgrade announcement system for TRE vehicles</td>
<td>Upgrade the obsolete Automatic Train Announcement System on TRE Trains. This system performs train announcements and station stops.</td>
<td>DART customers</td>
<td>Would allow for better integration with other system to provide announcements. Current system is obsolete and parts are unavailable.</td>
<td></td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>DART</td>
<td>Northwest Plano Park and Ride</td>
<td>Relocation of the one existing VMS stanchions for safety reason and 2 other VMS signs need repair to stop intrusion of moisture inside sign enclosure, upgrading of existing cameras to new version of the 360 CCTV, smart parking, charging stations and smart power &amp; lighting technology, install DMS on the exit showing traffic conditions on DNT system.</td>
<td>DART customers, Police</td>
<td>Phase 3 to repair and upgrade existing equipment and add additional smart ITS technology and real time parking data integration to 511DFW.</td>
<td>$1.1M</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>DART</td>
<td>D2 TSP project and enhancement of phase I TSP</td>
<td>Provide Signal Priority from D2 tunnel to at-grade intersections and modify TSP at CBD corridor to enhance Phase I TSP.</td>
<td>DART customers</td>
<td>Improve train Operation at the Tunnel at grade intersections. Reduce traffic and light rail delay through enhancement of TSP on the Bryan-Pacific Corridor by integrating the changes in light rail volumes due to D2</td>
<td></td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>DART</td>
<td>TRE ten station platform cameras</td>
<td>Add security cameras to TRE Stations. Trinity Metro has a project to cover the five Tarrant County stations. DART needs to cover the five Dallas County stations.</td>
<td>DART customers</td>
<td>Improve customer safety and security along the TRE.</td>
<td>$0.55M</td>
<td>Yes</td>
<td>Yes</td>
<td>Mid-Term</td>
<td></td>
</tr>
<tr>
<td>DART</td>
<td>Platform extension and impact of three car consist on downtown TSP</td>
<td>Additional simulation and update Downtown TSP system for future 3-car operations in all Red, Orange, Green and Blue line trains.</td>
<td>City of Dallas, DART Customers</td>
<td>Allow DART to operate three car trains without blocking traffic in downtown.</td>
<td>$175K</td>
<td>No</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>DART</td>
<td>TRE Locomotive &amp; Cab Car Cameras</td>
<td>Install forward and outward facing cameras on the TRE locomotives (9) and cab car (8) fleet.</td>
<td>DART customers, Police</td>
<td>Safety improvements related to employee operations, as well as claims support related to trespasser and grade crossing incidents.</td>
<td>$1.5M</td>
<td>No</td>
<td>No</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>DART</td>
<td>TRE Coaches Camera Installation</td>
<td>Install camera system on the coaches (17) and interior customer compartments of the cab cars (8)</td>
<td>DART customers, Police</td>
<td>Safety and security improvements for the customers and employees on board the TRE.</td>
<td>$1.3M</td>
<td>Yes</td>
<td>Yes</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>DART</td>
<td>Enhanced Bus Shelter</td>
<td>Enhanced Bus Shelters have been installed at Wheatland @ West Virginia, Beltline @ Northgate and Forest Lane @ Meadow Knoll. Shelters are solar powered and include lighting, security cameras digital screens. Digital screens will display real-time information.</td>
<td>DART Customers</td>
<td>Security cameras allow DART police to monitor high volume locations. It provides our customers with security. The digital screens will provide customers with real-time bus arrival information. Also, it will provide customers with disruption and safety messages.</td>
<td>$255K</td>
<td>Yes</td>
<td>Yes</td>
<td>Mid-Term</td>
<td></td>
</tr>
<tr>
<td>DART</td>
<td>Passenger Wi-Fi System in Bus and Rail</td>
<td>Install Wi-Fi access points, Routers in the Bus and Rail vehicles.</td>
<td>DART Customers</td>
<td>Provide free Wi-Fi connections to the riders in the Bus and Train</td>
<td>$5.7M</td>
<td>No</td>
<td>No</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>DART</td>
<td>VBS PAVMB interface upgrade to Siri SM interface</td>
<td>Replace VBS PAVMB interface with Siri SM interface.</td>
<td>DART Customers</td>
<td>Provide updated train arrival information including service changes to the customer at the LRT stations.</td>
<td>$634K</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>DART</td>
<td>Upgrade PA/VMB System in LRT station and PID at TRE stations</td>
