

AGENDA

**Regional Transportation Council
Thursday, January 12, 2017
North Central Texas Council of Governments**

- 1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**
- 1:00 – 1:05** 1. **Approval of December 8, 2016, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Ron Jensen, RTC Chair
Item Summary: Approval of the December 8, 2016, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A
- 1:05 – 1:05** 2. **Consent Agenda**
 Action Possible Action Information Minutes: 0
- 2.1. **Transportation Improvement Program Modifications**
Presenter: Ken Bunkley, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2017-2020 Transportation Improvement Program (TIP) will be requested.
Background: February 2017 revisions to the 2017-2020 TIP are provided as [Reference Item 2.1](#) for the Council's consideration. Modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.
- 1:05 – 1:20** 3. **Orientation to Agenda/Director of Transportation Report**
 Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG
1. Texas Department of Transportation 100 Year Anniversary
 2. February 2, 2017, Automated Vehicle Roundtable and Demonstration
 3. Congratulations to the Fort Worth Transportation Authority for Receipt of the Full Funding Grant Agreement for the TEXRail Project: Interim Regional Transportation Council (RTC) Loan was Not Needed
 4. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.1](#))
 5. December Online Public Input Opportunity Minutes ([Electronic Item 3.2](#))
 6. RTC Legislative Program (Handout)
 7. Recent Correspondence ([Electronic Item 3.3](#))
 8. Recent News Articles ([Electronic Item 3.4](#))
 9. Recent Press Releases ([Electronic Item 3.5](#))
 10. Transportation Partners Progress Reports

- 1:20 – 1:30** 4. **Endorsement of High-Speed Rail Environmental Backstop**
 Action Possible Action Information Minutes: 10
Presenters: Michael Morris, NCTCOG
Item Summary: The Texas Department of Transportation (TxDOT) is conducting the High-Speed Rail Environmental Impact Study using American Reinvestment and Recovery Act (ARRA) funds expiring on September 30, 2017. This item endorses the use of transportation funds to backstop ARRA funding if this funding source is not available to complete the Record of Decision.
Background: Staff has discussed this contingency with the Regional Transportation Council throughout 2016. If Congress does not extend this eligibility, it is likely the environmental document will not be completed in time. [Reference Item 4](#) is a copy of a letter already transmitted to TxDOT. This action is to endorse this commitment using Surface Transportation Program funds of approximately \$3 million. It is possible these funds may not be needed and if needed, will be significantly less than requested.
- 1:30 – 1:40** 5. **Partnership with Workforce Development Agencies in Training for Drivers Replaced by Advanced Technology**
 Action Possible Action Information Minutes: 10
Presenters: Michael Morris, NCTCOG
Item Summary: Councilmember Lee M. Kleinman, City of Dallas, has requested this topic be placed on the Regional Transportation Council (RTC) agenda for discussion. Possible action would be to give staff direction on possible next steps.
Background: Vehicle technology is advancing that may result in the replacement of certified transit bus operators and truck drivers with commercial drivers' licenses. These employees could be replaced with lower qualified "pilots" or eliminated completely. Similar to previous North Central Texas Council of Governments (NCTCOG) work with the aviation industry regarding airplane pilots, aircraft mechanics, and air traffic controllers, this item would initiate a conversation and advance a needs assessment that evaluates changes in these industries and possible implications to these employees. It is likely this initiative could be part of a larger coalition of other interested parties. It is anticipated that the RTC would engage the NCTCOG Workforce Development Board and companion boards of Dallas and Tarrant Counties.
- 1:40 – 1:50** 6. **High-Speed Rail Status Report**
 Action Possible Action Information Minutes: 10
Presenter: Kevin Feldt, NCTCOG
Item Summary: Staff will provide an update of recent progress regarding high-speed rail for the Dallas-Fort Worth region, including staff efforts to advance the initiatives.
Background: The Regional Transportation Council (RTC) has adopted regional policies guiding the development of high-speed rail implementation within the Dallas-Fort Worth region. Currently, three separate projects designed to serve the region are

ongoing. North Central Texas Council of Governments (NCTCOG) staff continues to coordinate with project partners to ensure the efforts are consistent with the adopted RTC high-speed rail policies and with all transportation partners, consultants, and the public to ensure successful high-speed rail service implementation. Recently, NCTCOG staff issued a Request for Information to the high-speed rail industry seeking information regarding high-speed rail implementation methods and strategies. In addition, NCTCOG staff issued three Requests for Proposals for three station area planning studies in Fort Worth, Arlington, and Dallas seeking consultant assistance regarding station area plans and development opportunities. In addition, staff will present an update for the Dallas-Houston High-Speed Rail project. NCTCOG staff will continue to serve as the RTC liaison for regional high-speed rail efforts.

1:50 – 2:00

7. **Top Five Regional Transportation Council Policy Initiatives for 2017**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will summarize five initiatives listed below.

Background: Regional Transportation Council (RTC) staff was invited to give a progress report at the January 5, 2017, joint meeting of the Dallas Regional Mobility Coalition and the Tarrant Regional Transportation Coalition. Michael Morris highlighted five initiatives for 2017. It is anticipated that 2017 will be a transformative year for several initiatives:

- 1) New Federal Initiative on Transportation
- 2) Implementation of Texas Department of Transportation (TxDOT)/RTC Project Selection from December RTC Meeting
- 3) High-Speed Rail: Dallas to Houston/Fort Worth to Dallas
- 4) State Legislative Session
- 5) TEXRail, Cotton Belt, Coppell/DFW International Airport/RTC Funding Partnership and Integrated New Transit Technology Guideway

2:00 – 2:10

8. **Introduction of New Institutional Needs**

Action Possible Action Information Minutes: 10

Presenters: Michael Morris, NCTCOG

Item Summary: As the Regional Transportation Council (RTC) focuses on project implementation and transportation outcomes, partnerships and potential legislative options are being contemplated for the upcoming Legislative Session.

Background: Ideas regarding comprehensive development agreements, high-speed rail implementation, streamlined project delivery, and next generation tax increment finance mechanisms are in early conversations. These and other topics will be introduced to the RTC.

- 2:10 – 2:20** 9. **Clean Cities Annual Report and Fleet Recognition**
 Action Possible Action Information Minutes: 10
 Presenter: Mindy Mize, NCTCOG
 Item Summary: Staff will provide an overview of the Dallas-Fort Worth Clean Cities (DFWCC) Annual Report and the Clean Fleet Policy, including policy goals and reporting requirements. Recognition of the DFWCC Outstanding Fleet awards will also be provided.
 Background: The North Central Texas Council of Governments has been the host organization for DFWCC, a United States Department of Energy (DOE) initiative to increase energy security and reduce petroleum consumption in the transportation sector since 1994. Clean Cities coalitions are required to complete annual reporting to the DOE every March. To help ensure a better response rate from local fleets, the North Central Texas Council of Governments and DFWCC linked the annual report to the Clean Fleet Policy, which RTC approved on December 11, 2014, and also created the Outstanding Fleet Recognition Program. More details can be found in [Electronic Item 9](#).
- 2:20 – 2:30** 10. **TEXpress Lanes Education Campaign**
 Action Possible Action Information Minutes: 10
 Presenter: Amanda Wilson
 Item Summary: The Regional Transportation Council will be provided with an update on the TEXpress Lanes Education Campaign.
 Background: A Managed Lanes Communication Workshop took place prior to the January 14, 2016, Regional Transportation Council meeting. Policy officials and public information officers identified messaging and communications needs to help the public better understand managed lanes. Based on the comments received, staff has created materials to educate consumers and stakeholders regarding the benefits of managed lanes. An overview of the materials produced, as well as still-planned materials will be provided at the meeting.
11. **Progress Reports**
 Action Possible Action Information
 Item Summary: Progress Reports are provided in the items below.
- RTC Attendance ([Reference Item 11.1](#))
 - STTC Attendance and Minutes ([Electronic Item 11.2](#))
 - Local Motion ([Electronic Item 11.3](#))
12. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
13. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, February 9, 2017, at the North Central Texas Council of Governments.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL
December 8, 2016**

The Regional Transportation Council (RTC) met on Thursday, December 8, 2016, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Sara Bagheri, Brian Barth, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Ann Zadeh (representing Jungus Jordan), Brian Loughmiller, Scott Mahaffey, Matthew Marchant, Maher Maso, B. Adam McGough, Cary Moon, Stan Pickett, Mark Riley, Mykol Woodruff (representing Kelly Selman), Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., Oscar Ward, Bernice J. Washington, Duncan Webb, Kathryn Wilemon, and W. B. "Zim" Zimmerman.

Others present at the meeting were: Vickie Alexander, John Baker, Melissa Baker, Berrien Barks, Adam Beckom, Natalie Bettger, Brandi Bird, Alberta Blair, Shahram Bohluli, Ron Brown, John Brunk, Ken Bunkley, Mo Bur, David Cain, Marrk Callier, Jack Carr, Angie Carson, Dave Carter, Ying Cheng, Kirk D. Clennan, John Cordary, Hal Cranor, Mike Curtis, Clarence Daugherty, Brian Dell, Kim Diederich, Jory Dille, Jerry Dittman, David Dryden, Michael Duhaime, Chris Dyser, Chad Edwards, Kevin Feldt, David R. Gattis, Bob Golden, Christie Gotti, Laura Hanna, Tony Hartzel, Rebekah Hernandez, Robert Hinkle, Jodi Hodges, Ernest Huffman, Kevin Hugman, Yagnesh Jarmarwala, Ann-Claire Karalyos, Travis Kelly, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Dan Lamers, April Leger, Paul Luedtke, Stanford Lynch, Chad McKeown, Keith Melton, Michael Miles, Cliff Miller, Erin Moore, Michael Morris, Henry Navnittal, Jeff Neal, Mark Nelson, Mickey Nowell, Lanre Olaniyan, Nick Page, James C. Paris, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Cori Reaume, Molly Rendon, Amy Rideout, Bill Riley, Christina Roach, Tito Rodriguez, Kyle Roy, Greg Royster, Steve Salin, Russell Schaffner, Lori Shelton, Randy Skinner, Chelsea St. Louis, Rick Stopfer, Vic Suhm, Gary Thomas, Christopher Tolar, Lauren Trimble, Dan Vedral, Elizabeth Whitaker, Greg White, Amanda Wilson, Brian Wilson, and Ed Wueste.

1. **Approval of November 10, 2016, Minutes:** The minutes of the November 10, 2016, meeting were approved as submitted in Reference Item 1. Gary Fickes (M); Bernice J. Washington (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **FASTLANE Grant Applications:** A motion was made to approve the submittal of two projects to be submitted for consideration in the FY2017 Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies Grant Program: 1) DFW Connector North Airport Interchange and 2) Interstate Highway 35E/35W Merge Interchange.
 - 2.2. **Approval to Pursue Transportation Data-Sharing Partnerships on a Common Regional Platform:** A motion was made to approve issuance of a Request for Partners to identify parties interested in sharing transportation-related data with the region on a common platform and to enter into private sector data-sharing

partnerships. An example of a data-sharing partnership was provided in Electronic Item 2.2.1, and additional information was provided in Reference Item 2.2.2.

Oscar Ward (M); Charles Emery (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris highlighted items in the Director of Transportation Report. The 2017 Regional Transportation Council (RTC) meeting schedule was provided in Reference Item 3.1. An overview of the recent Texas Mobility Summit was presented. The Texas Department of Transportation (TxDOT) Texas Technology Task Force is working to develop an innovation and technology strategy designed to move Texas mobility forward. Private-sector and public-sector staffs met, and nine teams from across the State have been created. The goal is to develop a statewide partnership to transform the vehicle technology initiative and create an opportunity for Texas to lead the initiative to improve transportation through technology and foster economic development. The task force is seeking additional teams. Members interested in establishing or joining a current team were encouraged to contact staff, and additional information will be provided to members regarding this initiative at a future RTC meeting. Mr. Morris also noted the State has issued a Traffic Safety Grants Program Request for Proposals. The deadline for submission is January 9, 2017. Current air quality funding opportunities for vehicles were provided in Electronic Item 3.2. Recent correspondence was provided in Electronic Item 3.3, recent new articles in Electronic Item 3.4, and recent press releases in Electronic Item 3.5. A news article regarding job growth in the Dallas-Fort Worth region was provided in Electronic Item 3.6. November public meeting minutes were distributed at the meeting in Reference Item 3.7. The minutes summarize comments on the regional 10-Year Plan and next decade of projects in Item 4. A notice containing information about the December online input opportunity was distributed at the meeting in Reference Item 3.8. Transportation partners progress reports were also distributed at the meeting.
4. **Regional 10-Year Plan and Next Decade of Projects: Draft Final List:** Michael Morris presented the proposed regional projects covering FY2017-FY2026. First, a policy summary was highlighted. He thanked the Texas Transportation Commission (TTC) for formula allocating funds and the Legislature and citizens for new revenues through Proposition 1 and Proposition 7. The proposed project selections assume the legislative minimums are met. This project selection effort adds evidence that urban congestion is not fully addressed at the new funding levels, opens up the question on State allocations, demonstrates the need for innovative funding tools, and demonstrates the need for additional revenues in the next Legislative Session. Through this effort, staff proposes to address the east/west equity distribution in the region by moving \$100 million in Category 2 funds from the east to the west to bring the balance closer to the proposed equity percentages. The latest east/west equity shares for the region were provided in Electronic Item 4.1 for reference. The process used to prioritize projects into three categories was reviewed. Project categories include: 1) previously unfunded or existing facilities under construction needing next phase funding (38 percent of funding), 2) new freeway projects (43 percent of funding), and 3) new on-system arterial projects (19 percent of funding). Projects in each category went through an evaluation to identify the best projects. A draft list of proposed projects was provided in Reference Item 4.2, and details of the initiative were provided in Electronic Item 4.3. A map including the projects meeting the congestion criteria and an example of a speed thermal map used in determining congestion were highlighted at the meeting. Mr. Morris noted that very few equity questions have been received and he discussed efforts to forecast revenue by county based on future congestion levels in order to provide a guideline to make the right

investment in each part of the region. Three comprehensive development agreements or innovative funding strategies are proposed: 1) IH 635 East between US 75 and Royal/Miller, 2) IH 35E north of IH 635 to Denton County, and 3) an additional project to be named as the region learns what other parts of the State may do during the Legislative Session. Mr. Morris specifically discussed the IH 35E project north of IH 635. Staff has reviewed the recently approved Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and determined that over \$500 million of revenue is still available in the corridor after the TIFIA loan is repaid. Also, through this effort, \$262 million is proposed to be added to the segment in Dallas County between IH 635 and the Denton County line. Revenue will be generated on the previously approved interchange at IH 35E and IH 635. Staff would like to combine all revenue streams to see if funding shortfalls that still exist on IH 35E can be resolved with an innovative funding partnership. Mr. Morris reviewed comments and changes since the November 10, 2016, RTC meeting. Limits on SH 114 in Tarrant County, IH 20 in Dallas County, and north/south arterials west and east of Lake Lavon have been modified. Staff has confirmed the City of Mesquite is interested in ensuring the north to south and east to west movements can be made at the IH 30/IH 635 Interchange and are not asking for the replacement of the direct connectors at this time. Correspondence from the City of Mesquite was provided in Electronic Item 4.5. Staff believes there is money in the effort to accomplish this task and has asked the Texas Department of Transportation (TxDOT) Dallas District to review the best options to get the lanes through the existing interchange as it is working on IH 635. Mr. Morris noted that all public comments received are included in the public involvement handout distributed at the meeting in Reference Item 3.7. Additional project requests were received from Anna, Garland, Mesquite, McKinney, Frisco, Collin County, Parker County, and Grapevine. Staff has not switched out any projects since presented to the RTC in November and will continue efforts to find funding for these projects as detailed in the letter to the Texas Transportation Commission (TTC) in Electronic Item 4.4. Both the Collin County and Grapevine letters help to make the case that the urban program needs additional revenue and the letters will be included as an attachment to the letter to the TTC. Next, staff will work to balance project needs with available resources and year of expenditure. Project funding amounts are in current year dollars, for construction only. TxDOT will receive additional funding for engineering and right-of-way. The region would like to have an opportunity to switch out revenue for projects in other regions that are not ready to let (through memorandum of understanding or another agreement) to meet the spirit of the Legislature to get Proposition 1 and Proposition 7 projects to construction quickly. By having projects ready to proceed, the impact to inflation is believed to be in the region's favor. The project listings in Reference Item 4.2 will be submitted to TxDOT Austin to fulfill the HB 20 requirements. Mr. Morris noted he would be attending the TTC workshop the following week and will bring back any information provided by the TTC at the workshop. The TTC is expected to review proposed projects at its February 2017 meeting. In closing, Mr. Morris noted that Reference Item 4.4 (distributed at the meeting) contained edits indicating the correspondence to the TTC will include the Collin County letter as well as the Grapevine letter. In the letter, Grapevine correctly articulated that the DFW Connector remains incomplete. Brian Barth noted that the 10-year planning effort was a great process resulting in a good list of projects. It also shows there is more work to be done regarding funding needs. Stan Picket noted the City of Mesquite's biggest concern is that the IH 30/IH 635 Interchange is not included specifically (in writing) in the 10-year Plan. In addition, other interchanges on IH 635, IH 35, and US 75 are included. He discussed \$205 million in the proposed funding selections for SH 80, a project that is not environmentally cleared, and asked the possibility of switching funds with this project. Mr. Morris noted the 10-year Plan is the beginning of a conversation. Changes and updates will be made to the listing every quarter (through the Transportation Improvement Program

modification process) for the next 10 years. No entity should be satisfied that everything is on the list and the expectation should be that RTC and TxDOT district staffs will continue to work towards funding the transportation needs of the region and should be held accountable. Members were asked to communicate the additional needs to the Texas Transportation Commission, Legislature, and Congressional Delegation. Douglas Athas also expressed concern regarding the IH 30/IH 635 Interchange, noting the importance of the project. He noted many of the entities he represents are concerned because one of the biggest complaints received from citizens is IH 30 access to IH 635. He added something should come forward in the near future to address the interchange so represented communities understand the total picture. Mr. Morris noted that staff will bring back the technical analysis from the TxDOT Dallas District in 60 days to see if the interchange should be replaced versus can the transportation needs be met without a full reconstruction. Mr. Athas noted that a complete reconstruction of the interchange is not being requested, but an option for the two systems (IH 635 and IH 30) to match up is requested. Mr. Morris noted there is approximately \$6 million to \$7 million in the proposed plan that staff believes will cover the costs and will be part of the analysis staff brings back in 60 days. Andy Eads expressed his appreciation to legislative partners and citizens who supported the new funding. He discussed the ongoing battle each entity has with regard to long-term planning and meeting immediate needs. While Denton County appreciates planning for the Outer Loop, he noted other immediate needs such as all segments of IH 35E, IH 35W, US 377, US 380, and FM 455 that the County will review in the next 10 years even though some of the projects are not articulated in the 10-year Plan. A motion was made to approve the 10-year map and projects to be funded with Category 2, Category 4, and Category 12 funds listed in Reference Item 4.2; move \$100 million in Category 2 funds from the east to the west to balance east/west equity; transmit projects and thank you letters; and include three comprehensive development agreements/innovative funding strategies for IH 635 between US 75 and Royal/Miller, IH 35E from IH 635 north to the City of Denton, and an unnamed project. Andy Eads (M); Gary Fickes (S). Stan Pickett was opposed. The motion passed.

5. **Transportation Alternatives Set-Aside Program Call for Projects: Process and Scoring Criteria:** Karla Weaver presented staff recommendations for the 2017 Transportation Alternatives Set-Aside (TA Set-Aside) Program Call for Projects for the North Central Texas region. This program is similar to the previous Transportation Alternatives Program and is funded through the current federal transportation funding and authorization bill. Funding is available through a competitive process to metropolitan planning organizations serving urbanized areas with populations over 200,000. She noted the Texas Department of Transportation (TxDOT) is also issuing a Call for Projects in January 2017 for the same type of funding. Entities outside the urbanized area will also be eligible for TxDOT's funding, but entities inside the urbanized area are only eligible to apply for the North Central Texas Council of Governments (NCTCOG) program. Entities cannot apply for the same project in both programs. For the NCTCOG Call for Projects, two categories are proposed: 1) active transportation projects such as trails, sidewalks, crosswalks, signalization improvements, and others, and 2) Safe Routes to School projects of similar project types but with focus on access to schools. A total of approximately \$23 million is available for FY2017, FY2018, and FY2019, including a small balance remaining from FY2016. Funding will be allocated between the eastern and western subregions with approximately \$15 million available in the east and approximately \$8 million in the west. The proposed maximum award per project is \$5 million. Based on feedback received from the Surface Transportation Technical Committee (STTC), the proposed minimum per award has been lowered to \$150,000 per project. A 20 percent (minimum) cash local match is required, and staff proposes that entities must submit a resolution of local cash-match commitment for

each application. Eligible entities include local governments, regional transportation authorities, transit agencies, school districts, and any local government with responsibility for oversight of transportation or recreational trails. Minimum project requirements include right-of-way or easements in place, documentation approved by the governing body to confirm the availability of the local match contribution, and a completed environmental review checklist identifying project readiness. For Safe Routes to School applications, a memorandum of understanding or resolution of support between the school district and local government is required. Based on comments at the December 2 STTC meeting, staff proposes to allow additional time to have resolutions in place. A letter committing to provide a resolution prior to selection of projects, signed by the appropriate parties, can be provided to NCTCOG and will allow for an April 21, 2017, resolution deadline. This resolution deadline is prior to public meetings in early May and will allow additional time for entities to obtain resolution approval. Regarding proposed program rules, applicants must commit to executing agreements with TxDOT within one year of project selection and commit to advance construction within three years from selection or risk the loss of funding. Cost overruns are the sole responsibility of the nominating entity. Active transportation projects will be evaluated and scored based on regional network connectivity, mobility, safety, reducing barriers, reducing congestion, destination density, air quality benefits, equity, and local network connectivity. Safe Routes to School projects will be evaluated and scored based on implementation of a local plan, safety, congestion reduction, equity, community support and stakeholder involvement, and air quality benefits. Details were provided in Reference Item 5. Additional considerations for both types of projects include project readiness and project innovation. Ms. Weaver noted, if approved, the Call for Projects will open on December 12, 2016, and close February 24, 2017. A workshop is scheduled for December 14, 2016. Projects will be reviewed in March and April, followed by public meetings. STTC action is proposed for May 26, 2017, followed by RTC action at its June 8, 2017, meeting. Mark Riley discussed Safe Routes to School projects in rural areas, noting that a project in Parker County would likely never meet the scoring requirements for such a project because it is not located in an area that children would walk or bike. However, there is significant traffic in the area. This could put rural areas, such as Parker County, at a disadvantage for funding. Ms. Weaver discussed various options that may give the project or similar projects higher scores. Michael Morris noted that the project may be better suited for another program or for the TxDOT Call for Project and requested that Mr. Riley provide staff with additional details to determine the best program for the project. A motion was made to approve the proposed funding amounts and local match requirements, funding categories and eligible activities, eligible applicants, evaluation scoring criteria, and project schedule provided at the meeting for the 2017 Transportation Alternatives Set-Aside Program Call for Projects. Clay Lewis Jenkins (M); Lissa Smith (S). The motion passed unanimously.

6. **High-Occupancy Vehicle/Managed Lane Report and Status of Technology**

Procurement: Dan Lamers briefed the Regional Transportation Council (RTC) on the latest managed lane high-occupancy vehicle (HOV) subsidy and performance report. A map of the near-term managed lane system was highlighted. The current Regional Transportation Council (RTC) Managed Lane Policy allows for HOV users to travel on tolled managed lanes at a 50 percent discount during the peak periods, and the RTC is responsible for paying the subsidy to the private operators of the LBJ Express and North Tarrant Express. As of October 2016, the HOV subsidy was approximately \$937,000. In addition, the policy also allows for RTC-sponsored vanpool users to receive a 50 percent discount during the peak periods through a reimbursement request. Approximately \$2,000 in requests for reimbursement have been received since October 2016. As a result, staff believes there is

no need to make occupancy adjustments to the policy at this time. The North Texas Tollway Authority continues to be the billing agent for all tolled managed lanes in the region and has not reported any customer service impacts or concerns to date. Lastly, the RTC policy indicates rebates may be issued to users when average minimum corridor speeds drop below 35 miles per hour (mph). To date, there have been no qualifying instances in which the speeds dropped below 35 mph due to the fault of the operator. A slide showing the subsidy cost by corridor was shown. Mr. Lamers noted another provision of the policy, the enforcement of HOV occupancy requirements. Currently, occupancy requirements are enforced manually. This method is costly and unsafe. Earlier in the year, a procurement was initiated to look for automated technology to determine vehicle occupancy. Proposals have been reviewed and a proposed vendor will be recommended to the North Central Texas Council of Governments Executive Board at its December 15, 2016, meeting. Staff anticipates the effort will be implemented in two phases, a pilot phase followed by full implementation if successful. The pilot phase is expected to be completed in the summer of 2017, with full implementation expected in the fall of 2017. The technology being explored will also allow for the integration of the HOV subsidy into the HOV incentive program and to other travel demand incentive programs such as Try Parking It. In addition, staff has worked with the Texas Department of Transportation to ensure the technology can be applied statewide in the future. More information will be provided to members once data from the pilot phase is available. Matthew Marchant asked if usage of the HOV managed lanes has increased over time and if there is an associated administrative fee. Mr. Lamers noted that the number of subsidies have increased gradually over time from approximately 20,000 to approximately 30,000. He added, toll amounts are adjusted for the occupancy requirement by the operator of the facility and then provided to the North Texas Tollway Authority. There is no associated administrative cost. Mr. Marchant noted many receiving the HOV discount may not be reducing a vehicle from traveling on the roadway since they are not actually carpooling. He asked if it is possible to survey users to determine the amount of carpoolers versus the amount of users that simply have a 2+ occupancy in the vehicle at the time. Michael Morris noted the goal is to eventually evolve the subsidy program into a rewards program to encourage carpool usage. Staff is aware that not all HOV users are taking cars off the road and efforts are underway to mature the current program. Mr. Marchant suggested the policies could be revised in the near future to require that when users declare they are driving an HOV, they must confirm that two or more drivers are occupying the vehicle. Mr. Morris noted the new technology procurement will assist with this type of effort and as it is advanced, there will be opportunities to review the policies in the future.

7. **Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Follow Up:** Regional Transportation Council (RTC) Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Chair Rob Franke provided an overview of the Subcommittee meeting held prior to the RTC meeting. He highlighted the presentation given by Texas Central Partners (TCP) regarding the Houston to Dallas high-speed rail project and noted its efforts to get land under contract for the project. He discussed the level of interest received for the Request for Information and the recently released Request for Proposals for station planning efforts in Fort Worth, Arlington, and Dallas. He noted subcommittee discussions also included recent progress toward developing local governance to oversee the implementation of high-speed rail in the region, as well as the region's request to the federal government regarding funding for implementation of the Dallas-Fort Worth Core Express Service. Subcommittee Chair Franke noted his observation of the policy established years ago regarding the region's vision for high-speed rail and how staffs have worked to achieve the policy and follow RTC direction. Michael Morris noted that a complete high-speed rail presentation should be provided to the full RTC, and staff will work with the RTC Chair to place the item on a future agenda.

8. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 8.1 and the current Local Motion in Electronic Item 8.2.
9. **Other Business (Old or New):** There was no discussion on this item.
10. **Future Agenda Items:** There was no discussion on this item.
11. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, January 12, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:05 pm.

How to Read the Project Modification Listings - Roadway Section

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
FACILITY:	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
LOCATION/LIMITS FROM:	Cross-street or location identifying the ends limits of a project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	County in which project is located.
CONT-SECT-JOB (CSJ):	The Control Section Job Number is a TxDOT-assigned number given to track projects.
CITY:	City in which project is located.
DESCRIPTION (DESC):	Brief description of work to be performed on the project.
REQUEST:	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
FY:	Identifies the fiscal year in which the project occurs.
PHASE:	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: http://www.nctcog.org/trans/tip/17-20/index.asp
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55208 **Facility:** IH 35W **Location/Limits From:** IH 20 **Modification #:** 2017-0014
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 174
County: TARRANT **CSJ:** 0014-02-050
City: FORT WORTH **Desc:** RECONSTRUCT AND WIDEN 6 TO 10 LANES FROM IH 20 TO FM 1187 AND RECONSTRUCT AND WIDEN 6 TO 8 LANES FROM FM 1187 TO SH 174
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0014-02-050	SBPE:	\$0	\$35,180,486	\$0	\$0	\$0	\$35,180,486
2021	ROW	0014-02-050	S102:	\$38,560,000	\$9,640,000	\$0	\$0	\$0	\$48,200,000
2027	CON	0014-02-050	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$482,000,000	\$482,000,000
Grand Total:				\$38,560,000	\$44,820,486	\$0	\$0	\$482,000,000	\$565,380,486

Revisions since STTC Meeting: Add "Widen" to the scope to read "Reconstruct and widen..." and change TIP code from "84140" to "55208." Add engineering phase to FY2017 and Right of Way (ROW) phase to FY2021. Add \$35,180,486 (State) SBPE funding for engineering phase; add \$38,560,000 (Federal) and 9,640,000 (State) S102 funding for Right of Way (ROW) phase.

TIP Code: 55182 **Facility:** IH 20 **Location/Limits From:** IH 820 **Modification #:** 2017-0027
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** CHISHOLM TRAIL PARKWAY
County: TARRANT **CSJ:** 0008-16-042
City: FORT WORTH **Desc:** RECONSTRUCT 6 TO 8 MAIN LANES
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

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

Revisions since STTC Meeting: Remove "adding 1 general purpose lane" and "reconstruct 4/6 to 4/6 Frontage Roads" from the scope to be consistent with MTP 2040.

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55183 **Facility:** SH 183 **Location/Limits From:** SAM CALLOWAY ROAD **Modification #:** 2017-0028
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 199
County: TARRANT **CSJ:** 0094-05-067
City: RIVER OAKS **Desc:** RECONSTRUCT 4 TO 4 MAIN LANES
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0094-05-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$25,000,000	\$25,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$25,000,000	\$25,000,000

Revisions since STTC Meeting: Change "Reconstruct Roadway" to "Reconstruct 4 to 4 Main Lanes" to clarify the scope. Change City from "Fort Worth" to "River Oaks."

TIP Code: 55184 **Facility:** FM 1187 **Location/Limits From:** CHISHOLM TRAIL PARKWAY **Modification #:** 2017-0032
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** BF 1187C
County: TARRANT **CSJ:** 1330-01-068
City: FORT WORTH, CROWLEY **Desc:** WIDEN 2 TO 4 LANE URBAN DIVIDED
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	1330-01-068	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$30,000,000	\$30,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$30,000,000	\$30,000,000

Revisions since STTC Meeting: Add "Crowley" to list of cities.

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55206 **Facility:** IH 45 **Location/Limits From:** AT DOWDY FERRY RD **Modification #:** 2017-0049
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 0092-02-125
City: DALLAS **Desc:** INTERSECTION IMPROVEMENTS
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0092-02-125	SBPE:	\$0	\$75,000	\$0	\$0	\$0	\$75,000
2018	CON	0092-02-125	Cat 5:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
Grand Total:				\$960,000	\$315,000	\$0	\$0	\$0	\$1,275,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0092-02-125	SBPE:	\$0	\$75,000	\$0	\$0	\$0	\$75,000
Grand Total:				\$0	\$75,000	\$0	\$0	\$0	\$75,000

Revisions since STTC Meeting: **Removed Construction phase in FY2018**

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55207 **Facility:** US 80 **Location/Limits From:** AT SH 205/FM 148 **Modification #:** 2017-0053
Impementing Agency: TXDOT-DALLAS
County: KAUFMAN **CSJ:** 0095-04-069
City: TERRELL **Desc:** INTERSECTION IMPROVEMENTS
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0095-04-069	SBPE:	\$0	\$325,000	\$0	\$0	\$0	\$325,000
2020	CON	0095-04-069	Cat 5:	\$5,280,000	\$1,320,000	\$0	\$0	\$0	\$6,600,000
Grand Total:				\$5,280,000	\$1,645,000	\$0	\$0	\$0	\$6,925,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0095-04-069	SBPE:	\$0	\$325,000	\$0	\$0	\$0	\$325,000
Grand Total:				\$0	\$325,000	\$0	\$0	\$0	\$325,000

Revisions since STTC Meeting: **Removed Construction phase in FY2020**

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 83277 **Facility:** SH 243 **Location/Limits From:** AT FM 2515 AND FM 2727 **Modification #:** 2017-0081
Impementing Agency: TXDOT-DALLAS
County: KAUFMAN **CSJ:** 0522-01-023
City: KAUFMAN **Desc:** INTERSECTION IMPROVEMENT
Request: REMOVE CONSTRUCTION FUNDING IN FY2017; ADD ENGINEERING PHASE IN FY2019
Comment: LOCAL CONTRIBUTION PAID BY KAUFMAN COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0522-01-023	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$400,000	\$400,000
Grand Total:				\$0	\$0	\$0	\$0	\$400,000	\$400,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0522-01-023	SBPE:	\$0	\$50,000	\$0	\$0	\$0	\$50,000
2020	CON	0522-01-023	Cat 5:	\$320,000	\$80,000	\$0	\$0	\$0	\$400,000
Grand Total:				\$320,000	\$130,000	\$0	\$0	\$0	\$450,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0522-01-023	SBPE:	\$0	\$50,000	\$0	\$0	\$0	\$50,000
Grand Total:				\$0	\$50,000	\$0	\$0	\$0	\$50,000

Revisions since STTC Meeting: Removed Construction phase in FY2020 and revised Request to reflect the removal of Construction funding in FY2020

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11651.1 **Facility:** VA **Location/Limits From:** DCTA HEBRON STATION **Modification #:** 2017-0130
Impementing Agency: NCTCOG **Location/Limits To:** IRVING CAMPION TRAIL NORTH EXTENSION
County: DALLAS, DENTON **CSJ:** 0918-47-998
City: CARROLLTON, COPPELL, LEWISVILLE **Desc:** PRELIMINARY ENGINEERING FOR VELOWEB SHARED-USE PATH, INCLUDING CONNECTIONS TO NORTH CARROLLTON/FRANKFORD DART STATION AND TRINITY MILLS DART STATION
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); OFFSET BY A DECREASE ON TIP 11651/CSJ 0902-00-173

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	N/A	Cat 5:	\$500,000	\$0	\$0	\$125,000	\$0	\$625,000
Grand Total:				\$500,000	\$0	\$0	\$125,000	\$0	\$625,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-998	Cat 5:	\$500,000	\$0	\$0	\$125,000	\$0	\$625,000
Grand Total:				\$500,000	\$0	\$0	\$125,000	\$0	\$625,000

Revisions since STTC Meeting: Clarified Description by changing "Veloweb Trail" to "Veloweb shared-use path" and changing "Trail Connections" to "Connections." Identified counties as Dallas and Denton, and cities as Carrollton, Coppell, and Lewisville. Updated TIP Code from 25031 to 11651.1 and revised Request to indicate that CMAQ funds are offset by a decrease of CMAQ funds from TIP 11651/CSJ 0902-00-173; updated CSJ to 0918-47-998

TIP Code: 11979.3 **Facility:** VA **Location/Limits From:** REGIONAL AIR QUALITY INITIATIVES (WESTERN SUBREGION) **Modification #:** 2017-0139
Impementing Agency: NCTCOG
County: TARRANT **CSJ:** 0000-18-006, 0902-00-158, 0902-00-159, 0902-00-902, 0902-00-907, 0902-00-928, 0902-00-935
City: VARIOUS **Desc:** ADMIN OF VARIOUS AQ PROJECTS INCL. CLEAN FLEET TECHNOLOGIES, IDLE-FREE SCHOOL ZONES, ALT FUEL DEPLOYMENT INITIATIVES, HDDV WEIGH-IN-MOTION, ETC.
Request: REVISE SCOPE TO ADMINISTER & IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY THROUGH AIR QUALITY PLANNING, CONTROL STRATEGY DEVELOPMENT, TECHNOLOGY/FUEL EVALUATION, DATA AND FEASIBILITY ANALYSES, POLICY & BEST PRACTICE DEVELOPMENT/DISSEMINATION, & STAKEHOLDER COLLABORATION; REVISE FUNDING TO BE CONSISTENT WITH TXDOT AGREEMENT; CHANGE CSJ FROM 0902-00-902 TO 0902-00-157
Comment: NOTE: 848,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0902-00-902	Cat 3 - TDC (MPO):	\$0	\$0	\$194,000	\$0	\$0	\$0
2016	IMP	0902-00-902	Cat 7:	\$970,000	\$0	\$0	\$0	\$0	\$970,000
Phase Subtotal:				\$970,000	\$0	\$194,000	\$0	\$0	\$970,000
2017	IMP	0902-00-158	Cat 3 - TDC (MPO):	\$0	\$0	\$306,000	\$0	\$0	\$0
2017	IMP	0902-00-158	Cat 7:	\$1,530,000	\$0	\$0	\$0	\$0	\$1,530,000
Phase Subtotal:				\$1,530,000	\$0	\$306,000	\$0	\$0	\$1,530,000
2018	IMP	0902-00-159	Cat 3 - TDC (MPO):	\$0	\$0	\$348,000	\$0	\$0	\$0
2018	IMP	0902-00-159	Cat 7:	\$1,740,000	\$0	\$0	\$0	\$0	\$1,740,000
Phase Subtotal:				\$1,740,000	\$0	\$348,000	\$0	\$0	\$1,740,000
Grand Total:				\$4,240,000	\$0	\$0	\$0	\$0	\$4,240,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-158	Cat 3 - TDC (MPO):	\$0	\$0	\$276,000	\$0	\$0	\$0
2017	IMP	0902-00-158	Cat 7:	\$1,380,000	\$0	\$0	\$0	\$0	\$1,380,000
Phase Subtotal:				\$1,380,000	\$0	\$276,000	\$0	\$0	\$1,380,000
2018	IMP	0902-00-159	Cat 3 - TDC (MPO):	\$0	\$0	\$348,000	\$0	\$0	\$0
2018	IMP	0902-00-159	Cat 7:	\$1,740,000	\$0	\$0	\$0	\$0	\$1,740,000
Phase Subtotal:				\$1,740,000	\$0	\$348,000	\$0	\$0	\$1,740,000
2019	IMP	0902-00-157	Cat 3 - TDC (MPO):	\$0	\$0	\$224,000	\$0	\$0	\$0
2019	IMP	0902-00-157	Cat 7:	\$1,120,000	\$0	\$0	\$0	\$0	\$1,120,000
Phase Subtotal:				\$1,120,000	\$0	\$224,000	\$0	\$0	\$1,120,000
Grand Total:				\$4,240,000	\$0	\$0	\$0	\$0	\$4,240,000

Revisions since STTC Meeting: Update request to reflect changes to the scope and to show the CSJ for FY 2016 changing from 0902-00-902 to 0902-00-157 and moving from FY 2016 to FY 2019. Add comment regarding the use of \$848,000 of Transportation Development Credits (Cat 3 - TDC [MPO]).