<td>Upgrade new PA/VMB System at LRT stations and PIDs at TRE stations.</td>
<td>DART Customers</td>
<td>Provide customer next train time display at the Rail platforms.</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>DART</td>
<td>TSP full priority</td>
<td>Improve TSP by implementing full priority at CBD.</td>
<td>DART</td>
<td>Improve train Operation at CBD by providing full priority</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>DART</td>
<td>BUS TSP</td>
<td>Improve speed of buses operating on Routes 453, 487, 486 and Route 452 through the use of Traffic Signal Priority (Dallas and Plano).</td>
<td>DART, City of Dallas, Plano</td>
<td>Improved the operating speed of buses operation on several routes in the City of Dallas and Plano through the use of priority requests to extend green time or shorten red time.</td>
<td>$2.8M</td>
<td>Yes</td>
<td>Yes</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>DART</td>
<td>AV Bus Pilot Test</td>
<td>Procure and test the use of AV 40 foot buses in the operation of Route 524 between Love Field and Inwood Station.</td>
<td>City of Dallas, DART, Love Field</td>
<td>Operate more safely through the use of AV technology on traditional fixed route bus service, and evaluate the customer and driver reaction to the transition to level 4 autonomous bus operation</td>
<td>$8M</td>
<td>Yes (Partially)</td>
<td>Yes</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>DCTA</td>
<td>Enhanced PTC (Grade Crossing)</td>
<td>Add monitoring of at grade crossings to improve safety, monitor status of crossing and detect vehicles stuck/present on crossing.</td>
<td>FRA, FTA, Cities (Denton, Lewisville, Highland Village)</td>
<td>Improve safety at grade crossings; meet future mandates; 41 crossings represent key risk area to DCTA</td>
<td>$5M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>DCTA</td>
<td>Bus Cameras &amp; Security Equipment</td>
<td>Complete bus camera system throughout fleet.</td>
<td>FTA, Cities (Denton, Lewisville, Highland Village)</td>
<td>Improve driver and passenger safety through installation of on-board security equipment</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>DCTA</td>
<td>Rail Station Cameras &amp; Security Equipment</td>
<td>Complete camera based security system for rail stations and parking lots.</td>
<td>FRA, FTA, Cities (Denton, Lewisville, Highland Village)</td>
<td>Provide ability to perform forensic review of incidents at stations; provide ability to poll system and check status of facilities real-time from a remote location</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>DCTA</td>
<td>Real-Time Mobility On Demand Technology</td>
<td>Technology application supporting real-time transit services to passengers. (Uber-like service)</td>
<td>FTA, Cities (Denton, Lewisville, Highland Village)</td>
<td>Improves passenger travel by providing a convenient real-time service type.</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
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<tr>
<td>DCTA</td>
<td>Positive Train Control (PTC)</td>
<td>Implementation of Enhanced Automatic Train Control System (E-ATC). The project is expected to be completed in late 2017.</td>
<td>DCTA</td>
<td>Safety Benefits. Avoidance of potential train to train collisions</td>
<td>$12M</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>DFW Airport</td>
<td>Dynamic Message Signs</td>
<td>Dynamic Message Signs</td>
<td>NCTCOG, TxDOT, NTTA, DFW Airport</td>
<td>Provides traveler information: traffic conditions, travel time, weather and emergency events on highway routes from Airport exits to travelers.</td>
<td>$2M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>DFW Airport</td>
<td>Permanent Count Stations and Roadway Temperature Sensors</td>
<td>Systematic collection of traffic and temperature data utilizing automatic traffic recorders located on various roadways throughout DFW Airport with focus on thoroughfares with connections to state highways.</td>
<td>NCTCOG, DFW Airport, TxDOT, NTTA</td>
<td>Data collected will be used in planning for capacity improvements and assessing pavement and bridge conditions. Vehicle type classification will assist pavement design and environmental analyses.</td>
<td>$600K</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td>$20K per 24 locations plus $100K software</td>
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<tr>
<td>DFW Airport</td>
<td>ATMS update</td>
<td>Add components to Airport's ATMS (CSJ: 0918-45-692) to include (1) OptiCom signal</td>
<td>NCTCOG, DFW Airport, TxDOT, NTTA</td>