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11990 **Facility:** CS **Location/Limits From:** PRESTON CENTER AREA ALONG NORTHWEST HIGHWAY **Modification #:** 2017-0142
Impementing Agency: NCTCOG **Location/Limits To:** FROM PRESTON AND THE DALLAS NORTH TOLLWAY
County: DALLAS **CSJ:** N/A
City: DALLAS **Desc:** PLANNING STUDY TO REVIEW CONTEXT SENSITIVE URBAN DESIGN, LAND USE, ZONING, AND NEEDED OPERATIONS IMPROVEMENTS (SIGNALS AND INTERSECTIONS)
Request: ADD ADDITIONAL FUNDING IN FY2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$250,000	\$100,000	\$0	\$350,000
Grand Total:				\$0	\$0	\$250,000	\$100,000	\$0	\$350,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$250,000	\$100,000	\$0	\$350,000
2017	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$30,000	\$10,000	\$0	\$40,000
Grand Total:				\$0	\$0	\$280,000	\$110,000	\$0	\$390,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$250,000	\$100,000	\$0	\$350,000
2017	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$32,000	\$8,000	\$0	\$40,000
Grand Total:				\$0	\$0	\$282,000	\$108,000	\$0	\$390,000

Revisions since STTC Meeting: Revised Request from "Add Implementation Funding in FY2017" to "Add additional funding in FY2017"; updated Regional and Local funding shares to 80/20 in FY2017

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11380 **Facility:** VA **Location/Limits From:** SUMMER CREEK STATION TOD; BOUNDED ON THE EAST BY SUMMER CREEK BLVD; ON THE WEST BY THE FWW RAILROAD/TRANSIT CORRIDOR **Modification #:** 2017-0144
Impementing Agency: FORT WORTH **Location/Limits To:** ON THE SOUTH BY THE COLUMBUS TRAIL/SUMMER CREEK RD; ON THE NORTH BY SUMMERS MEADOWS DR
County: TARRANT **CSJ:** 0902-48-833
City: FORT WORTH **Desc:** PEDESTRIAN AMENITIES; LANDSCAPING; BIKE TRAIL; AND STREET CONSTRUCTION INCLUDING WIDENING SYCAMORE SCHOOL RD FROM 2 TO 4 LANES AND CONSTRUCTION OF 2 NEW LANES ON STREET A
Request: CANCEL PROJECT PER REQUEST OF CITY AND RETURN FUNDS TO SUSTAINABLE DEVELOPMENT CALL FOR PROJECTS POOL (TIP 11924)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0902-48-833	Cat 3 - RTR 161 - TC1:	\$0	\$0	\$138,400	\$34,600	\$0	\$173,000
2016	ROW	0902-48-833	Cat 3 - RTR 161 - TC1:	\$0	\$0	\$44,000	\$11,000	\$0	\$55,000
2017	CON	0902-48-833	Cat 3 - RTR 161 - TC1:	\$0	\$0	\$2,383,720	\$595,930	\$0	\$2,979,650
Grand Total:				\$0	\$0	\$2,566,120	\$641,530	\$0	\$3,207,650

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0902-48-833	Cat 3 - RTR 161 - TC1:	\$0	\$0	\$0	\$0	\$0	\$0
2016	ROW	0902-48-833	Cat 3 - RTR 161 - TC1:	\$0	\$0	\$0	\$0	\$0	\$0
2017	CON	0902-48-833	Cat 3 - RTR 161 - TC1:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

Revisions since STTC Meeting: Clarify request by adding "..Call for Projects Pool (TIP 11924)."

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 84139 **Facility:** PGBT **Location/Limits From:** FROM SH 78 TO US 75 AND **Modification #:** 2017-0145
Impementing Agency: NTTA **Location/Limits To:** DALLAS NORTH TOLLWAY TO IH 35E
County: DALLAS **CSJ:** N/A
City: VARIOUS **Desc:** WIDEN EXISTING TOLLWAY FROM 6 TO 8 LANES
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION TO BE PAID BY NTTA

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,509,798	\$1,509,798
2017	CON	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$54,347,760	\$54,347,760
Grand Total:				\$0	\$0	\$0	\$0	\$55,857,558	\$55,857,558

Revisions since STTC Meeting: Added Local Contribution comment

TIP Code: 84141 **Facility:** PGBT **Location/Limits From:** IH 35E **Modification #:** 2017-0146
Impementing Agency: NTTA **Location/Limits To:** BELT LINE ROAD (IRVING)
County: DALLAS **CSJ:** N/A
City: VARIOUS **Desc:** WIDEN EXISTING TOLLWAY FROM 6 TO 8 LANES
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION TO BE PAID BY NTTA

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$730,002	\$730,002
2017	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,702,612	\$1,702,612
2018	CON	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$22,307,423	\$22,307,423
Grand Total:				\$0	\$0	\$0	\$0	\$24,740,037	\$24,740,037

Revisions since STTC Meeting: Added Local Contribution comment

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 84145 **Facility:** PGBT-WE **Location/Limits From:** IH 30 **Modification #:** 2017-0147
Impementing Agency: NTTA **Location/Limits To:** IH 20
County: DALLAS **CSJ:** N/A
City: GRAND PRAIRIE **Desc:** WIDEN TOLLWAY FROM 4 TO 6 LANES
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION TO BE PAID BY NTTA

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$625,000	\$625,000
2018	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,401,662	\$1,401,662
2019	CON	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$20,435,638	\$20,435,638
Grand Total:				\$0	\$0	\$0	\$0	\$22,462,300	\$22,462,300

Revisions since STTC Meeting: Added Local Contribution comment; clarified Facility from "PGBT" to "PGBT-WE" to indicate that this is the Western side of PGBT

TIP Code: 84146 **Facility:** DNT **Location/Limits From:** AT US 380 **Modification #:** 2017-0148
Impementing Agency: NTTA
County: COLLIN **CSJ:** N/A
City: PROSPER **Desc:** CONSTRUCT OVERPASS AT US 380 AND RAMPS TO NB AND SB FRONTAGE ROADS
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION TO BE PAID BY NTTA

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$350,000	\$350,000
2018	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,567,069	\$5,567,069
2019	UTIL	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,073,000	\$1,073,000
2019	CON	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$91,118,983	\$91,118,983
Grand Total:				\$0	\$0	\$0	\$0	\$98,109,052	\$98,109,052

Revisions since STTC Meeting: Added Local Contribution comment

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11615.2 **Facility:** VARIOUS **Location/Limits From:** REGIONAL AERIAL PHOTOGRAPHY DATA COLLECTION/PLANNING **Modification #:** 2017-0150
Impementing Agency: NCTCOG
County: TARRANT **CSJ:** 0902-00-904
City: VARIOUS **Desc:** COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, OUTER LOOP PLANNING, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	N/A	Cat 7:	\$724,000	\$181,000	\$0	\$0	\$0	\$905,000
Grand Total:				\$724,000	\$181,000	\$0	\$0	\$0	\$905,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-904	Cat 7:	\$724,000	\$181,000	\$0	\$0	\$0	\$905,000
Grand Total:				\$724,000	\$181,000	\$0	\$0	\$0	\$905,000

Revisions since STTC Meeting: Update CSJ TO 0902-00-904; Update City from "Fort Worth" to "Various."

TIP Code: 25030 **Facility:** CS **Location/Limits From:** IRVING BOULEVARD/2ND STREET FROM SOWERS ROAD **Modification #:** 2017-0155
Impementing Agency: IRVING **Location/Limits To:** 2ND STREET FROM SOWERS ROAD
County: DALLAS **CSJ:** N/A
City: IRVING **Desc:** PLANNING AND IMPLEMENTATION STUDY FOR IRVING'S BOULEVARD/2ND STREET TO MOVE FROM METRO COUNTY SYSTEM TO CITY OF IRVING CONTROL; IMPLEMENTING COMPLETE STREETS THROUGH THE DOWNTOWN CORRIDOR
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	N/A	Cat 3 - Local Contribution:	\$380,000	\$0	\$0	\$0	\$0	\$380,000
Grand Total:				\$380,000	\$0	\$0	\$0	\$0	\$380,000

Revisions since STTC Meeting: This modification has been Withdrawn. Instead of creating a new project, the existing project (TIP 83219/CSJ 0918-47-073) will be modified (See Modification 2017-0248).

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20061 **Facility:** CS **Location/Limits From:** ON INDEPENDENCE PARKWAY FROM 15TH STREET **Modification #:** 2017-0156
Impementing Agency: PLANO **Location/Limits To:** MARKET ROAD
County: COLLIN **CSJ:** 0918-24-153
City: PLANO **Desc:** REALIGN TRAFFIC LINES TO INCREASE TRAFFIC FLOW, OPTIMIZE SIGNAL TIMING, AND ADD LEFT & RIGHT TURN LANES ALONG CORRIDOR
Request: DECREASE FLOW FUNDING BY \$120,700 IN 2014 AND ADD FUND TO CONSTRUCTION FUNDING IN FY2014; ADD \$60,048 RTR 121-CC1 INTEREST EARNED TO CONSTRUCTION FUNDING IN FY2014

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0918-24-153	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$129,792	\$32,448	\$0	\$162,240
2009	ROW	0918-24-153	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$336,076	\$84,019	\$0	\$420,095
2014	CON	0918-24-153	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$999,499	\$249,875	\$0	\$1,249,374
Grand Total:				\$0	\$0	\$1,465,367	\$366,342	\$0	\$1,831,709

Revisions since STTC Meeting: **Modification was Withdrawn in order for the project to complete the RTR close-out process.**

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20057 **Facility:** SH 289 **Location/Limits From:** AT HEADQUARTERS ROAD, HEDGCOXE ROAD, SPRING CREEK PARKWAY, PARKER RD AND TENNYSON PKWY **Modification #:** 2017-0157
Impementing Agency: PLANO
County: COLLIN **CSJ:** 0091-5-0-7, 0091-0-063
City: PLANO **Desc:** ADD DUAL LEFT LANES FOR BOTH EAST AND WEST BOUND TRAFFIC AT EACH INTERSECTION COMPRESSION INCLUDING TENNYSON PARKWAY, CREATE DEDICATED RIGHT LANE FOR SOUTHBOUND (PRESTON ROAD) TRAFFIC AT TENNYSON PARKWAY
Request: ADD \$15,282 RTR 121-CC1 INTEREST EARNED TO CONSTRUCTION FUNDING IN FY2014

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0091-05-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$216,320	\$216,320
2012	ROW	0091-05-063	S102:	\$0	\$1,011,819	\$0	\$112,424	\$0	\$1,124,243
2014	CON	0091-05-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,443,535	\$4,443,535
2014	CON	0091-05-057	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,621,644	\$651,590	\$0	\$3,273,234
Phase Subtotal:				\$0	\$0	\$2,621,644	\$651,590	\$4,443,535	\$7,716,769
Grand Total:				\$0	\$1,011,819	\$2,621,644	\$764,014	\$4,659,855	\$9,057,332

Revisions since STTC Meeting: Modification was Withdrawn in order for the project to complete the RTR close-out process.

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20050 **Facility:** CS **Location/Limits From:** ON SPRING CREEK PARKWAY AT INDEPENDENCE PARKWAY AND CLUSTER ROAD **Modification #:** 2017-0159
Impementing Agency: PLANO
County: COLLIN **CSJ:** 0918-4-1-7
City: PLANO **Desc:** DUAL LEFT LANES, MEDICATED RIGHT LANES, CONSOLIDATE SPLIT INTERSECTIONS INTO A NORMALIZED INTERSECTION
Request: ADD \$70,279 RTR 121-CC1 INTEREST EARNED TO CONSTRUCTION FUNDING IN FY2013

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0918-24-157	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$233,972	\$58,493	\$0	\$292,465
2013	CON	0918-24-157	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,260,254	\$547,494	\$0	\$2,807,748
Grand Total:				\$0	\$0	\$2,494,226	\$605,987	\$0	\$3,100,213

Revisions since STTC Meeting: **Modification was Withdrawn in order for the project to complete the RTR close-out process.**

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11850 **Facility:** CS **Location/Limits From:** ON 15TH STREET FROM AVENUE G **Modification #:** 2017-0160
Impementing Agency: PLANO **Location/Limits To:** CHISHOLM TRAIL AT 15TH STREET
County: COLLIN **CSJ:** 0918-24-144
City: PLANO **Desc:** ENHANCE AND DESTROY CROSSING, RECONSTRUCT EXISTING PAVEMENT, MOVE BUS STOP LOCATIONS, OPTIMIZE TRAFFIC SIGNALS, MODIFY SIDEWALK AND DRIVEWAY APRONS, BIKE TRAIL, IMPROVE WAY FINDING SIGNAGE, AND LANDSCAPING
Request: ADD \$28,916 RTR 121-CC1 INTEREST EARNED TO CONSTRUCTION FUNDING IN FY2014

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ROW	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$200,000	\$0	\$0	\$200,000
2014	UTIL	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
2014	CON	0918-24-144	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,051,957	\$1,051,957
2014	CON	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,388,916	\$290,000	\$0	\$1,678,916
Phase Subtotal:				\$0	\$0	\$1,388,916	\$290,000	\$1,051,957	\$2,730,873
Grand Total:				\$0	\$0	\$2,088,916	\$290,000	\$1,051,957	\$3,430,873

Revisions since STTC Meeting: Modification was Withdrawn in order for the project to complete the RTR close-out process.

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25024 **Facility:** VA **Location/Limits From:** CITYWIDE - FORT WORTH **Modification #:** 2017-0166
Impementing Agency: NCTCOG
County: TARRANT **CSJ:** N/A
City: FORT WORTH **Desc:** DEVELOP A CITYWIDE ACTIVE TRANSPORTATION PLAN FOCUSED ON A SEAMLESS NETWORK OF ON- AND OFF-STREET BICYCLE AND PEDESTRIAN FACILITIES INTEGRATED WITH THE PUBLIC TRANSPORTATION AND THOROUGHFARE NETWORKS
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); OFFSET BY A DECREASE IN TIP 11924 (SDCFP POOL)
Comment: LOCAL CONTRIBUTION TO BE PAID BY FORT WORTH

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$215,000	\$215,000
2017	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Phase Subtotal:				\$0	\$0	\$250,000	\$0	\$215,000	\$465,000
Grand Total:				\$0	\$0	\$250,000	\$0	\$215,000	\$465,000

Revisions since STTC Meeting: Clarify that this project is citywide in the City of Fort Worth. Modify request to identify the source of the RTC/Local funds.