<td>Provides critical incident management response and increased communication speed and reliability.</td>
<td>$1M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<td>pre-emption and (2) radio antenna upgrades for bandwidth increase. (3) Update</td>
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<td>signal timing to optimize efficiency)</td>
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<tr>
<td>DFW Airport</td>
<td>ATMS expansion</td>
<td>Current ATMS coverage is 21 intersections. Expansion will add 7 existing</td>
<td>NCTCOG, DFW Airport, TxDOT, NTTA, 511</td>
<td>Additional intersections will complete DFW Airport's traffic signal system and provide a link to DFW Regional 511 allowing travelers access to roadway congestion and detour routes.</td>
<td>$1M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>LBJ Express</td>
<td>Communications between TMCs</td>
<td>This project will construct a wired or wireless communication link among several</td>
<td>TxDOT, NTTA, City</td>
<td>Improved coordination to provide traveler information on interstate corridors</td>
<td>$1M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
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<td>regional agencies.</td>
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<tr>
<td>LBJ Express</td>
<td>DriveOn TEXpress</td>
<td>Expand DriveOn TEXpress to support I-30, 35W, 183 and other TxDOT projects.</td>
<td>TxDOT, LBJ, NCTCOG</td>
<td>Wide use and acceptance of the DriveOn APP</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>NCTCOG</td>
<td>Regional Network</td>
<td>Facilitate Development of Regional Network for Multi-Agency Communication, Data</td>
<td>All regional agencies with ITS</td>
<td>Allows sharing of data and video using fiber and wireless network</td>
<td>TBD</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
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<td>and Video Sharing</td>
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<tr>
<td>NCTCOG</td>
<td>511DFW</td>
<td>Regional Traffic Information System</td>
<td>Regional Agencies</td>
<td>Allows collection and public distribution of traffic and transit information</td>
<td>$1M</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>NCTCOG</td>
<td>Concept of Operations</td>
<td>Develop Concept of Operations for a regional corridor</td>
<td>Regional Agencies appropriate to selected corridor</td>
<td>Provides a concept of operations document including identification of roles and responsibilities</td>
<td>TBD</td>
<td>No</td>
<td>Yes</td>
<td>Short-Term</td>
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<tr>
<td>NCTCOG</td>
<td>Center to Center</td>
<td>C2C Plug Ins for Traffic Signal Communications and Control</td>
<td>NCTCOG, Cities and TxDOT</td>
<td>Allows sharing of traffic signal timing plans and other information between agencies</td>
<td>TBD</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>NCTCOG</td>
<td>Connected Vehicles</td>
<td>Provide devices and communication to support Connected Vehicles</td>
<td>TxDOT, NTTA, CDAs, Cities and Counties</td>
<td>Allows collection, transmission and archiving of data</td>
<td>TBD</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
<td></td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Protect Against Theft</td>
<td>Provide protection to copper wire and fiber to reduce theft and vandalism</td>
<td>TxDOT, NTTA, CDAs, Cities and Counties</td>
<td>Reduces device outages and cost of system maintenance</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>NCTCOG</td>
<td>Regional Traffic Signal Retiming Program (RTSRP)</td>
<td>RTSRP provides data collection and analysis and timing plans</td>
<td>NCTCOG, Cities and TxDOT</td>
<td>Improves progression and air quality on selected arterials</td>
<td>TBD</td>
<td>No</td>
<td>Yes</td>
<td>Short-Term</td>
<td>$1M/year</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Minor Intersection Improvements</td>
<td>Low Cost Intersection Improvements such as restriping and GPS clocks</td>
<td>NCTCOG, Cities and TxDOT</td>
<td>Provides low cost improvements to intersections</td>
<td>TBD</td>
<td>No</td>
<td>Yes</td>
<td>Short-Term</td>
<td>$2.5M total FY 17&amp;18</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Major Intersection Improvements</td>
<td>Medium Cost Intersection Improvements</td>
<td>NCTCOG, Cities and TxDOT</td>
<td>Provides medium cost improvements to intersections</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>Mid-Term</td>
<td></td>
</tr>
<tr>
<td>NCTCOG</td>
<td>ITS Security</td>
<td>Identify top 10 regional infrastructure components and develop countermeasures.</td>