TIP Code: 55195 **Facility:** IH 30 **Location/Limits From:** DALROCK **Modification #:** 2017-0167
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** HORIZON
County: ROCKWALL **CSJ:** 0009-12-220
City: ROCKWALL **Desc:** CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0009-12-220	SBPE:	\$0	\$20,000,000	\$0	\$0	\$0	\$20,000,000
2040	ROW	0009-12-220	S102:	\$36,000,000	\$4,000,000	\$0	\$0	\$0	\$40,000,000
Grand Total:				\$36,000,000	\$24,000,000	\$0	\$0	\$0	\$60,000,000

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11630.5 **Facility:** VA **Location/Limits From:** REGIONAL ITS QUALITY IMPLEMENTATION **Modification #:** 2017-0168
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0902-90-910, 0902-90-915, 0902-90-920
City: VARIOUS **Desc:** ENSURE EFFECTIVE USE OF ITS DEVICES, INCLUDING FOR DATA COLLECTION
Request: REVISE FUNDING FROM CAT 5 TO CAT 7; UPDATE CSJ FROM 0902-90-910 TO 0902-90-048 AND CSJ 0902-90-915 TO 0902-90-051

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0902-90-910	Cat 5:	\$320,000	\$80,000	\$0	\$0	\$0	\$400,000
2017	IMP	0902-90-915	Cat 5:	\$320,000	\$80,000	\$0	\$0	\$0	\$400,000
2018	IMP	0902-90-920	Cat 5:	\$320,000	\$80,000	\$0	\$0	\$0	\$400,000
Grand Total:				\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-90-910	Cat 7:	\$320,000	\$80,000	\$0	\$0	\$0	\$400,000
2017	IMP	0902-90-915	Cat 7:	\$320,000	\$80,000	\$0	\$0	\$0	\$400,000
Phase Subtotal:				\$640,000	\$160,000	\$0	\$0	\$0	\$800,000
2018	IMP	0902-90-920	Cat 7:	\$320,000	\$80,000	\$0	\$0	\$0	\$400,000
Grand Total:				\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-90-048	Cat 7:	\$320,000	\$80,000	\$0	\$0	\$0	\$400,000
2017	IMP	0902-90-051	Cat 7:	\$320,000	\$80,000	\$0	\$0	\$0	\$400,000
Phase Subtotal:				\$640,000	\$160,000	\$0	\$0	\$0	\$800,000
2018	IMP	0902-90-920	Cat 7:	\$320,000	\$80,000	\$0	\$0	\$0	\$400,000
Grand Total:				\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000

Revisions since STTC Meeting: Update CSJ from "0902-90-910" to "0902-90-048" and CSJ "0902-90-915" to "0902-90-051"

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55197 **Facility:** IH 35 **Location/Limits From:** US 77 (NORTH OF DENTON) **Modification #:** 2017-0170
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** COOKE COUNTY LINE
County: DENTON **CSJ:** 0195-02-074
City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT 4 TO 4 LANE FRONTAGE ROADS
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0195-02-074	SBPE:	\$0	\$20,000,000	\$0	\$0	\$0	\$20,000,000
2040	ROW	0195-02-074	S102:	\$72,000,000	\$8,000,000	\$0	\$0	\$0	\$80,000,000
Grand Total:				\$72,000,000	\$28,000,000	\$0	\$0	\$0	\$100,000,000

Revisions since STTC Meeting: Clarified part of the Scope from "Reconstruct 4 lane frontage roads" to "Reconstruct 4 to 4 lane frontage roads"

TIP Code: 55198 **Facility:** IH 35 **Location/Limits From:** US 380 **Modification #:** 2017-0171
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** US 77 NORTH OF DENTON
County: DENTON **CSJ:** 0195-03-087
City: DENTON **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND 4 LANE TO 4/6 LANE FRONTAGE ROADS
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0195-03-087	SBPE:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2040	ROW	0195-03-087	S102:	\$13,500,000	\$1,500,000	\$0	\$0	\$0	\$15,000,000
Grand Total:				\$13,500,000	\$5,000,000	\$0	\$0	\$0	\$18,500,000

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25033.1 **Facility:** IH 35E **Location/Limits From:** TURBEVILLE RD **Modification #:** 2017-0172
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** US 77
County: DENTON **CSJ:** 0196-01-108
City: VARIOUS **Desc:** RECONSTRUCT EXISTING 6/8 INTERIM GP LANES TO 8 GP LANES; RECONSTRUCT AND CONVERT 2 INTERIM REVERSIBLE TO 4 CONCURRENT MANAGED LANES
Request: ADD PROJECT TO APPENDIX D OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0196-01-108	SBPE:	\$0	\$30,000,000	\$0	\$0	\$0	\$30,000,000
2040	ROW	0196-01-108	S102:	\$90,000,000	\$10,000,000	\$0	\$0	\$0	\$100,000,000
Grand Total:				\$90,000,000	\$40,000,000	\$0	\$0	\$0	\$130,000,000

Revisions since STTC Meeting: Clarified Scope from "8 GP lanes" to "6/8 interim GP lanes to 8 GP lanes" and from "2 reversible to 4 concurrent managed lanes" to "2 interim reversible to 4 concurrent managed lanes;" changed TIP Code from 55199 to 25033.1

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11798.9 **Facility:** VA **Location/Limits From:** HIKE AND BIKE TRAILS AT LEWISVILLE LAKE FROM GARDEN RIDGE **Modification #:** 2017-0173
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** HIGHLAND VILLAGE ROAD
County: DENTON **CSJ:** 0196-02-123
City: HIGHLAND VILLAGE **Desc:** HIKE & BIKE TRAILS; MITIGATION FOR PARKS AND CORPS PROPERTY VARIOUS LOCATIONS AT LAKE LEWISVILLE AND ASSOCIATED TRAILS
Request: INCREASE CONSTRUCTION FUNDING WITH PROP 12 FUNDS FOR COST OVERRUN

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0196-02-123	SBPE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2017	CON	0196-02-123	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,468,390	\$0	\$0	\$4,468,390
Grand Total:				\$0	\$400,000	\$4,468,390	\$0	\$0	\$4,868,390

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0196-02-123	SBPE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2017	CON	0196-02-123	Cat 3 - Prop 12 V2:	\$0	\$840,000	\$0	\$0	\$0	\$840,000
2017	CON	0196-02-123	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,468,390	\$0	\$0	\$4,468,390
Phase Subtotal:				\$0	\$840,000	\$4,468,390	\$0	\$0	\$5,308,390
Grand Total:				\$0	\$1,240,000	\$4,468,390	\$0	\$0	\$5,708,390

Revisions since STTC Meeting: Clarified Request from "to account to cost overrun" to "for cost overrun"

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25033.2 **Facility:** IH 35E **Location/Limits From:** FM 407 **Modification #:** 2017-0175
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** TURBEVILLE ROAD
County: DENTON **CSJ:** 0196-02-125
City: VARIOUS **Desc:** RECONSTRUCT EXISTING 4 GENERAL PURPOSE LANES (NB ONLY); WIDEN AND CONVERT 2 REVERSIBLE TO 4 CONCURRENT MANAGED LANES
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0196-02-125	SBPE:	\$0	\$35,000,000	\$0	\$0	\$0	\$35,000,000
2040	ROW	0196-02-125	S102:	\$90,000,000	\$10,000,000	\$0	\$0	\$0	\$100,000,000
Grand Total:				\$90,000,000	\$45,000,000	\$0	\$0	\$0	\$135,000,000

Revisions since STTC Meeting: Changed TIP Code from 55201 to 25033.2

TIP Code: 83223 **Facility:** FM 664 **Location/Limits From:** US 287 IN WAXAHACHIE **Modification #:** 2017-0179
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 45 IN WAXAHACHIE
County: ELLIS **CSJ:** 1051-01-038
City: VARIOUS **Desc:** WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN
Request: RELEASE LIMITS TO FM 664 FROM US 287 IN WAXAHACHIE TO WESTMORELAND ROAD; INCREASE ENGINEERING PHASE IN FY2040; ADD ROW PHASE IN FY2040

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	1051-01-038	SBPE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Grand Total:				\$0	\$400,000	\$0	\$0	\$0	\$400,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	1051-01-038	SBPE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2040	ROW	1051-01-038	S102:	\$16,000,000	\$2,000,000	\$0	\$2,000,000	\$0	\$20,000,000
Grand Total:				\$16,000,000	\$7,000,000	\$0	\$2,000,000	\$0	\$25,000,000

Revisions since STTC Meeting: Project was Withdrawn due to not being included in the 2040 Plan

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55205 **Facility:** FM 407 **Location/Limits From:** GULF AVE **Modification #:** 2017-0181
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SAGE DRIVE
County: DENTON **CSJ:** 1310-01-043
City: JUSTIN **Desc:** REALIGN EXISTING 2 TO 2 LANE ROADWAY
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

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

Revisions since STTC Meeting: Revised Description from "Realign existing 2 lane roadway" to "Realign existing 2 to 2 lane roadway"

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54015 **Facility:** SH 190 **Location/Limits From:** IH 30 **Modification #:** 2017-0184
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** US 80
County: DALLAS **CSJ:** 2964-06-011
City: VARIOUS **Desc:** NEW LOCATION 6 LANE TOLLWAY
Request: REVISE SCOPE TO CONSTRUCT 0 TO 6 LANE TOLLWAY AND 0 TO 4 LANE DISCONTINUOUS FRONTAGE ROADS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	2964-06-011	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$32,478,248	\$32,478,248
2027	ROW	2964-06-011	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$29,826,962	\$29,826,962
Grand Total:				\$0	\$0	\$0	\$0	\$62,305,210	\$62,305,210

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	2964-06-011	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$32,478,248	\$32,478,248
2040	ROW	2964-06-011	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$29,826,962	\$29,826,962
Grand Total:				\$0	\$0	\$0	\$0	\$62,305,210	\$62,305,210

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	2964-06-011	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$32,478,248	\$32,478,248
2027	ROW	2964-06-011	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$29,826,962	\$29,826,962
Grand Total:				\$0	\$0	\$0	\$0	\$62,305,210	\$62,305,210

Revisions since STTC Meeting: Revised fiscal year from 2040 to 2027

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55105 **Facility:** SL 9 **Location/Limits From:** US 67 **Modification #:** 2017-0186
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 35E
County: DALLAS **CSJ:** 2964-10-901
City: VARIOUS **Desc:** CONSTRUCT 0 TO 2 LANE FRONTAGE ROAD
Request: REVISE SCOPE TO CONSTRUCT 0 TO 2 (ULTIMATE 6) LANE FRONTAGE ROADS; REVISE ROW FUNDING SHARES; ADVANCE ENGINEERING AND ROW PHASES TO FY2027; UPDATE CSJ TO 2964-10-006

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	2964-10-901	SBPE:	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
2040	ROW	2964-10-901	S102:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$6,500,000	\$0	\$0	\$0	\$14,500,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	2964-10-006	SBPE:	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
2040	ROW	2964-10-006	S102:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$5,500,000	\$0	\$1,000,000	\$0	\$14,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	2964-10-006	SBPE:	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
2027	ROW	2964-10-006	S102:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$5,500,000	\$0	\$1,000,000	\$0	\$14,500,000

Revisions since STTC Meeting: Revised Request to include "Revise ROW funding shares" and updated CSJ from 2964-10-901 to 2964-10-006; Revised fiscal year from 2040 to 2027

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55106 **Facility:** SL 9 **Location/Limits From:** IH 45 **Modification #:** 2017-0187
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 20
County: DALLAS **CSJ:** 2964-10-902
City: VARIOUS **Desc:** CONSTRUCT 0 TO 2 LANE FRONTAGE ROAD
Request: REVISE SCOPE TO CONSTRUCT 0 TO 2 (ULTIMATE 6) LANE FRONTAGE ROADS; INCREASE ENGINEERING FUNDING AND ADVANCE TO FY2027; INCREASE ROW FUNDING AND ADVANCE TO FY2027

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	2964-10-902	SBPE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2040	ROW	2964-10-902	S102:	\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000
Grand Total:				\$10,800,000	\$7,700,000	\$0	\$0	\$0	\$18,500,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	2964-10-902	SBPE:	\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000
2040	ROW	2964-10-902	S102:	\$40,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$50,000,000
Grand Total:				\$40,000,000	\$20,000,000	\$0	\$5,000,000	\$0	\$65,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	2964-10-902	SBPE:	\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000
2027	ROW	2964-10-902	S102:	\$40,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$50,000,000
Grand Total:				\$40,000,000	\$20,000,000	\$0	\$5,000,000	\$0	\$65,000,000

Revisions since STTC Meeting: Revised fiscal year from 2040 to 2027

TIP Code: 40010 **Facility:** VA **Location/Limits From:** PED SAFETY ENHANCE IN VAR LOCS IN PROX TO BURKS, CALDWELL, EDDINS, GLEN OAKS, JOHNSON, MCNEIL ELEMENTARY SCHOOLS **Modification #:** 2017-0195
Impementing Agency: MCKINNEY **Location/Limits To:** COCKRILL MIDDLE, COMSTROCK ELEMENTARY, OGLE ELEMENTARY, SCOTT ELEMENTARY, SONNTAG ELEMENTARY, & SCOGGINS MIDDLE SCHOOLS
County: COLLIN **CSJ:** 0918-24-213
City: MCKINNEY **Desc:** SIDEWALK IMPROVEMENTS
Request: REVISE LIMITS TO PED SAFETY ENHANCE IN VAR LOCS IN PROX TO BURKS, CALDWELL, ELLIOT, GLEN OAKS, JOHNSON, MCNEIL ELEMENTARY SCHOOLS; COMSTROCK, OGLE, SCOTT, AND SONNTAG ELEMENTARY SCHOOLS; COCKRILL MIDDLE AND SCOGGINS MIDDLE SCHOOLS
Comment: 98,139 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-24-213	Cat 3 - TDC (MPO):	\$0	\$0	\$17,360	\$0	\$0	\$0
2016	ENG	0918-24-213	Cat 9 TAP:	\$86,802	\$0	\$0	\$0	\$0	\$86,802
Phase Subtotal:				\$86,802	\$0	\$17,360	\$0	\$0	\$86,802
2017	CON	0918-24-213	Cat 3 - TDC (MPO):	\$0	\$0	\$73,419	\$0	\$0	\$0
2017	CON	0918-24-213	Cat 9 TAP:	\$367,095	\$0	\$0	\$0	\$0	\$367,095
Phase Subtotal:				\$367,095	\$0	\$73,419	\$0	\$0	\$367,095
2017	CONENG	0918-24-213	Cat 3 - TDC (MPO):	\$0	\$0	\$7,360	\$0	\$0	\$0
2017	CONENG	0918-24-213	Cat 9 TAP:	\$36,802	\$0	\$0	\$0	\$0	\$36,802
Phase Subtotal:				\$36,802	\$0	\$7,360	\$0	\$0	\$36,802
Grand Total:				\$490,699	\$0	\$0	\$0	\$0	\$490,699

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-24-213	Cat 3 - TDC (MPO):	\$0	\$0	\$17,360	\$0	\$0	\$0
2016	ENG	0918-24-213	Cat 9 TAP:	\$86,802	\$0	\$0	\$0	\$0	\$86,802
Phase Subtotal:				\$86,802	\$0	\$17,360	\$0	\$0	\$86,802
2017	CON	0918-24-213	Cat 3 - TDC (MPO):	\$0	\$0	\$73,419	\$0	\$0	\$0
2017	CON	0918-24-213	Cat 9 TAP:	\$367,095	\$0	\$0	\$0	\$0	\$367,095
Phase Subtotal:				\$367,095	\$0	\$73,419	\$0	\$0	\$367,095
2017	CONENG	0918-24-213	Cat 3 - TDC (MPO):	\$0	\$0	\$7,360	\$0	\$0	\$0
2017	CONENG	0918-24-213	Cat 9 TAP:	\$36,802	\$0	\$0	\$0	\$0	\$36,802
Phase Subtotal:				\$36,802	\$0	\$7,360	\$0	\$0	\$36,802
Grand Total:				\$490,699	\$0	\$0	\$0	\$0	\$490,699

Revisions since STTC Meeting: Revision is to replace Eddins Elementary School with Elliot Elementary School as a location; added note regarding the use of TDCs

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 51345 **Facility:** SH 360 **Location/Limits From:** IH 30 **Modification #:** 2017-0197
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** ABRAM STREET
County: TARRANT **CSJ:** 2266-02-054
City: ARLINGTON **Desc:** RECONSTRUCT FROM 6 LANES TO 8 LANES FROM AVE K/BROWN BLVD TO IH 30 AND RECONSTRUCT FROM 6 TO 8 LANES FROM IH 30 TO ABRAM ST WITH SH 180 INTERCHANGE
Request: REVISE SCOPE TO RECONSTRUCT 6 TO 6 LANES FROM AVE K/BROWN BLVD TO IH 30 AND RECONSTRUCT 6 TO 8 LANES FROM IH 30 TO ABRAM ST; REVISE LIMITS AS SH 360 FROM AVE K/BROWN BLVD TO ABRAM STREET

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	2266-02-054	SBPE:	\$2,204,971	\$551,243	\$0	\$0	\$0	\$2,756,214
2035	ROW	2266-02-054	S102:	\$16,577,600	\$4,144,400	\$0	\$0	\$0	\$20,722,000
Grand Total:				\$18,782,571	\$4,695,643	\$0	\$0	\$0	\$23,478,214

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	2266-02-054	SBPE:	\$2,204,971	\$551,243	\$0	\$0	\$0	\$2,756,214
2035	ROW	2266-02-054	S102:	\$16,577,600	\$4,144,400	\$0	\$0	\$0	\$20,722,000
Grand Total:				\$18,782,571	\$4,695,643	\$0	\$0	\$0	\$23,478,214

Revisions since STTC Meeting: **Revise Limits from "IH 30 to Abram Street" to "SH 360 from Ave K/Brown Blvd to Abram Street," and remove "SH 180 Interchange" to clarify that the project does not include the SH 180 interchange. Revise request from "...Reconstruct 6 lanes..." to "...Reconstruct 6 to 6 lanes..."**

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55009 **Facility:** IH 820 **Location/Limits From:** NORTH INTERCHANGE AT SH 121 **Modification #:** 2017-0198
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** RANDOL MILL ROAD
County: TARRANT **CSJ:** 0008-13-124
City: HURST **Desc:** RECONSTRUCT FROM SH 121 INTERCHANGE TO TRINITY BLVD, 8 TO 11 MAIN LANES WITH 2 MANAGED TOLL LANES AND 2/6 CONTINUOUS FRONTAGE ROADS; AND TRINITY BLVD TO RANDOL MILL RD 6 TO 10 MAIN LANES
Request: REVISE SCOPE TO RECONSTRUCT FROM SH 121/183 INTERCHANGE TO TRINITY BLVD, 9 TO 11 MAIN LANES WITH 2 MANAGED LANES AND 2/6 CONTINUOUS FRONTAGE ROADS; AND TRINITY BLVD TO RANDOL MILL RD 4 TO 10 MAIN LANES (ULTIMATE); MOVE PROJECT TO FY2025

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0008-13-124	Cat 3 - Prop 12 V2:	\$0	\$11,600,000	\$0	\$0	\$0	\$11,600,000
2035	ROW	0008-13-124	S102:	\$0	\$17,572,000	\$0	\$0	\$0	\$17,572,000
2035	CON	0008-13-124	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$236,734,614	\$236,734,614
Grand Total:				\$0	\$29,172,000	\$0	\$0	\$236,734,614	\$265,906,614

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0008-13-124	Cat 3 - Prop 12 V2:	\$0	\$11,600,000	\$0	\$0	\$0	\$11,600,000
2035	ROW	0008-13-124	S102:	\$0	\$17,572,000	\$0	\$0	\$0	\$17,572,000
2035	CON	0008-13-124	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$236,734,614	\$236,734,614
Grand Total:				\$0	\$29,172,000	\$0	\$0	\$236,734,614	\$265,906,614

REVISION REQUESTED:

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

Revisions since STTC Meeting: Remove the word "toll" from the requested scope. Add "Move Project to FY2025" to the request to reflect FY consistency with Mobility 2040.