<td>NCTCOG, Cities and TxDOT</td>
<td>Recommends security measures to protect regionally significant resources</td>
<td>TBD</td>
<td>No</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Critical Infrastructure/Key</td>
<td>Provides analysis and identification of major catastrophic events and nominations</td>
<td>NCTCOG, Cities and TxDOT</td>
<td>May result in funding to protect resources</td>
<td>TBD</td>
<td>No</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Resources (CIKR)</td>
<td>resources to Homeland Security for evaluation.</td>
<td></td>
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<tr>
<td>Agency</td>
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<tr>
<td>NCTCOG</td>
<td>Severe Weather</td>
<td>Develop Process and mechanism to provide severe weather warnings.</td>
<td>NCTCOG, National Weather Service and TxDOT</td>
<td>Provides warning to travelers about severe weather, including severe thunderstorms and tornadoes</td>
<td>TBD</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Regional ITS Data Quality Implementation</td>
<td>Evaluates data and data collection devices and provides system for data sharing.</td>
<td>NCTCOG and TxDOT</td>
<td>Ensures effective use of ITS devices, including for data collection, provides access or automated data feeds</td>
<td>TBD</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
<td>Ongoing</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Wrong Way Driving</td>
<td>Wrong Way Driving Detection and Crash Reduction</td>
<td>NCTCOG, NTTA and TxDOT</td>
<td>Improves safety</td>
<td>TBD</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Automated Occupancy Verification Technology</td>
<td>Provides automated occupancy verification in vehicles.</td>
<td>NCTCOG and TxDOT</td>
<td>Allows improved enforcement of HOV requirements</td>
<td>TBD</td>
<td>No</td>
<td>Yes</td>
<td>Short-Term</td>
<td>$2M/yr</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Motorist Assist Patrol Program</td>
<td>Provides assistance to stranded motorists and assists first responders while responding to crashes.</td>
<td>NCTCOG and TxDOT</td>
<td>Improves safety and reduces secondary crashes and associated congestion</td>
<td>TBD</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Optimized Freight</td>
<td>Improved traffic signal and other operational aspects of freight.</td>
<td>NCTCOG, TxDOT, various cities, freight industry and carriers</td>
<td>Reduce delays in freight operations</td>
<td>$5M pending TIP action</td>
<td>No</td>
<td>Yes</td>
<td>Medium Term</td>
<td></td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Integrate Waze data into emergency dispatch</td>
<td>Provide Real Time Data</td>
<td>NCTCOG, TxDOT, various cities, emergency responders</td>
<td>Reduced emergency response time</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>Long Term</td>
<td></td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Roadway Data from AV</td>
<td>Receive data from connected vehicles.</td>
<td>NCTCOG, TxDOT, various cities, emergency responders</td>
<td>Improves safety and reduces secondary crashes and associated congestion</td>
<td>TBD</td>
<td>No</td>
<td>No</td>
<td>Long Term</td>
<td></td>
</tr>
<tr>
<td>Trinity Metro</td>
<td>Traffic Signal Prioritization</td>
<td>Implement TSP to provide better traffic flow for transit and emergency vehicles.</td>
<td>Trinity Metro, City of Fort Worth</td>
<td>Increased on-time performance for transit, better response time for emergency vehicles</td>
<td>$280K</td>
<td>Yes</td>
<td>No</td>
<td>Mid Term</td>
<td></td>
</tr>
<tr>
<td>Trinity Metro</td>
<td>New Buses</td>
<td>Replace aged and obsolete fixed route buses; buses will be preinstalled with APCs, AVAS, RTPIS hardware and security cameras (next 3 years).</td>
<td>Trinity Metro</td>
<td>Reduced maintenance costs, increased reliability, and increased passenger capacity</td>
<td>$14.1M</td>
<td>No</td>
<td>Partial</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Trinity Metro</td>
<td>Digital Bus Stop</td>
<td>Small, Solar powered, wireless displays provide up-to-the-minute schedule information and next bus arrival predictions at 46 bus bays within transfer centers and top 50 bus passenger shelters.</td>
<td>Trinity Metro</td>
<td>Increases ridership by reducing passenger's uncertainty about how long its going to be before the next bus comes</td>
<td>$500,000</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trinity Metro</td>
<td>Electric Coach Buses</td>
<td>Premium-level over-the-road coaches for I-35W HIB pilot project. On-board equipment will track speeds in toll-managed lanes, keeping passengers aware of arrival times and enable refund of fares if bus arrives late.</td>