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55076 **Facility:** IH 35W **Location/Limits From:** US 81/287 SPLIT **Modification #:** 2017-0200
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** DENTON COUNTY LINE
County: TARRANT **CSJ:** 0081-12-047
City: FORT WORTH **Desc:** ADD 2 CONCURRENT MANAGED TOLL LANES (3C SKINNY)
Request: ADD ROW PHASE IN FY2017; REVISE SCOPE TO RECONSTRUCT 2 TO 2 GENERAL PURPOSE LANES IN EACH DIRECTION (INTERIM) AND 2 LN DISCONTINUOUS TO 2/4 LN CONTINUOUS FRONTAGE ROADS IN EACH DIRECTION; CONSTRUCT 2 MANAGED LANES IN EACH DIRECTION; REVISE FUNDING
Comment: LOCAL CONTRIBUTION TO BE PAID BY THE NORTH TARRANT EXPRESS MOBILITY PARTNERS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0081-12-047	Cat 12:	\$93,194,488	\$23,298,623	\$0	\$0	\$0	\$116,493,111
Grand Total:				\$93,194,488	\$23,298,623	\$0	\$0	\$0	\$116,493,111

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ROW	0081-12-047	S102:	\$13,248,000	\$3,312,000	\$0	\$0	\$0	\$16,560,000
2017	CON	0081-12-047	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$419,158,300	\$419,158,300
Grand Total:				\$13,248,000	\$3,312,000	\$0	\$0	\$419,158,300	\$435,718,300

Revisions since STTC Meeting: Move "Revise Funding" to the end of the scope for clarity, add "Interim" to show that this project is an interim project, and revise scope from "2 general purpose lanes and 2/3 Ln Continuous Frontage Roads" to "2 to 2 general purpose lanes and 2/4 Ln Continuous Frontage Roads."

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55077	Facility: IH 35W	Location/Limits From: TARRANT COUNTY LINE	Modification #: 2017-0201
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: EAGLE PARKWAY	
County: DENTON	CSJ: 0081-13-054		
City: VARIOUS	Desc: ADD 2 CONCURRENT MANAGED LANES (3C SKINNY)		
	Request: REVISE SCOPE TO RECONSTRUCT 2 TO 2 GENERAL PURPOSE LANES IN EACH DIRECTION (INTERIM) AND ADD MANAGED LANE TRANSITIONS; REVISE FUNDING AND ADD ROW PHASE IN FY2017		
	Comment: LOCAL CONTRIBUTION TO BE PAID BY THE NORTH TARRANT EXPRESS MOBILITY PARTNERS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0081-13-054	Cat 12:	\$10,805,511	\$2,701,377	\$0	\$0	\$0	\$13,506,888
Grand Total:				\$10,805,511	\$2,701,377	\$0	\$0	\$0	\$13,506,888

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ROW	0081-13-054	S102:	\$1,152,000	\$288,000	\$0	\$0	\$0	\$1,440,000
2017	CON	0081-13-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$39,941,700	\$39,941,700
Grand Total:				\$1,152,000	\$288,000	\$0	\$0	\$39,941,700	\$41,381,700

Revisions since STTC Meeting: Revise scope from "2 general purpose lanes" to "2 to 2 general purpose lanes." Include in request to add ROW phase in FY17. Add "interim" to description to reflect phased project. Move "revised funding" to end of request for clarity.

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53101.1 **Facility:** IH 820 **Location/Limits From:** IH 820 NB/SB OVER W FORK OF TRINITY **Modification #:** 2017-0202
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** AND WEST FORK OF TRINITY RELIEF
County: TARRANT **CSJ:** 0008-13-210
City: FORT WORTH **Desc:** REPLACE BRIDGES AS A PART OF IH 820 CORRIDOR IMPROVEMENTS (SEGMENT 4)
Request: SPLIT PROJECT INTO 4 PARTS PER TXDOT; CHANGE TIP CODE TO 53101.1; REVISE FUNDING; DECREASE IN FUNDING OFFSETS INCREASE ON TIP 53101.2/CSJ 0008-13-235, TIP 53101.3/CSJ 0008-13-236, AND TIP 53101.4/CSJ 0008-13-237; REVISE SCOPE TO REPLACE 3 LANE BRIDGE WITH 4 LANE BRIDGE (INTERIM, ULTIMATE 5 LANES) AS A PART OF IH 820 CORRIDOR IMPROVEMENTS (SEGMENT 4); REVISE LIMITS AS AT IH 820 NB OVER WEST FORK OF TRINITY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-210	Cat 6:	\$1,186,443	\$296,611	\$0	\$0	\$0	\$1,483,054
2017	ROW	0008-13-210	S102:	\$0	\$1,730,560	\$0	\$0	\$0	\$1,730,560
2017	CON	0008-13-210	Cat 6:	\$14,195,211	\$3,548,802	\$0	\$0	\$0	\$17,744,013
Grand Total:				\$15,381,654	\$5,575,973	\$0	\$0	\$0	\$20,957,627

REVISION REQUESTED:

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

Revisions since STTC Meeting: **Revise request to include "change TIP code to 53101.1." Add "Revise funding" to request indicating the project being broken into multiple sections. Revise scope to "Replace 3 lane bridge with 4 lane bridge (interim, ultimate 5 lanes) as a part of IH 820 corridor improvements (segment 4)." Revise limits from "IH 820 NB over W Fork of Trinity Relief" to "At IH 820 NB over West Fork of Trinity" to clarify location.**

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53101.2 **Facility:** IH 820 **Location/Limits From:** AT SB IH 820 OVER WEST FORK TRINITY **Modification #:** 2017-0203
Impementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0008-13-235
City: FORT WORTH **Desc:** REPLACE 2 LANE BRIDGE WITH 5 LANE BRIDGE (INTERIM, ULTIMATE 6 LANE) AS PART OF IH 820 CORRIDOR IMPROVEMENTS (SEGMENT 4)

Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROJECT (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROJECT (STIP); OFFSET BY DECREASE ON TIP 53101.1/CSJ 0008-13-210
Comment: RELATED TO TIP 53101.1/CSJ 0008-13-210, TIP 53101.3/CSJ 0008-13-236, and TIP 53101.4/CSJ 0008-13-237

REVISION REQUESTED:

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

Revisions since STTC Meeting: Clarify scope as "Replace 2 lane bridge with 5 lane bridge (Interim, Ultimate 6 Lane)," and revise limits from "SB IH 820 over W Fork Trinity" to "At SB IH 820 over West Fork Trinity." Change TIP Code from "55188" to "53101.2." Add "Offset by decrease on TIP 53101.1/CSJ 0008-13-210" to request.

TIP Code: 53101.3 **Facility:** IH 820 **Location/Limits From:** AT SB IH 820 OVER WEST FORK TRINITY RELIEF **Modification #:** 2017-0204
Impementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0008-13-236
City: FORT WORTH **Desc:** REPLACE 2 LANE BRIDGE WITH 4 LANE BRIDGE (INTERIM, ULTIMATE 5 LANES) AS PART OF IH 820 CORRIDOR IMPROVEMENTS (SEGMENT 4)

Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); OFFSET BY DECREASE ON TIP 53101.1/CSJ 0008-13-210
Comment: RELATED TO TIP 53101.1/CSJ 0008-13-210, TIP 53101.2/CSJ 0008-13-235, AND TIP 53101.4/CSJ 0008-13-237

REVISION REQUESTED:

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

Revisions since STTC Meeting: Clarify scope as "Replace 2 lane bridge with 4 lane bridge (Interim, Ultimate 5 Lanes)," and revise limits from "SB IH 820 over W Fork Trinity Relief" to "At SB IH 820 over West Fork Trinity Relief" to clarify location. Change TIP code from "55189" to "53101.3." Add "Offset by decrease on TIP 53101.1/CSJ 0008-13-210" to request.

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53101.4 **Facility:** IH 820 **Location/Limits From:** AT NB IH 820 OVER WEST FORK TRINITY RELIEF **Modification #:** 2017-0205
Impementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0008-13-237
City: FORT WORTH **Desc:** REPLACE 2 LANE BRIDGE WITH 4 LANE BRIDGE (INTERIM, ULTIMATE 5 LANES) AS PART OF IH 820 CORRIDOR IMPROVEMENTS (SEGMENT 4)
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); OFFSET BY DECREASE ON TIP 53101.1/CSJ 0008-13-210
Comment: RELATED TO TIP 53101.1/CSJ 0008-13-210, TIP 53101.2/CSJ 0008-13-235, and TIP 53101.3/CSJ 0008-13-236

REVISION REQUESTED:

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

Revisions since STTC Meeting: Clarify scope as "Replace 2 lane bridge with 4 lane bridge (Interim, Ultimate 5 Lanes)," and revise limits from "NB IH 820 over W Fork Trinity Relief" to "At NB IH 820 over West Fork Trinity Relief" to clarify location. Change TIP code from "55190" to "53101.4." Add "Offset by decrease on TIP 53101.1/CSJ 0008-13-210" to request.

TIP Code: 55192 **Facility:** SH 114 **Location/Limits From:** FM 1709 **Modification #:** 2017-0207
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** DALLAS COUNTY LINE
County: TARRANT **CSJ:** 0353-03-101
City: GRAPEVINE **Desc:** CONSTRUCT REMAINING COMPONENTS OF DFW CONNECTOR PROJECT INCLUDING SH 114 EXPRESS LANE CONNECTIONS, INTERCHANGE AT INTERNATIONAL PARKWAY/DFW AIRPORT, TEXAN TRAIL, AND FM 1709 CONNECTOR
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0353-03-101	SBPE:	\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000
2025	CON	0353-03-101	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$180,000,000	\$180,000,000
Grand Total:				\$10,800,000	\$2,700,000	\$0	\$0	\$180,000,000	\$193,500,000

Revisions since STTC Meeting: Simplify scope wording, and add "FM" to 1709 Connector.

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11428.1 **Facility:** CS **Location/Limits From:** VARIOUS LOCATIONS IN CITY OF **Modification #:** 2017-0208
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** CARROLLTON - OFF-SYSTEM
County: DALLAS **CSJ:** 0918-45-817
City: CARROLLTON **Desc:** CITYWIDE SIGNAL SYSTEM UPGRADE TO SIGNAL CONTROLLERS
Request: DELAY CONSTRUCTION FUNDING TO FY2018 AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CHANGE IMPLEMENTING AGENCY TO THE CITY OF CARROLLTON
Comment: PART OF THE 10 YEAR MILESTONE POLICY IMPLEMENTATION APPROVED BY RTC ON APRIL 14, 2016 - PROJECT CANNOT BE DELAYED BEYOND FY2018

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-45-817	Cat 5:	\$35,427	\$0	\$0	\$8,857	\$0	\$44,284
2016	CON	0918-45-817	Cat 5:	\$684,573	\$0	\$0	\$171,143	\$0	\$855,716
Grand Total:				\$720,000	\$0	\$0	\$180,000	\$0	\$900,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-45-817	Cat 5:	\$35,427	\$0	\$0	\$8,857	\$0	\$44,284
2018	CON	0918-45-817	Cat 5:	\$684,573	\$0	\$0	\$171,143	\$0	\$855,716
Grand Total:				\$720,000	\$0	\$0	\$180,000	\$0	\$900,000

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 83244 **Facility:** CS **Location/Limits From:** ON BAILEY-BOSWELL AT US 287 **Modification #:** 2017-0211
Impementing Agency: SAGINAW
County: TARRANT **CSJ:** 0013-10-082
City: SAGINAW **Desc:** INTERSECTION IMPROVEMENT - 2 LANE OVERPASS/BRIDGE OVER UPRR, BNSFRR & US 287
Request: INCREASE CONSTRUCTION FUNDING IN FY2018; REVISE LIMIT AS ON BAILEY-BOSWELL AT BUS 287P; REVISE SCOPE TO INTERSECTION IMPROVEMENT - CONSTRUCT 0 TO 2 LANE OVERPASS/BRIDGE OVER UPRR, BNSFRR, & BUS 287P

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0013-10-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0013-10-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,000,000	\$11,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$11,000,000	\$11,000,000

Revisions since STTC Meeting: **Revise limits and scope to update the intersection location from "US 287" to "BUS 287P." Add "Construct 0 to 2 Lane" to scope and request for clarity about the bridge.**

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11917 **Facility:** VA **Location/Limits From:** DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM UNION STATION/HOUSTON STREET **Modification #:** 2017-0214
Impementing Agency: DALLAS **Location/Limits To:** YOUNG/WOOD AT THE CONVENTION CENTER HOTEL
County: DALLAS **CSJ:** 0918-47-087
City: DALLAS **Desc:** DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM OAK CLIFF TO DOWNTOWN DALLAS (PHASE III); CONSTRUCT DALLAS CBD STREETCAR EXTENSION NORTH
Request: CLARIFY LIMITS AS "DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM UNION STATION/HOUSTON STREET TO YOUNG AT THE CONVENTION CENTER HOTEL"

CURRENTLY APPROVED:

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

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-087	Cat 3 - TMF:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2018	CON	0918-47-087	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$4,700,000	\$0	\$0	\$4,700,000
2018	CON	0918-47-087	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$6,530,000	\$0	\$0	\$6,530,000
2018	CON	0918-47-087	Cat 3 - TMF:	\$0	\$2,370,000	\$0	\$0	\$0	\$2,370,000
Phase Subtotal:				\$0	\$2,370,000	\$11,230,000	\$0	\$0	\$13,600,000
Grand Total:				\$0	\$3,370,000	\$11,230,000	\$0	\$0	\$14,600,000

REVISION REQUESTED:

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

Revisions since STTC Meeting: Revised funding to reflect that there will be no changes from the currently approved amount; moved Construction funding back to FY2017; clarified Limits To from "Young/Wood at the Convention Center Hotel" to "Young at the Convention Center Hotel;" and updated the Request to reflect these changes

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20240 **Facility:** VA **Location/Limits From:** COLLECTIVE MIXED USE DEVELOPMENT PROJECT BOUNDED BY COLORADO BLVD TO THE EAST, WALTER DR & 2500 FT WORTH AVE TO THE WEST **Modification #:** 2017-0216

Impementing Agency: DALLAS **Location/Limits To:** AN ALLEYWAY TO THE NORTH OF FORT WORTH AVE ON THE NORTH, AND ANNIELS DR ON THE SOUTH

County: DALLAS **CSJ:** 0918-47-027

City: DALLAS **Desc:** PEDESTRIAN AMENITIES, LANDSCAPE, BUS CONNECTIONS AND SHELTERS, NEW TRAFFIC SIGNAL AT FORT WORTH AVE AND WALTER DR AND TRAFFIC SIGNAL UPGRADE AT FORT WORTH AND COLORADO BLVD, ON-STREET PARKING ON WALTER DR, FORT WORTH AVE, AND COLORADO BLVD, AND BIKE LANES

Request: REVISE LIMITS TO FORT WORTH AVE TO THE WEST INCLUDING ANNIELS DR, ODEANS DR, & WALTER DR; COLORADO BLVD TO HAMPTON ROAD AND PLYMOUTH ON THE EAST; AND THE COOMBS CREEK TRAIL TO THE NORTH; REVISE SCOPE TO BIKE LANES ON FORT WORTH AVE FROM BAHAMA TO IH 30, ON COLORADO FROM FORT WORTH AVE TO PLYMOUTH RD, AND ON BAHAMA FROM FTW AVE TO HAMPTON RD; INTERSECTION IMPROVEMENTS AT FTW AVE AND BAHAMA; AND SIDEWALK IMPROVEMENTS AND CONNECTION TO COOMBS CREEK TRAIL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0918-47-027	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$1,986,250	\$496,563	\$0	\$2,482,813
Grand Total:				\$0	\$0	\$1,986,250	\$496,563	\$0	\$2,482,813

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0918-47-027	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$1,986,250	\$496,563	\$0	\$2,482,813
Grand Total:				\$0	\$0	\$1,986,250	\$496,563	\$0	\$2,482,813

Revisions since STTC Meeting: Clarified limits and scope.

PROPOSED FEBRUARY 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 83219 **Facility:** CS **Location/Limits From:** IRVING BLVD CORRIDOR ENHANCEMENT PROJECT FROM IRBY LANE EAST TO N. O'CONNOR BOULEVARD AND **Modification #:** 2017-0248
Impementing Agency: IRVING **Location/Limits To:** N. SOWERS ROAD FROM ROCK ISLAND TO SOUTH OF 2ND STREET
County: DALLAS **CSJ:** 0918-47-073
City: IRVING **Desc:** HIKE AND BIKE TRAIL
Request: REVISE LIMITS TO IRVING BOULEVARD/2ND STREET FROM SOWERS ROAD TO LEE STREET; REVISE SCOPE TO PLANNING AND IMPLEMENTATION STUDY FOR IRVING BOULEVARD/2ND STREET TO MOVE FROM TXDOT ON-SYSTEM TO CITY OF IRVING CONTROL; IMPLEMENTING COMPLETE STREETS THROUGH TO DOWNTOWN CORE; CHANGE PHASE FROM CONSTRUCTION TO IMPLEMENTATION FOR STUDY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0918-47-073	Cat 10 - Cong Earmark:	\$380,000	\$0	\$0	\$0	\$0	\$380,000
Grand Total:				\$380,000	\$0	\$0	\$0	\$0	\$380,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0918-47-073	Cat 10 - Cong Earmark:	\$380,000	\$0	\$0	\$0	\$0	\$380,000
Grand Total:				\$380,000	\$0	\$0	\$0	\$0	\$380,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-47-073	Cat 10 - Cong Earmark:	\$380,000	\$0	\$0	\$0	\$0	\$380,000
Grand Total:				\$380,000	\$0	\$0	\$0	\$0	\$380,000

Revisions since STTC Meeting: This modification is being added in place of modification 2017-0155 in order to utilize the Congressional Earmark funding awarded to TIP 83219/CSJ 0918-47-073; changed Construction phase to Implementation phase.

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

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

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

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

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

IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
APPORTIONMENT YEAR:	Identifies the apportionment year in which funds were committed to the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
REQUEST:	Describes the action being requested through the modification.
UZA:	Identifies the Urbanized Area in which the project is located.
COMMENT:	States any comments related to the project.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: http://www.nctcog.org/trans/tip/17-20/index.asp
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP.
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program.

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

Sample

PROPOSED FEBRUARY 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2017-0223

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 9,494,614 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12028.15	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$47,500,736	\$0	\$0	\$6,917	9,494,614	\$47,507,653
12415.15	ASSOCIATED TRANSIT IMPROVEMENTS	2016	CAPITAL	\$563,625	\$0	\$0	\$140,907	0	\$704,532
12515.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$563,625	\$0	\$0	\$140,907	0	\$704,532
TOTAL:				\$48,627,986	\$0	\$0	\$288,731	9,494,614	\$48,916,717

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12028.15	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$47,500,736	\$0	\$0	\$6,917	9,494,614	\$47,507,653	NO CHANGE
12415.15	ASSOCIATED TRANSIT IMPROVEMENTS	2016	CAPITAL	\$563,625	\$0	\$0	\$140,907	0	\$704,532	NO CHANGE
12515.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$563,625	\$0	\$0	\$140,907	0	\$704,532	NO CHANGE
12809.15	PURCHASE EXPANSION VEHICLES	2017	CAPITAL	\$2,900,258	\$0	\$0	\$511,811	0	\$3,412,069	ADD PROJECT
TOTAL:				\$51,528,244	\$0	\$0	\$800,542	9,494,614	\$52,328,786	

Revisions since STTC Meeting: Clarified number of TDCs utilized from 9,508,171 to 9,494,614.

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0224

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 202,697 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12028.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$49,566,122	\$0	\$0	\$12,138,160	202,697	\$61,704,282
12515.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$565,669	\$0	\$0	\$141,418	0	\$707,087
TOTAL:				\$50,131,791	\$0	\$0	\$12,279,578	202,697	\$62,411,369

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12028.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$49,566,122	\$0	\$0	\$12,138,160	202,697	\$61,704,282	NO CHANGE
12515.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$565,669	\$0	\$0	\$141,418	0	\$707,087	NO CHANGE
12809.16	PURCHASE EXPANSION VEHICLES	2017	CAPITAL	\$1,048,948	\$0	\$0	\$185,109	0	\$1,234,057	ADD PROJECT
TOTAL:				\$51,180,739	\$0	\$0	\$12,464,687	202,697	\$63,645,426	

PROPOSED FEBRUARY 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF MCKINNEY

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0225

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

UZA: MCKINNEY

Comment: NOTE: 260,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12823.16	OPERATING ASSISTANCE	2017	OPERATING	\$1,335,681	\$312,000	\$0	\$1,023,681	0	\$2,671,362	ADD PROJECT
12824.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$1,300,000	\$0	\$0	\$0	260,000	\$1,300,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$2,635,681	\$312,000	\$0	\$1,023,681	260,000	\$3,971,362	

Revisions since STTC Meeting: Change TIP code 12787.16 to 12823.16 and change TIP code 12513.16 to 12824.16.

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2010 PROGRAM OF PROJECTS

Modification #: 2017-0226

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:						
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12206.10	PROJECT ADMINISTRATION	2013	CAPITAL	\$13,136	\$0	\$0	\$3,284	0	\$16,420
12575.10	OPERATING ASSISTANCE	2013	OPERATING	\$503,603	\$0	\$0	\$503,603	0	\$1,007,206
TOTAL:				\$516,739	\$0	\$0	\$506,887	0	\$1,023,626

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12206.10	PROJECT ADMINISTRATION	2013	CAPITAL	\$13,136	\$0	\$0	\$3,284	0	\$16,420	NO CHANGE
12575.10	OPERATING ASSISTANCE	2013	OPERATING	\$503,603	\$0	\$0	\$503,603	0	\$1,007,206	NO CHANGE
12812.10	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2017	CAPITAL	\$45,499	\$0	\$0	\$11,375	0	\$56,874	ADD PROJECT
TOTAL:				\$562,238	\$0	\$0	\$518,262	0	\$1,080,500	

Revisions since STTC Meeting: Remove TIP 12205.10 from list of projects being modified.

PROPOSED FEBRUARY 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2014 PROGRAM OF PROJECTS

Modification #: 2017-0227

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 102,347 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12206.14	PROJECT ADMINISTRATION (WESTERN SUBREGION)	2015	CAPITAL	\$95,400	\$0	\$0	\$23,850	0	\$119,250		
TOTAL:				\$95,400	\$0	\$0	\$23,850	0	\$119,250		
Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT	
12206.14	PROJECT ADMINISTRATION (WESTERN SUBREGION)	2015	CAPITAL	\$95,400	\$0	\$0	\$23,850	0	\$119,250	NO CHANGE	
12813.14	GENERAL PLANNING	2017	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)	
12814.14	PROJECT ADMINISTRATION (SUBGRANTEE)	2017	CAPITAL	\$82,346	\$0	\$0	\$0	16,470	\$82,346	ADD PROJECT (MPO TDCs)	
12815.14	PREVENTIVE MAINTENANCE	2017	CAPITAL	\$329,383	\$0	\$0	\$0	65,877	\$329,383	ADD PROJECT (MPO TDCs)	
TOTAL:				\$607,129	\$0	\$0	\$23,850	102,347	\$630,979		

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2017-0228

Request: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 192,795 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12206.15	PROJECT ADMINISTRATION	2015	CAPITAL	\$751,472	\$0	\$0	\$0	150,295	\$751,472		
12575.15	OPERATING ASSISTANCE	2015	OPERATING	\$93,405	\$0	\$0	\$93,405	0	\$186,810		
TOTAL:				\$844,877	\$0	\$0	\$93,405	150,295	\$938,282		
Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT	
12206.15	PROJECT ADMINISTRATION	2015	CAPITAL	\$751,472	\$0	\$0	\$0	150,295	\$751,472	NO CHANGE	
12575.15	OPERATING ASSISTANCE	2015	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12812.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2017	CAPITAL	\$212,500	\$0	\$0	\$0	42,500	\$212,500	ADD PROJECT (MPO TDCs)	
TOTAL:				\$963,972	\$0	\$0	\$0	192,795	\$963,972		

PROPOSED FEBRUARY 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0229

Request: DECREASE FUNDING BY \$2,400,000 SECTION 5307 (\$1,920,000 FEDERAL AND \$480,000 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$92,600,000 SECTION 5307 (\$74,080,000 FEDERAL AND \$18,520,000 LOCAL) IN FY2017

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: EASTERN REGION; FUNDING REDISTRIBUTED BETWEEN TIP CODES 12801.17, 12825.17, AND 12037.17

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12801.17	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2017	CAPITAL	\$76,000,000	\$0	\$0	\$19,000,000	0	\$95,000,000		
TOTAL:				\$76,000,000	\$0	\$0	\$19,000,000	0	\$95,000,000		

Revision Requested:

				FUNDING TABLE:						<u>REVISION REQUESTED</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12801.17	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2017	CAPITAL	\$74,080,000	\$0	\$0	\$18,520,000	0	\$92,600,000	DECREASE FUNDING
TOTAL:				\$74,080,000	\$0	\$0	\$18,520,000	0	\$92,600,000	

Revisions since STTC Meeting: TIP 12801.17 and 12825.17 have been split into 2 modifications, this one and 2017-0247. Funding was also reduced and funding was added to TIP 12037.17 through mod 2017-0243.

PROPOSED FEBRUARY 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year FY2014 PROGRAM OF PROJECTS

Modification #: 2017-0231

Request: REFINE FY2014 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 294,799 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12151.14	OPERATING ASSISTANCE	2015	OPERATING	\$248,821	\$0	\$0	\$248,821	0	\$497,642		
12241.14	PROJECT ADMINISTRATION	2015	CAPITAL	\$92,362	\$0	\$0	\$0	18,473	\$92,362		
12360.14	REHABILITATION/RENOVATION OF FACILITY	2015	CAPITAL	\$450,000	\$0	\$0	\$0	90,000	\$450,000		
12484.14	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$81,630	\$0	\$0	\$0	16,326	\$81,630		
12627.14	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$142,996	\$0	\$0	\$0	28,600	\$142,996		
12716.14	ACQUISITION OF SIGNAGE	2015	CAPITAL	\$27,000	\$0	\$0	\$0	5,400	\$27,000		
12717.14	MOBILITY MANAGEMENT	2015	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000		
12741.14	OPERATING ASSISTANCE (JARC PROJECT)	2015	OPERATING	\$208,000	\$0	\$0	\$208,000	0	\$416,000		
TOTAL:				\$1,325,809	\$0	\$0	\$456,821	173,799	\$1,782,630		

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12151.14	OPERATING ASSISTANCE	2015	OPERATING	\$248,821	\$0	\$0	\$248,821	0	\$497,642	NO CHANGE	
12241.14	PROJECT ADMINISTRATION	2017	CAPITAL	\$312,362	\$0	\$0	\$0	62,473	\$312,362	INCREASE FUNDING	
12360.14	REHABILITATION/RENOVATION OF FACILITY	2015	CAPITAL	\$450,000	\$0	\$0	\$0	90,000	\$450,000	NO CHANGE	
12483.14	ACQUISITION OF HARDWARE	2017	CAPITAL	\$85,000	\$0	\$0	\$0	17,000	\$85,000	ADD PROJECT (MPO TDCs)	
12484.14	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$81,630	\$0	\$0	\$0	16,326	\$81,630	NO CHANGE	
12627.14	BUS PREVENTIVE MAINTENANCE	2017	CAPITAL	\$392,996	\$0	\$0	\$0	78,600	\$392,996	INCREASE FUNDING	
12716.14	ACQUISITION OF SIGNAGE	2015	CAPITAL	\$27,000	\$0	\$0	\$0	5,400	\$27,000	NO CHANGE	
12717.14	MOBILITY MANAGEMENT	2017	CAPITAL	\$125,000	\$0	\$0	\$0	25,000	\$125,000	INCREASE FUNDING	
12741.14	OPERATING ASSISTANCE (JARC PROJECT)	2015	OPERATING	\$208,000	\$0	\$0	\$208,000	0	\$416,000	NO CHANGE	
TOTAL:				\$1,930,809	\$0	\$0	\$456,821	294,799	\$2,387,630		

Revisions since STTC Meeting: Funding increase on TIP codes 12241.14, 12483.14, 12627.14, and 12717.14 to be reflected in FY2017; TIP 12483.14 changed from operating to capital project type.

PROPOSED FEBRUARY 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: TEXOMA AREA PARATRANSIT SYSTEM

Apportionment Year FY2014 PROGRAM OF PROJECTS

Modification #: 2017-0233

Request: REFINE FY2014 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 160,341 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12346.14	PROJECT ADMINISTRATION	2015	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000		
12347.14	PLANNING	2015	CAPITAL	\$250,000	\$0	\$0	\$0	50,000	\$250,000		
12662.14	PURCHASE EXPANSION VEHICLES	2015	CAPITAL	\$1,500,000	\$0	\$0	\$0	225,000	\$1,500,000		
12663.14	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000		
12721.14	ACQUISITION OF PASSENGER SHELTERS	2015	CAPITAL	\$280,000	\$0	\$0	\$0	56,000	\$280,000		
TOTAL:				\$2,180,000	\$0	\$0	\$0	361,000	\$2,180,000		

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12346.14	PROJECT ADMINISTRATION	2015	CAPITAL	\$41,971	\$0	\$0	\$0	8,395	\$41,971	DECREASE FUNDING	
12347.14	PLANNING	2015	CAPITAL	\$27,381	\$0	\$0	\$0	5,477	\$27,381	DECREASE FUNDING	
12662.14	PURCHASE EXPANSION VEHICLES	2015	CAPITAL	\$843,125	\$0	\$0	\$0	126,469	\$843,125	DECREASE FUNDING	
12663.14	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE	
12721.14	ACQUISITION OF PASSENGER SHELTERS	2015	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$1,012,477	\$0	\$0	\$0	160,341	\$1,012,477		

PROPOSED FEBRUARY 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: TAPS PUBLIC TRANSIT

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2017-0234

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 8,829 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12307.15	ACQUISITION OF HARDWARE	2015	CAPITAL	\$125,000	\$0	\$0	\$0	25,000	\$125,000
12346.15	PROJECT ADMINISTRATION	2015	CAPITAL	\$60,000	\$0	\$0	\$0	12,000	\$60,000
12662.15	PURCHASE EXPANSION VEHICLES	2015	CAPITAL	\$1,400,000	\$0	\$0	\$0	210,000	\$1,400,000
12663.15	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12670.15	ACQUISITION OF SHOP EQUIPMENT	2015	CAPITAL	\$250,000	\$0	\$0	\$0	50,000	\$250,000
12672.15	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$350,000	\$0	\$0	\$0	70,000	\$350,000
12757.15	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12758.15	ACQUISITION OF RADIOS	2015	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000
12759.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2015	CAPITAL	\$250,000	\$0	\$0	\$0	50,000	\$250,000
12760.15	GENERAL PLANNING	2015	PLANNING	\$125,000	\$0	\$0	\$0	25,000	\$125,000
12787.15	OPERATING ASSISTANCE	2015	OPERATING	\$15,997	\$0	\$0	\$15,997	0	\$31,994
TOTAL:				\$2,850,997	\$0	\$0	\$15,997	497,000	\$2,866,994

Revision Requested:

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12307.15	ACQUISITION OF HARDWARE	2015	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12346.15	PROJECT ADMINISTRATION	2015	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12662.15	PURCHASE EXPANSION VEHICLES	2015	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12663.15	BUS PREVENTIVE MAINTENANCE	2015	CAPITAL	\$44,144	\$0	\$0	\$0	8,829	\$44,144	DECREASE FUNDING
12670.15	ACQUISITION OF SHOP EQUIPMENT	2015	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12672.15	ACQUISITION OF SOFTWARE	2015	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12757.15	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2015	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12758.15	ACQUISITION OF RADIOS	2015	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12759.15	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2015	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12760.15	GENERAL PLANNING	2015	PLANNING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12787.15	OPERATING ASSISTANCE	2015	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$44,144	\$0	\$0	\$0	8,829	\$44,144	

PROPOSED FEBRUARY 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: TAPS PUBLIC TRANSIT
Request: DELETE FY2016 PROGRAM OF PROJECTS

Apportionment Year FY2016 PROGRAM OF PROJECTS **Modification #:** 2017-0235

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12346.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$90,000	\$0	\$0	\$0	18,000	\$90,000
12760.16	GENERAL PLANNING	2016	PLANNING	\$187,500	\$0	\$0	\$0	37,500	\$187,500
12791.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$150,000	\$0	\$0	\$0	30,000	\$150,000
12792.16	OPERATING ASSISTANCE - JARC	2016	OPERATING	\$441,000	\$0	\$0	\$441,000	0	\$882,000
TOTAL:				\$868,500	\$0	\$0	\$441,000	85,500	\$1,309,500

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12346.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12760.16	GENERAL PLANNING	2016	PLANNING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12791.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12792.16	OPERATING ASSISTANCE - JARC	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$0	\$0	\$0	\$0	0	\$0	

Implementing Agency: TAPS PUBLIC TRANSIT
Request: DELETE FY2016 PROGRAM OF PROJECTS

Apportionment Year FY2016 PROGRAM OF PROJECTS **Modification #:** 2017-0236

UZA: MCKINNEY

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12109.16	OPERATING ASSISTANCE	2016	OPERATING	\$2,039,766	\$0	\$0	\$2,039,766	0	\$4,079,532
12552.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$277,473	\$0	\$0	\$0	55,495	\$277,473
12762.16	GENERAL PLANNING	2016	PLANNING	\$187,500	\$0	\$0	\$0	37,500	\$187,500
12784.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$270,000	\$0	\$0	\$0	54,000	\$270,000
TOTAL:				\$2,774,739	\$0	\$0	\$2,039,766	146,995	\$4,814,505

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12109.16	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12552.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12762.16	GENERAL PLANNING	2016	PLANNING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12784.16	PREVENTIVE MAINTENANCE	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$0	\$0	\$0	\$0	0	\$0	

PROPOSED FEBRUARY 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2017-0237

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12819.15	PURCHASE REPLACEMENT VEHICLES	2017	CAPITAL	\$104,944	\$0	\$0	\$18,520	0	\$123,464	ADD PROJECT	
TOTAL:				\$104,944	\$0	\$0	\$18,520	0	\$123,464		

Implementing Agency: EASTER SEALS OF NORTH TEXAS

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2017-0238

Request: DELETE PROJECT

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12794.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
TOTAL:				\$100,000	\$0	\$0	\$0	20,000	\$100,000

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12794.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$0	\$0	\$0	\$0	0	\$0		

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2017-0239

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 13,529 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885
TOTAL:				\$427,311	\$0	\$0	\$26,357	0	\$453,668

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2017	CAPITAL	\$205,426	\$0	\$0	\$137,781	13,529	\$343,207	INCREASE FUNDING ADD MPO TDCs	
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE	
TOTAL:				\$527,311	\$0	\$0	\$137,781	13,529	\$665,092		

Revisions since STTC Meeting: Funding increase on TIP 12644.15 to be reflected in FY2017.

PROPOSED FEBRUARY 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2017-0240

Request: REFINE 2015 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12646.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$104,944	\$0	\$0	\$26,236	0	\$131,180		
12677.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$19,080	\$0	\$0	\$0	0	\$19,080		
TOTAL:				\$124,024	\$0	\$0	\$26,236	0	\$150,260		

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12646.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12677.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$19,080	\$0	\$0	\$0	0	\$19,080	NO CHANGE	
TOTAL:				\$19,080	\$0	\$0	\$0	0	\$19,080		

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0241

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5312 FUNDS

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12820.16	MOBILITY ON DEMAND SANDBOX DEMO	2017	OPERATING	\$1,204,000	\$0	\$0	\$301,000	0	\$1,505,000	ADD PROJECT	
TOTAL:				\$1,204,000	\$0	\$0	\$301,000	0	\$1,505,000		

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0242

Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION TIFIA FUNDS

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12821.17	COTTON BELT RAIL PROJECT	2017	CAPITAL	\$1,135,000,000	\$0	\$0	\$0	0	\$1,135,000,000	ADD PROJECT	
TOTAL:				\$1,135,000,000	\$0	\$0	\$0	0	\$1,135,000,000		

Revisions since STTC Meeting: Withdrawn - Project is not funded with FTA funds.