<td>Trinity Metro</td>
<td>Highly optioned buses with features like wi-fi, arrival time displays and reclining seats will theoretically attract choice-riders.</td>
<td>$13.25M</td>
<td>Partial</td>
<td>Mid-Term</td>
<td></td>
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<tr>
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<tr>
<td>Trinity Metro</td>
<td>Real-Time Information System Equipment</td>
<td>Larger, hard-wired displays specifically for the I-35W HIB pilot project provide up-to-the-minute schedule information and next bus arrival predictions at 3 locations.</td>
<td>Trinity Metro</td>
<td>Increases ridership by reducing passenger's uncertainty about how long it's going to be before the next bus comes</td>
<td>$51,000</td>
<td>Partial</td>
<td>Mid-Term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trinity Metro</td>
<td>Intelligent Transit Systems</td>
<td>Computer-Aided Dispatching and Automatic Vehicle Location Systems (CAD-AVL) integrating onboard equipment including Automatic Passenger Counters, Automatic Voice Annunciation and Fareboxes for management and data collection.</td>
<td>Trinity Metro</td>
<td>Ability to manage bus operations, implement detours, send repair crews/replacement vehicles, respond to incidents, collect and report passenger counts, feed data to passenger information systems such as GoPass and arrival information signage.</td>
<td>$3.0M</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trinity Metro</td>
<td>Yard Management</td>
<td>Software for managing bus yard and garage activities</td>
<td>Trinity Metro</td>
<td>Tracks where buses are parked, their state of readiness, whether they are down for maintenance, being cleaned/refueled or available for dispatch, integrates with CAD-AVL system.</td>
<td>$1.2M</td>
<td>No</td>
<td>Long-Term</td>
<td></td>
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</tr>
<tr>
<td>Trinity Metro</td>
<td>Bus Stop Management</td>
<td>Software for managing bus stop maintenance and Inventory</td>
<td>Trinity Metro</td>
<td>Work order system for installation, removal, relocation, cleaning and repair of bus stops and amenities. Feeds bus stop status into passenger information apps for example if a bus stop is closed for construction or detour.</td>
<td>$150K</td>
<td>Partial</td>
<td></td>
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</tr>
<tr>
<td>Trinity Metro</td>
<td>Guaranteed Transit App</td>
<td>Tracks fares purchased for High Intensity Bus Corridor routes operating in toll-managed lanes and issues refunds if the bus arrives late.</td>
<td>Trinity Metro</td>
<td>Helps to attract choice riders to use high capacity express routes rather than drive single-occupant vehicles.</td>
<td>$186K</td>
<td>Partial</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Trinity Metro</td>
<td>Transfer Center Communications</td>
<td>Implementation of real-time communication with on-site security camera system.</td>
<td>Trinity Metro</td>
<td>Increased security and safety for customers and drivers</td>
<td>$150K</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Trinity Metro</td>
<td>CCTV Security Camera Replacement</td>
<td>Replace all security cameras at Tarrant County TRE Stations and integrate into Video Management System.</td>
<td>Trinity Metro</td>
<td>Increased security and safety for customers and drivers</td>
<td>$488</td>
<td>Yes</td>
<td>Short-Term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TxDOT-Dallas</td>
<td>US67 Wireless ITS Installation from Belt Line to Ward Rd (16.25 mi)</td>
<td>Installation of CCTV, DMS, &amp; Vehicle Detection Units all communicating over a wireless network.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Improve incident response time and reduce congestion</td>
<td>$1.25M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>TxDOT-Dallas</td>
<td>US175 Wireless ITS Installation from IH20 to SH34 (22.0 mi)</td>
<td>Installation of CCTV, DMS, &amp; Vehicle Detection Units all communicating over a wireless network.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Improve incident response time and reduce congestion</td>
<td>$2.6M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Agency</td>
<td>Project</td>
<td>Brief Description</td>
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<tr>
<td>TxDOT-Dallas</td>
<td>US75 ITS fiber communication upgrade. Limits: from Exchange Pkwy to US380 (7.33 mi)</td>