PROPOSED FEBRUARY 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0243

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: \$50,000 RTC/LOCAL (\$50,000 REGIONAL)

Funding Source: TRANSIT SECTION 5309 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12822.16	FTA TOD PLANNING PILOT GRANT FOR DART RED AND BLUE LINE CORRIDORS	2017	PLANNING	\$1,400,000	\$0	\$50,000	\$300,000	0	\$1,750,000	ADD PROJECT	
TOTAL:				\$1,400,000	\$0	\$50,000	\$300,000	0	\$1,750,000		

Implementing Agency: CITY OF ARLINGTON

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0244

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: \$770,000 INCREASE IN FEDERAL FUNDS OFFSET BY A DECREASE ON TIP 12801.17/MOD 2017-0229, FOR OPERATING ASSISTANCE FOR THE CITY OF ARLINGTON.

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12037.17	OPERATING ASSISTANCE	2017	OPERATING	\$770,000	\$0	\$0	\$770,000	0	\$1,540,000	ADD PROJECT	
TOTAL:				\$770,000	\$0	\$0	\$770,000	0	\$1,540,000		

Revisions since STTC Meeting: Mod number 2017-0220 changed to 2017-0244; Added comment to clarify redistribution of funding from mod 2017-0229.

PROPOSED FEBRUARY 2017 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2014 PROGRAM OF PROJECTS

Modification #: 2017-0246

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: NOTE: 2,302,689 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12028.14	SYSTEM PREVENTIVE MAINTENANCE	2015	CAPITAL	\$48,513,445	\$0	\$0	\$9,250,000	2,302,689	\$57,763,445
12515.14	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2015	CAPITAL	\$553,630	\$0	\$0	\$138,408	0	\$692,038
12699.14	SYSTEM TRANSIT ENHANCEMENTS	2015	CAPITAL	\$553,630	\$0	\$0	\$138,408	0	\$692,038
TOTAL:				\$49,620,705	\$0	\$0	\$9,526,816	2,302,689	\$59,147,521

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12028.14	SYSTEM PREVENTIVE MAINTENANCE	2015	CAPITAL	\$48,513,445	\$0	\$0	\$9,250,000	2,302,689	\$57,763,445	NO CHANGE
12515.14	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2015	CAPITAL	\$553,630	\$0	\$0	\$138,408	0	\$692,038	NO CHANGE
12699.14	SYSTEM TRANSIT ENHANCEMENTS	2015	CAPITAL	\$553,630	\$0	\$0	\$138,408	0	\$692,038	NO CHANGE
12809.14	PURCHASE EXPANSION VEHICLES	2017	CAPITAL	\$50,794	\$0	\$0	\$8,964	0	\$59,758	ADD PROJECT
TOTAL:				\$49,671,499	\$0	\$0	\$9,535,780	2,302,689	\$59,207,279	

Revisions since STTC Meeting: Mod number 2017-0222 changed to 2017-0246.

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0247

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: WESTERN REGION; \$1,150,000 INCREASE IN FEDERAL FUNDS OFFSET BY A DECREASE ON TIP 12801.17/MOD 2017-0229, FOR OPERATING ASSISTANCE FOR NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS.

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12825.17	OPERATING ASSISTANCE	2017	OPERATING	\$1,150,000	\$0	\$0	\$1,150,000	0	\$2,300,000	ADD PROJECT
TOTAL:				\$1,150,000	\$0	\$0	\$1,150,000	0	\$2,300,000	

Revisions since STTC Meeting: TIP code changed from 12575.17 to 12825.17; Added comment to clarify re-distribution of funding from mod 2017-0229; Changed from capital to operating project type.

- [Air Quality Home](#)
- [Air Quality Programs](#)
- [Air Quality Committees](#)
- [Air Quality Policy and Regulations](#)
- [Car Care Clinics 2016](#)
- [Clean Vehicle Information](#)
- [Major Air Pollutants](#)
- [Funding Opportunities](#)
- [Ozone Information](#)
- [State Implementation Plan \(SIP\)](#)
- [Transportation Conformity](#)
- [Transportation Home](#)

Air Quality Funding Opportunities for Vehicles

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

- [Air Quality Funding Home](#)
- [Other Air Quality Funding Opportunities](#)
- [Sign-Up for Email Updates](#)

Current Vehicle Grant Funding Opportunities

[Select Language ? ?](#)

	Eligible Focus Areas								Eligible Applicant Type	
	Heavy-Duty Vehicles					Light-Duty Vehicles				
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis		Idle-Reduction Technology
AirCheckTexas Drive a Clean Machine Program							X			General Public
Drayage Loan Program Deadline: First Come, First Served		X				X				Private Sector
Drayage Truck Incentive Program (DTIP) Deadline: May 26, 2017, 5 pm CST						X				Public Sector, Private Sector, General Public
Emissions Reduction Incentive Grant (ERIG) Deadline: January 10, 2017, 5 pm CST	X	X	X	X	X	X				Public Sector, Private Sector
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
EXPANDED! Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector
COMING SOON! Rebate Grants Program (Rebate)	X	X	X	X		X				Public Sector, Private Sector
Texas Natural Gas Vehicle Grant Program (TNGVGP) Deadline: May 26, 2017, 5 pm CST	X	X	X	X		X				Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

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



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REGIONAL TRANSPORTATION COUNCIL ONLINE PUBLIC INPUT OPPORTUNITY**Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program
(UPWP) Modifications****Proposed Modifications to the List of Funded Projects****Online Public Input Opportunity Dates**

Tuesday, Dec. 13, 2016 – Wednesday, Jan. 11, 2017 - The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO), and amended on February 12, 2015. Staff posted information regarding:

1. Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) Modifications
2. Proposed Modifications to the List of Funded Projects

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions could be submitted by email at transinfo@nctcog.org, online at www.nctcog.org/input, by mail at P.O. Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-608-2365 or emailing cbaylor@nctcog.org.

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL**Cary Fitzgerald, Dec. 13, 2016**

Please add multi module connections at all rail stations, especially hike and bike trails. You could consider links to retail, high density residential and employment centers. Let's get away from all of these cars with 1 passenger. Thank you.

Elise, Dec. 13, 2016

I read your article in the Natural Awakenings for North Texas December 2016 re: the Clean Air Efforts in Texas. Nowhere in the article does it address GEOENGINEERING AND CHEMICAL TRAILS FROM OUR SKIES POLLUTING our PLANET, HUMANITY AND ANIMAL POPULATIONS on a DAILY basis. This has been going on for decades now. The EPA, FDA and many of those 3-alpha letter government organizations are aware of it, as well as millions of Americans. The 'X's' and vertical chemtrails made by these commercial planes are not people carrying planes, they are loaded with CHEMICAL pollutants being atmospherically distributed daily and poisoning our skies and environment, including responsible for weather changes instigated by these planes.

There is currently a joint U.S./Canada lawsuit regarding this very issue. I cannot support your efforts if you don't address one of the BIGGEST concerns of our time - CHEMTRAILS and

GEOENGINEERING, which I have witnessed since the 1990's. They are not CONTRAILS from commercial passenger jets, they are not visible ever. Monsanto being the biggest culprit. You can blame cars and address ozone and all these wonderful efforts for clean air, yet you are not addressing the most blatant reason for poor air quality, GEOENGINEERING and the CHEMICAL ASSAULT on all of us daily.

Mike Freiberger, Dec. 14, 2016

While the proposed TIP changes include a project in Ft Worth for Active Transportation, and that is EXCELLENT, there is nothing else in the entire NCTCOG planning area. That is incredibly disappointing, as I live in Allen, ride for transportation in Plano, and work in Richardson. Why is there no TIP funding proposed to be directed to those areas?

Summary of response by Amanda Wilson, NCTCOG

Mr. Freiberger,

Thank you for reviewing the modifications to the Transportation Improvement Program (TIP) and providing feedback. This opportunity for public comment is for the routine, scheduled quarterly modification to a much larger document, the 2017-2020 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). The TIP/STIP covers a four-year period and includes regionally-significant projects across all modes of transportation and various implementing agencies. The full TIP/STIP includes many more active transportation projects and we agree that this is an important component of the transportation system. You can find out a lot more information about the active transportation projects we've funded over the years and those that are planned for the next few years through our interactive database/map located here: <http://www.nctcog.org/trans/tip/tipins/index.asp>. You can query by type of project, city, even street name or look at projects through a mapping function. You can find the listing of all projects included in the 2017-2020 TIP/STIP here: <http://www.nctcog.org/trans/tip/17-20/index.asp>. By using your browser's search feature you can query any of the Chapters or Appendices by project number, county, city, street name, or any other keyword included in the project description.

In addition, if you would like to know more about our planning related to active transportation outside of just the funded projects, please visit: <http://www.nctcog.org/trans/sustdev/bikeped/>. Currently, we are conducting a call for projects for local governments to submit requests for active transportation projects as well as safe routes to schools projects through the Transportation Alternatives Set-Aside Program, which is dedicated funding for such projects from federal sources. You can find more information on this funding here: <http://www.nctcog.org/trans/sustdev/landuse/step/index.asp>.

Thank you again for being engaged in the transportation planning process. We will provide your comments and our response to the Regional Transportation Council, our policy board, before they take action on the TIP modifications for which you provided comments.

Joseph Perkins, Dec. 15, 2016

When are you going to improve IH 35W south of IH-20? It is always congested both directions.

Summary of response by Amanda Wilson, NCTCOG

Mr. Perkins

Thank you for the question you posed to the North Central Texas Council of Governments regarding improvements to IH 35W south of IH 20. The long-range transportation plan for the Dallas-Fort Worth region, known as Mobility 2040, does contain improvements to IH 35W south of IH 20 and you can find more information on this and other projects here: www.nctcog.org/mobility2040. We have recently been working on efforts to meet a new state law from 2015 to identify a 10-year plan, which takes a subset of projects from Mobility 2040 and allocates funding in the 2017-2027 timeframe. The information is so new that our webpage on the topic is not ready yet, but you can find out more information on the projects included in the 10-year plan here (information about our policy board action: http://www.nctcog.org/trans/committees/rtc/2016/12Dec/Ref.Itm_4.2.rtc120816.pdf).

Because both of these plans cover a 12-county area and there is not enough revenue to fund all of the needed transportation projects, IH 35W is included in the long-range plan, but not the 10-year plan at this time. We will make regular updates to each document based on technical performance measures about the congestion, safety, and other needs of corridors throughout the region and continue to look for ways to fund the most needed projects.

Thank you again for participating in the public involvement process. We will provide your question and our staff response to the Regional Transportation Council, our policy board, for their information.

Elaine Laisure, Dec. 22, 2016

Weatherford TX is Gridlocked and there are no short term roads planned. When is I20 going to be expanded? It is now a death trap. Poor planning to allow this to happen.

WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

There are some beautiful proposals here. – Loren S. (@txbornviking)



@TomBamonte @NCTCOGtrans thanks Tom! Really enjoyed #texasmobilitysummit & hope the excitement we saw for an i30 pilot app leads to fruition – Kirk Ballou (@kirkballou)

Check out this video by @NCTCOGtrans on air pollution and how we can help prevent it. – DCTA (@RideDCTA)



@NCTCOGtrans – Time To Recycle (@TimeToRecycle)



Kevin Kokes on how the process and procedures of STEP help him address pedestrian needs in Dallas-Fort Worth #EDC4Summits @NCTCOGtrans – Safety Jedi (@DarkJedimaster2)



Way to go, #DFW! #cleanvehicles #fleet – Crestline Auto (@CrestlineAuto)



Unintended consequence of DFW privatized toll roads: @NCTCOGtrans actively encouraging people to drive more? – Wylie H Dallas (@Wylie_H_Dallas)

@NCTCOGtrans What about money to fix sidewalks, purchase bikes, paint crosswalks, etc.? We could use some of that in our urban core. – Wylie H Dallas (@Wylie_H_Dallas)

.@NCTCOGtrans #Transportation projects and programs are available for review and comment at <http://bit.ly/1iuFDst> . #DFWPublicInput – Chief Rob Severance (@ChiefSeverance)



Congrats to @TheTFortWorth on the #TEXRail funding agreement. What a historic day for @cityofFortWorth & the region! – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans @cityoffortworth @FTA_DOT Thank you! – The T Fort Worth (@TheTFortWorth)

I've been waiting so long! Glad to hear this. – plainy (@plainy)



This is why it is imperative that we reform @dartmedia & @NCTCOGtrans.
<https://twitter.com/StreetsblogUSA/status/810902466330001408> ... <http://fb.me/8kcferZnV>
 – Wylie H Dallas (@Wylie_H_Dallas)

Time at Work	8
Wage	\$10
Pay Gross Income	\$80
Time Both Ways	2 hours each
Worked + Commute	10 hours each
Net Hourly Wage	\$7.24

Streetsblog USA @StreetsblogUSA
 Job sprawl's punishing toll on the urban poor
usa.streetsblog.org/2016/12/19/how... @reconnectROC
 @reconnectROC does the math.

Don't forget to turn off your engines! Check out RSVP by @NCTCOGtrans for tips on how to keep our air clean. – DCTA (@RideDCTA)

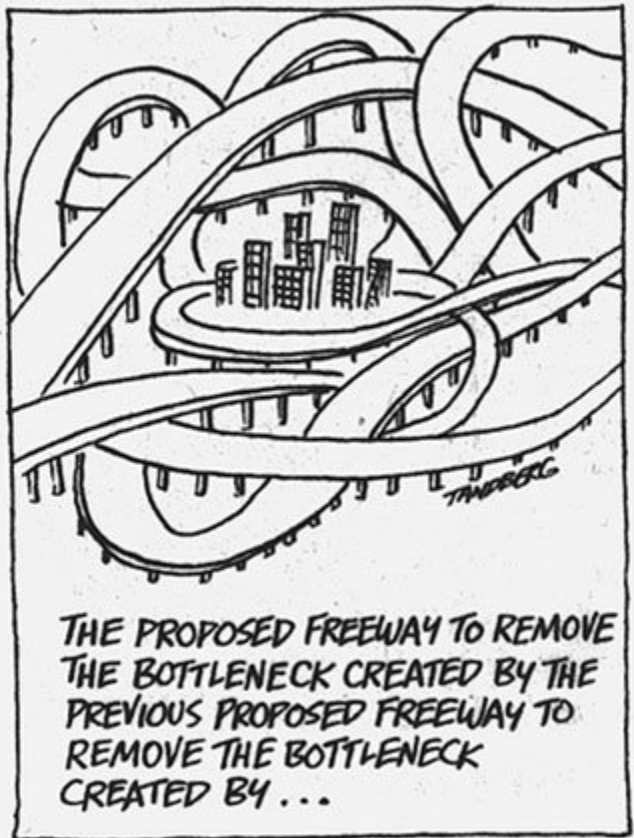
REGIONAL SMOKING VEHICLE PROGRAM

Don't Choke, Call #SMOKE

Any thoughts, @NCTCOGtrans & @TxDOTDallasPIO ?
<https://twitter.com/Boenau/status/810301060782968832> ... <http://fb.me/69Xkrz8zb> – Wylie H Dallas (@Wylie_H_Dallas)

Andy Boenau @Boenau
 Want to make America great again? Design roads that don't lead to 40,000 dead Americans each year.
 #transpo #visionzero @SamSchwartzEng

@ColinParent @nytimes – Marcus Bush (@goodbushSD)



@goodbushSD @copenhagenize @ColinParent @nytimes Did you find this inside Michael Morris' office at @NCTCOGtrans? – Wylie H Dallas (@Wylie_H_Dallas)

@Wylie_H_Dallas @copenhagenize @ColinParent @nytimes @NCTCOGtrans No, Leader of #TransportationJustice Mvmt in SD @moniqueglopez fwded it – Marcus Bush (@goodbushSD)

@goodbushSD @copenhagenize @ColinParent @nytimes @moniqueglopez Ah... thought you had accessed a @NCTCOGtrans planning doc. 😊 – Wylie H Dallas (@Wylie_H_Dallas)

@Wylie_H_Dallas @copenhagenize @ColinParent @nytimes @moniqueglopez @NCTCOGtrans Ba-ZING!! Maybe NCTCO & @SANDAG are long-lost siblings ;) – Marcus Bush (@goodbushSD)

DFW

North Central Texas is home to 230 member governments of the Dallas - Fort Worth Metroplex who make up the North Central Texas Council of Governments. They have the largest conglomeration of people living in the state of Texas and the longest light rail system in the nation.

Like Houston, Dallas pays for the rest of Texas and does not get a fair return on investment for the taxes it pours into the transportation system, but it seems to get substantially more in return from TXDOT than Houston, almost \$3 billion more in spending over the last decade.

While not quite as bad as in Houston, people of color and women are dramatically under represented as voting members of the NCTCOG Regional Transportation Council, which is somewhat more acutely problematic given that many in Texas perceive that NCTCOG is a well run MPO and a model for others. Women fare only slightly better at NCTCOG than the women of Houston. What makes NCTCOG truly different is that its core counties are not nearly underrepresented as in Houston and perhaps approaching okay in Texas terms with a low GAI of 16.

NCTCOG is unique in having two truly urban core counties within its metro area, the 2nd and 3rd largest counties in Texas.