<td>Upgrade TxDOT’s current infrastructure from wireless transmission of video/data to transmission via fiber optic cable, deployment of additional CCTV.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Video transmitted via fiber optic cable will be significantly clearer and downtime and during inclement weather will be greatly reduced along with maintenance costs.</td>
<td>$2.5M</td>
<td>Yes</td>
<td>No</td>
<td>Short Term</td>
<td></td>
</tr>
<tr>
<td>TxDOT-Dallas</td>
<td>IH45 ITS fiber communication upgrade. Limits: from IH20 to Dallas/Ellis County Line (12.0 mi)</td>
<td>Upgrade TxDOT’s current infrastructure from wireless transmission of video/data to transmission via fiber optic cable, deployment of additional CCTV.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Video transmitted via fiber optic cable will be significantly clearer and downtime and during inclement weather will be greatly reduced along with maintenance costs.</td>
<td>$3.125M</td>
<td>Yes</td>
<td>No</td>
<td>Short Term</td>
<td></td>
</tr>
<tr>
<td>TxDOT-Dallas</td>
<td>IH35 ITS fiber communication upgrade. Limits: from US380 to Denton/Cooke County Line (13.5 mi)</td>
<td>Upgrade TxDOT’s current infrastructure from wireless transmission of video/data to transmission via fiber optic cable.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Video transmitted via fiber optic cable will be significantly clearer and downtime and during inclement weather will be greatly reduced along with maintenance costs.</td>
<td>$3.375M</td>
<td>Yes</td>
<td>No</td>
<td>Short Term</td>
<td></td>
</tr>
<tr>
<td>TxDOT-Dallas</td>
<td>IH30 ITS fiber communication upgrade. Limits: from Bass Pro Dr to Rockwall/Hunt County Line (16.5 mi)</td>
<td>Upgrade TxDOT’s current infrastructure from wireless transmission of video/data to transmission via fiber optic cable.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Video transmitted via fiber optic cable will be significantly clearer and downtime and during inclement weather will be greatly reduced along with maintenance costs.</td>
<td>$4.525M</td>
<td>Yes</td>
<td>No</td>
<td>Short Term</td>
<td></td>
</tr>
<tr>
<td>TxDOT-Dallas</td>
<td>US80 ITS fiber communication upgrade. Limits: from IH30 to IH635 (2.97 mi)</td>
<td>Upgrade TxDOT’s current infrastructure from wireless transmission of video/data to transmission via fiber optic cable.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Video transmitted via fiber optic cable will be significantly clearer and downtime and during inclement weather will be greatly reduced along with maintenance costs.</td>
<td>$0.75M</td>
<td>Yes</td>
<td>No</td>
<td>Short Term</td>
<td></td>
</tr>
<tr>
<td>TxDOT-Dallas</td>
<td>US175 ITS fiber communication upgrade. Limits: from IH20 to IH45 (9.25 mi)</td>
<td>Upgrade TxDOT’s current infrastructure from wireless transmission of video/data to transmission via fiber optic cable.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Video transmitted via fiber optic cable will be significantly clearer and downtime and during inclement weather will be greatly reduced along with maintenance costs.</td>
<td>$2.312M</td>
<td>Yes</td>
<td>No</td>
<td>Short Term</td>
<td></td>
</tr>
<tr>
<td>TxDOT-Dallas</td>
<td>US67 ITS fiber communication upgrade. Limits: from IH20 to Belt Line (6.02 mi)</td>
<td>Upgrade TxDOT’s current infrastructure from wireless transmission of video/data to transmission via fiber optic cable.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Video transmitted via fiber optic cable will be significantly clearer and downtime and during inclement weather will be greatly reduced along with maintenance costs.</td>
<td>$1.505M</td>
<td>Yes</td>
<td>No</td>
<td>Short Term</td>
<td></td>
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<tr>
<td>TxDOT-Dallas</td>
<td>DMS Installation Project</td>
<td>Installation of DMS’s at locations to fill in gaps in current ITS system.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Installation of new DMS’s on corridors that currently have longer than normal spacing between signs.</td>
<td>$1M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>TxDOT-Dallas</td>
<td>DMS rehabilitation</td>
<td>Removal and replacement of existing DMS’s that have reached end of life.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Reliable Traffic Information and management</td>
<td>$1M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>TxDOT-Dallas</td>
<td>HOV Lane operation</td>
<td>HOV lanes and Managed Lanes with reversible or time of day operations on multiple highways.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Install Video, Communications, DMS’s, Toll collection and detection to ensure lanes operate safely and efficiently</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>Agency</td>
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<tr>
<td>TxDOT-Dallas</td>
<td>Toll Lane Operation</td>
<td>Managed Toll Lane Operations on multiple Highways</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Install Video, Communications, DMS's, Toll collection and detection to ensure lanes operate safely and efficiently</td>
<td>Yes, No</td>
<td>Short-Term</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>TxDOT-Dallas</td>
<td>Dynamic Shoulder Use</td>
<td>Implement Dynamic Shoulder Use to reduce congestion.</td>
<td>TxDOT, NCTCOG, NTTA, Regional Agencies appropriate to selected corridor</td>
<td>Install Video, Communications, DMS's and detection to ensure lanes operate safely and efficiently</td>
<td>Yes, No</td>
<td>Short-Term</td>
<td></td>
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</tr>
<tr>
<td>TxDOT-Dallas</td>
<td>Motorist Assist Patrol Program</td>
<td>Provides assistance to stranded motorists and assists first responders while responding to crashes.</td>
<td>NCTCOG and TxDOT</td>
<td>Improves Safety and reduces secondary crashes and associated congestion</td>
<td>$4.5M</td>
<td>Yes, Yes</td>
<td>Short-Term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TxDOT-Dallas</td>
<td>Wrong Way Detection</td>
<td>Select a corridor to implement wrong way detection measures.</td>
<td>Dallas/Collin Counties</td>
<td></td>
<td>$500K</td>
<td>Yes, No</td>
<td>Short-Term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TxDOT-Dallas</td>
<td>US75 ITS fiber communication upgrade. Limits: from US380 to Rosamond Pkwy (11.03 mi)</td>
<td>Upgrade TxDOT's current infrastructure from wireless transmission of video/data to transmission via fiber optic cable.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Video transmitted via fiber optic cable will be significantly clearer and downtime and during inclement weather will be greatly reduced along with maintenance costs.</td>
<td>$2.758M</td>
<td>Yes, No</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>TxDOT-Dallas</td>
<td>US287 Wireless ITS Installation from IH45 to Bus287 (west of Waxahachie (24.0 mi)</td>
<td>Installation of CCTV, DMS, &amp; Vehicle Detection Units all communicating over a wireless network.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Improve incident response time along corridor. Provide visual verification to manage traffic on corridor for hurricane evacuation.</td>
<td>$1.48M</td>
<td>Yes, No</td>
<td>Mid-Term</td>
<td></td>
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</tr>
<tr>
<td>TxDOT-Dallas</td>
<td>IH45 ITS fiber communication upgrade. Limits: from IH30 to IH20 (8.83 mi)</td>
<td>Upgrade TxDOT's current infrastructure from wireless transmission of video/data to transmission via fiber optic cable, deployment of additional CCTV.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Video transmitted via fiber optic cable will be significantly clearer and downtime and during inclement weather will be greatly reduced along with maintenance costs.</td>
<td>$2.775M</td>
<td>Yes, No</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>TxDOT-Dallas</td>
<td>IH45 ITS fiber communication upgrade. Limits: from Dallas/Ellis County Line to Ellis/Navarro County Line (23.4.0 mi)</td>
<td>Upgrade TxDOT's current infrastructure from wireless transmission of video/data to transmission via fiber optic cable, deployment of additional CCTV.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Video transmitted via fiber optic cable will be significantly clearer and downtime and during inclement weather will be greatly reduced along with maintenance costs.</td>
<td>$6.435M</td>
<td>Yes, No</td>
<td>Long-Term</td>
<td></td>
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</tr>
<tr>
<td>TxDOT-Fort Worth</td>
<td>Expand ITS Coverage Parker and Palo Pinto Co</td>
<td>Install CCTV, DMS, Sensors and weather stations</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Advanced traveler info and incident management</td>
<td>$1.67M</td>
<td>No, No</td>
<td>Short-Term</td>
<td></td>
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</tr>
<tr>
<td>TxDOT-Fort Worth</td>
<td>Expand ITS Coverage Parker and Palo Pinto Co</td>
<td>Install CCTV, DMS, Sensors and weather stations</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Advanced traveler info and incident management</td>
<td>$0.53M</td>
<td>No, No</td>
<td>Mid-Term</td>
<td></td>
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</tr>
<tr>
<td>TxDOT-Fort Worth</td>
<td>Expand ITS Coverage Parker and Palo Pinto Co</td>
<td>Install CCTV, DMS, Sensors and weather stations</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Advanced traveler info and incident management</td>
<td>$0.87M</td>
<td>No, No</td>
<td>Long-Term</td>
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<td>Agency</td>
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<td>Funding Identified</td>
<td>Timeframe</td>
<td>Comments</td>
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<tr>
<td>TxDOT-Fort Worth</td>
<td>Expand ITS Coverage Johnson Co</td>
<td>Add CCTV and Sensors to expand coverage</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Advanced traveler info and incident management</td>
<td>$0.69M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>TxDOT-Fort Worth</td>
<td>Expand ITS Coverage Johnson Co</td>
<td>Add CCTV and Sensors to expand coverage</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Advanced traveler info and incident management</td>
<td>$0.57M</td>
<td>Yes</td>
<td>No</td>
<td>Mid-Term</td>
<td></td>
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<tr>
<td>TxDOT-Fort Worth</td>
<td>Expand ITS Coverage Johnson Co</td>
<td>Add CCTV and Sensors to expand coverage</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Advanced traveler info and incident management</td>
<td>$250K</td>
<td>Yes</td>
<td>No</td>
<td>Long-Term</td>
<td></td>
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<tr>
<td>TxDOT-Fort Worth</td>
<td>SH 121 Fiber Communication</td>
<td>Install Fiber on SH 121 from DART Rail to Bass Pro Blvd</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Create redundant path and local agency connection</td>
<td></td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>TxDOT-Fort Worth</td>
<td>Toll Lane Operation</td>
<td>Managed Toll Lane Operations on multiple Highways.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Install Video, Communications, DMS's, Toll collection and detection to ensure lanes operate safely and efficiently</td>
<td></td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>TxDOT-Fort Worth</td>
<td>ITS deployment in Tarrant/Wise County on US 287 to Decatur area</td>
<td>Install CCTV, DMS, Sensors and weather stations.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Advanced traveler info and incident management</td>
<td>$1.6M</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
</tr>
<tr>
<td>TxDOT-Fort Worth</td>
<td>ITS deployment in Parker, Wise, and Jack counties on SH 199 from FM 730 to Jacksboro</td>
<td>Install CCTV, DMS, Sensors and weather stations.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Advanced traveler info and incident management</td>
<td>$2.1M</td>
<td>Partial</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>TxDOT-Fort Worth</td>
<td>ITS deployment in Johnson and Somervell counties on US 67 from IH 35W to Glen Rose</td>
<td>Installation of CCTV, detection, DMS, and weather station.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Advanced traveler info and incident management</td>
<td>$1.5M</td>
<td>Partial</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>TxDOT-Fort Worth</td>
<td>Road Weather Information System</td>
<td>Installation of road weather information systems throughout the District.</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Implementation of road weather information systems serves primarily to help maintenance personnel make timely and efficient winter maintenance decisions</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>TxDOT-Fort Worth</td>
<td>US 377 connected corridor</td>
<td>Upgrade the US 377 connected corridor (Haltom City, Fort Worth) to a smart connected corridor</td>
<td>TxDOT, Regional Agencies appropriate to selected corridor</td>
<td>Real time traffic information to drivers</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Short-Term</td>
<td></td>
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<tr>
<td>Agency</td>
<td>Project</td>
<td>Brief Description</td>
<td>Potential Stakeholders</td>
<td>Benefits</td>
<td>Cost</td>
<td>ITS Funding Criteria Met</td>
<td>Funding Identified</td>
<td>Timeframe</td>
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<tr>
<td>TxDOT-Fort Worth</td>
<td>Motorist Assist Patrol Program</td>
<td>Provides assistance to stranded motorists and assists first responders while responding to crashes.</td>
<td>NCTCOG and TxDOT</td>
<td>Improves Safety and reduces secondary crashes and associated congestion</td>
<td>TBD</td>
<td>Yes</td>
<td>Yes</td>
<td>Short-Term</td>
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