Male Advantage Index: 72

38

R a w S t a t s Twelve County DFW region

Percent of State Total	
Population, 2014	26%
Jobs, 2015	29%
Voters, November 2016	24%
Sales Tax Contribution	27%
Income Tax Contribution	26%
Gross Domestic Product	31%
TXDOT Spending	20%
TXDOT Construction	26%
TXDOT Maintenance	12%
Vehicle Miles Traveled, 2015	20%
Traffic Deaths, 2015	16%
Per capita	
Daily Vehicle Miles Traveled, 2015	14
Annual TXDOT Spending 2006-2015	\$216
Annual State Spending, 2007-2013	\$3,327
Wages, 2015	\$27,137
Per 100,000	
Traffic Deaths, 2015	8
Incapacitating Injuries, 2015	58
Jobs, 2015	49,203
Total	
Population, 2014	6,694,445
People of Color, 2014	3,391,977
Jobs, 2015	3,293,901
Traffic Deaths, 2015	557
Traffic Crashes, 2015	112,018
TXDOT Spending, 2015	\$2,013,512,409
TXDOT Spending, 06-15	\$14,455,442,198
Construction	\$11,025,082,900
Maintenance	\$3,430,359,299
Daily Vehicle Miles Traveled	95,890,426

NCTCOG

Geographic Advantage Index: 16

Representation
North Central Texas Council of Governments

The people of North Central Texas

Non Hispanic White	49%
Hispanic	28%
Black	15%
Asian	6%
Other	2%
Women	~50%
Estimated Undocumented	6%
Dallas & Tarrant County residents	65%

Voting members (43) of the NCTCOG Regional Transportation Council

Non Hispanic White	84%
Hispanic	9%
Black	5%
Asian	2%
Other	0%
Men	86%
Women	14%
Dallas & Tarrant County	68%

One County One Vote Representation

Non Hispanic White	68%
Hispanic	19%
Black	8%
Asian	3%
Other	2%

County Judges
10 White Males, 2 White Females

TXDOT District Engineers
2 White Males (Dallas, Fort Worth)

White Advantage Index: 70

39

Please don't let Michael Morris/@NCTCOGtrans see this. – Wylie H Dallas (@Wylie_H_Dallas)



At yesterday's DFW Clean Cities annual meeting, 12 local governments and agencies were recognized for the outstanding work performed by their fleet department. All of these entities are leading the way with alternative fuel and advanced technology vehicles in North Texas. The Winners were:

Silver: Carrollton, Texas - Where Connections Happen, Town of Addison, Euless, Texas.
Bronze: City of Coppell, TX Municipal Government, Dallas Area Rapid Transit (Official DART page), City of Southlake, TX - Government, City of Grapevine Texas, Town of Flower Mound, Texas, Denton Independent School District, City of Rockwall, Texas - Municipal Government, Richardson Today and Fort Worth City Hall (City of Fort Worth). Congratulations and thanks for protecting the air in our region! #dfwcleancities – NCTCOG Transportation Department



Yet. The following day, you post a promotion encouraging people to drive more... so insane. – Wylie H Dallas

#TBT to December 18, 1991, when President George Bush visited DFW Airport for the signing of the Intermodal Surface Transportation Efficiency Act of 1991, the revolutionary law that helped lead the way to the multimodal system we have today. #ThrowbackThursday #TBT #ISTEA (photo by Kevin Stillman/TxDOT) – NCTCOG Transportation Department



What multimodal system? In DFW? – Wylie H Dallas

@helengreiner @cyphyworksincworking / #Dallas Co. @NCTCOGtrans looking for far reaching UAS commercial friendly proposed laws in #Texas – Marko Sakal (@markosakal)





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

December 8, 2016

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

Dear Chair Lewis:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, have coordinated with staff from the Texas Department of Transportation (TxDOT) District offices and local agencies to develop a 10-Year Plan as part of the House Bill 20 (HB 20) requirements and for inclusion in the FY2017 Unified Transportation Program (UTP). Through a coordinated approach, NCTCOG and TxDOT District staff developed a comprehensive, performance-driven approach to prioritize and select projects based upon congestion, safety, freight traffic, and environmental justice. Attention was also placed on projects under construction, as several of these projects were built in phases when inadequate funding was available. This effort further refines the 10 year staging of the current metropolitan transportation plan and results in \$6.98 billion in funded projects.

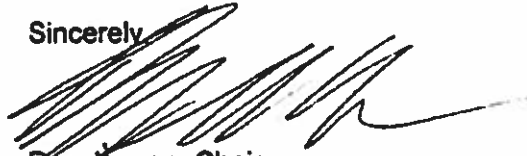
Public meetings were held throughout the region in September 2016 to outline the selection process and to request public comments. Additional public meetings were held in November 2016 to present the draft listings for public review and comment. Multiple coordination meetings were held between RTC staff and the TxDOT Dallas, Fort Worth, and Paris Districts. Both the process and project listings have been reviewed and approved by the Surface Transportation Technical Committee (STTC) and the RTC, after significant local government coordination and consensus building.

The Dallas-Fort Worth region appreciates the responsibility placed on the RTC and TxDOT by the Texas Transportation Commission (TTC). While it is a significant amount of new funding, the congestion levels and needs of the region, documented in the current metropolitan transportation plan exceed even this new funding. As such, the region will pursue three public-private partnerships through the next legislative session using Category 2 Metropolitan Corridor funds. In addition, the RTC asks that the TTC pass along to the State Legislature both its appreciation for funding identified to date and its request to continue seeking additional funding. To this end, enclosed is a copy of a November 23, 2016, letter from Collin County and a November 30, 2016, letter from the City of Grapevine to the RTC that demonstrates the continued need for funding in urban regions. The current allocation with Proposition 1 and 7 restrictions, is less funding than the previous decade.

December 8, 2016

Enclosed is the 10-Year list of projects, as requested by the TTC. In addition, this satisfies the HB 20 requirement for the Dallas-Fort Worth region. For additional information, please contact Michael Morris, Christie Gotti or me at 817-695-9240.

Sincerely



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

AB:tw
Enclosures

cc: The Honorable Jeff Austin III, Commissioner, Texas Transportation Commission, TxDOT
Austin
The Honorable J. Bruce Bugg, Jr., Commissioner, Texas Transportation Commission,
TxDOT Austin
The Honorable Laura Ryan, Commissioner, Texas Transportation Commission, TxDOT
Austin
The Honorable Victor Vandergriff, Commissioner, Texas Transportation Commission,
TxDOT, Austin
James M. Bass, Executive Director, TxDOT Austin

Texas university students win for bullet train designs

By *JILL COWAN*

Staff Writer *jcowan@dallasnews.com*

When the builders of Texas' planned high-speed rail system put shovel to dirt, architecture students from the University of Texas at Austin, University of Texas at Arlington and Prairie View A&M may have helped drive the design.

Texas Central Partners, the private company that is set to develop a bullet train line that would take riders between Dallas and Houston in 90 minutes, announced the results Wednesday of a contest aimed at allowing the system's target customers to help shape the vision for stations in Dallas, Houston and the Brazos Valley.

The competition — open to students studying architecture, landscape architecture, urban planning or transportation at colleges around the state — had three prizes: for station architectural design, urban design and sustainable design.

The contest drew 45 proposals from almost 100 students. Last month, 13 finalists presented their proposals to judges in Dallas.

“The winners of the competition displayed truly innovative ideas, design creativity and an emphasis on sustainability — principles upon which the Texas Bullet Train project will be built,” Texas Central CEO Tim Keith said in a prepared statement.

Julia Green, a UTA student, won the station architectural design prize for her vision of the Dallas terminal. Her proposal included gallery space for local artists, as well as retail and restaurant space on a second story.

Dana Moore, Nathan Chen, U.J. Song, Hannah Williams and Alex Davila, from UT, won the urban design prize for their Dallas station design. The team's proposal described the station as “the edge of a new Texas” and showed renderings of a sloping, open station bordered by park space.

Ledell Thomas and Kaylah Wesley of Prairie View A&M University won the sustainable design prize for their Brazos Valley Station proposal. Their submission centered on the use of native materials and energy-efficient design.

Each team won \$5,000 for its school and \$2,000 for team members.

Twitter: @JillCowan

Cities hold the keys to American greatness

Dallas is brimming with opportunities for prosperity, Kevin Sloan says

One Sunday afternoon in 1965, my father burst through the back door spouting blood and expletives. While doing an oil change on his brand-new American car, a jagged and poorly crafted piece of sheet metal had sliced a six-stitch gash in his forearm. Pain wasn't the problem. He was galled by the careless workmanship that he considered beneath American standards.

His worldview wasn't unique. He admired the machinists, engineers, airplane mechanics, welders, sheet metal workers and other innovative mechanical tradesmen with whom he had served during World War II, and he brought home an expectation that the fruits of American labor are top-drawer. America was a nation of makers and builders and everyone was expected to uphold the national identity.

All that has changed. U.S. industrial production has diminished, leaving a stupefying vacuum for what comes next. From where are the jobs going to come, along with the skilled labor or training to do them? A Niagara of facts portends hope and points the way to the city as a vast geography of opportunity.

According to 2010 figures, more than half the world's population lives in cities. Not only will the future be an epoch of cities, but a new kind of megacity appeared in 1950 when the populations of New York and Tokyo each passed 10 million. More megacities are emerging, and by 2025, there could be as many as 30 worldwide, with each influencing world economics.

The gross domestic product of megacities is often larger than the GDP of countries. Mexico City is outproducing Australia and São Paulo, Brazil, eclipses Sweden. Megacities and metropolitan regions that account for 76 percent of all economic activity and 85 percent of all scientific innovation are the new world map.

National leaders now understand that megacities and metropolitan regions will disproportionately deliver the future. How cities are designed and constructed determines their performance and level of success. Economic experts agree.

“There are no national economies anymore in the U.S. or China,” writes Bruce Katz with the Brookings Institution. National economies have become networks of metropolitan economies that compete with one another domestically and also with other international cities on the world stage. For cities to remain competitive, they have to leverage their distinctive economic assets and they also have to be beautiful and satisfying places to live.

As just one benchmark for where the U.S. and Dallas stand in this regard, public transit in Shanghai rides on maglev trains (magnetic levitation), a frictionless, energy-efficient transit system that's also high-speed. America still lacks a high-speed rail system.

Dallas is becoming a megacity. But the unplanned growth of 70-some years of Sunbelt expansion has left myriad problems. And these problems offer a wellspring for projects and skilled jobs that could transform and prepare Dallas to succeed when the metro area reaches 10 million and steps onto the world stage.

Fixing potholes, building McMansions or widening Eisenhower-era highways create jobs, but not the kind that will deliver the future. Instead, Dallas will flourish through works such as urbanizing transit within the metro area and establishing high-speed rail connections between North Texas, Austin, Houston and San Antonio. Streets need to be reconstructed so they're walkable for the mixed-use density that's aggregating. Parks generate a 7-to-1 return on investment by some accounts, and more are needed to extol a quality of life that will attract and retain talent in Dallas. Poorly mapped geographies that require families to live where the "good schools" are, that also force parents to commute hours to work, aren't sustainable or healthy. (Sixty percent of people who die of lung cancer never smoked.)

The physical characteristics of a city are no longer simply aesthetic, economic or political matters. City-building is a matter of succeeding in and surviving the 21st century. The handiwork and skills needed to future-build American cities like Dallas could inspire a new and unexpected national identity.

Kevin Sloan is an architectural professor at the University of Texas at Arlington founder of Kevin Sloan Studio in Dallas and a Community Voices columnist. Email: sloankevinw@gmail.com

Arlington doesn't see MAX bus service as ultimate solution to public transit

By Robert Cadwallader

rcadwallader@star-telegram.com

ARLINGTON

Stephen Nance hasn't had a car in many years. So every Tuesday and Thursday, the 60-year-old Navy veteran can be found riding one of the city's two public transit buses to north Arlington, where he hops commuter train rides to the Dallas Veterans Affairs Medical Center.

He's faithful to a VA recovery program there that has helped keep him off drugs for 15 years and counsels him on dealing with stresses in life.

"This has been a blessing here," said the west Arlington resident, who uses the city's [Handitran](#), a separate ride service for senior and disabled residents, to get to his [Metro ArlingtonXpress](#) bus stop. "Ever since the MAX came along, I've been getting to the VA on time. In fact I've been getting there 20 minutes early."

ADVERTISING

But like the others taking a MAX bus Thursday afternoon, he wasn't aware that the service was set to expire Dec. 31. He also wasn't aware that the City Council is considering extending it through 2017 to give the city more time to come up with a permanent solution.

The council discussed the proposed \$708,000 service extension last week and expects to vote on it Tuesday. Half of the cost would be funded by a Federal Transit Administration grant, and the the city and the University of Texas at Arlington, whose students make up half of the MAX ridership, would split the remaining \$354,000.

While the MAX has surely reduced the stress in Nance's life, it has frustrated some officials who were hoping ridership on the two MAX buses (a third is reserved as a backup) would have been nearer 500 one-way trips a day, the upper end of the projected range. But the average has been around the low end, 250 trips a day.

I don't think anybody expects this to be our final solution at all.

Arlington Mayor Jeff Williams

According to city figures, the number of trips has ranged from 188 in December 2013 to 388 in September 2014.

"It is our only link to regional mobility to the rest of the Metroplex, so it has value," said Councilman Charlie Parker, who contends that those one-way trips amount to about 130 people who ride the MAX. He calculated that the \$700,000 overall cost each year — \$2.8 million including the 2017 extension — costs about \$21,500 per rider over the four years.

"To serve such a finite number of individuals doesn't make it economically feasible," he added. "I voted against [an extension] last time, and I'll vote against it this time."

Seeking solutions

Arlington, the 50th-largest city in the nation, has been labeled for many years as the largest city without a public transit system. The MAX, as small as it is, relieves the city of that albatross, city officials contend.

The MAX started in August 2013 as a two-year pilot program with an initial cost of \$1.4 million that was shared by the city, UTA, the Arlington Chamber of Commerce and the North Central Texas Council of Governments, which used a grant to reimburse half of the total cost.

A full-day pass costs \$5 — exact change only — for the public and is half-price for public school and college students, the disabled and people over 65. Weekly and monthly passes are available as well.

The buses take a small rectangular route, from UTA along Collins Street, Trinity Boulevard, Texas 360 and Division Street. They pick up riders at UTA and at a stop at Collins and Andrews streets for the roughly 25-minute ride to the CentrePort commuter train connection with [Dallas Area Rapid Transit](#), the [Fort Worth Transportation Authority](#) and the [Trinity Railway Express](#) for east-west trips to the Fort Worth and Dallas areas.

In 2015, the council extended the program by a year, and then in July extended it by four more months, through the end of 2016. Council members vowed not to "strand" riders while a new transportation advisory committee explores ideas on providing a permanent public transit system.

I would have to get a car. That's expensive.

Osbaldo Martinez, a UTA education major and MAX rider

The city's transportation commission plans to make recommendations to the City Council by December 2017, said Alicia Winkelblech, a long-range planning manager for the city. She wouldn't speculate on what kind of fixes would be considered.

"But I can tell you that everything is on the table," she said, "and the recommendation could include a systematic approach with a variety of elements."

MAX dependents

Osbaldo Martinez, 19, a UTA education major riding the bus Thursday, seemed alarmed at the thought of the MAX disappearing.

"I would have to get a car," said Martinez, one of eight riders on the 35-person-capacity bus. "That's expensive."

I think more people would ride

Bus driver MiMi Mims on the need for more stops

Before MAX, Nance took the city's Handitran service from near his home all the way to CentrePort for his train connection. Compared with the bus trips, van rides were long.

"It was a long distance, and they have to pick up other people and drop them off," he said. "That's just the way of things."

He and other riders said they believe the service should add more stops.

"I think more people would ride," bus driver MiMi Mims said.

But that's likely not going to happen. DART and the T, which operate the MAX's 40-foot buses, are open to making minor route modifications to increase ridership, but that means moving an existing stop. Adding a new stop would require adding two more buses to keep the schedules on time, Winkelblech said.

That's a huge expense considering buses might not even be part of the transit fix, some official say.

Mayor Jeff Williams said the MAX was intended as "a temporary step to get the ball rolling. I don't think anybody expects this to be our final solution at all."

Robert Cadwallader: 817-390-7186, @Kaddmann_ST

Read more here: <http://www.star-telegram.com/news/local/community/arlington/article117876208.html#storylink=cpy>

Apple Signals Interest in Self-Driving Software

Letter to transportation regulators is tech giant's first public statement about its car effort

Wall Street Journal 12/4/16 3:04 p.m. ET By Tim Higgins & Tripp Mickle

[Apple](#) Inc. confirmed for the first time its interest in autonomous-vehicle technology, but it remains unlikely the company will design or build a complete car.

In a Nov. 22 letter to U.S. transportation regulators, Steve Kenner, Apple's director of product integrity, suggested Apple's focus is on the software that would control a self-driving car. He said the company is "investing heavily in machine learning and automation" for many purposes "including transportation." The letter, which came to light late Friday, marked Apple's first public statements about its [car effort](#), dubbed Project Titan, after years of secrecy. Apple spokesman Tom Neumayr said the company provided comments to the National Highway Traffic Safety Administration because of its investments in automation and machine learning, a type of software. "We want to work with NHTSA to help define the best practices for the industry," Mr. Neumayr said.

The emphasis on software is in line with reports over the past year that Apple's car effort has shifted its attention from building a car to designing an autonomous-driving system. Last summer, Apple eliminated some positions on the project that were focused on car development and added staff with software backgrounds.

"You could interpret this as a sign that they're trying to invest where they feel like they can still make a difference, whereas building a car might be something they found really may not be worth it to them," said Mike Ramsey, an analyst at [Gartner](#) Inc.

Apple's letter was one of more than 1,100 submitted to NHTSA, which is weighing new regulations for automated vehicles. Others who submitted comments include traditional auto makers such as General Motors Co. as well as Silicon Valley companies [moving into the field](#) such as Google parent Alphabet Inc. The letter revealed potential conflicts between Apple and traditional car makers. Apple said it supports NHTSA's plan to share data on accidents and near misses, in an effort to improve the software that controls autonomous vehicles. Just as a human's driving skills improve with more time on the road, those systems get better as they process more data.

In its own comment to NHTSA, however, the Alliance of Automobile Manufacturers, which represents major companies like GM and [Ford Motor](#) Co., questioned the feasibility of sharing data, saying it was impractical, unreasonable and "unorthodox" to share information among competitors.

Richard Wallace, a director at the Center for Automotive Research in Ann Arbor, Mich., said that compared with traditional auto makers, Apple had more "to gain than lose" from sharing data because it is new to motor vehicles.

Apple called on Congress and NHTSA to amend rules that allow traditional auto makers to perform controlled tests of automated vehicles, while forcing new entrants like Apple to apply for an exemption to do similar tests. Mr. Kenner said to "promote fair competition, established manufacturers and new entrants should be treated equally."

The letter also shows how Apple increasingly must deal with government regulators, as it expands its scope from high-tech consumer products to areas such as health care and transportation.

Navigating that world won't be easy for Apple and other tech companies that are used to rapid change, said Dave Sullivan, an industry analyst at AutoPacific Inc. He said agencies like NHTSA move slowly and took nearly a decade to approve rearview cameras mandates.

"Imagine how long it could take to change some deeper items like vehicle testing," Mr. Sullivan said.

The letter also showed Apple's autonomous-vehicle ambitions go beyond the U.S. Mr. Kenner encouraged NHTSA to work with international groups such as the United Nations Economic Commission for Europe and others to develop a "harmonized approach to automated vehicles."

<http://www.wsj.com/articles/apple-signals-interest-in-self-driving-software-1480881852>

Keeping MAX best route for Arlington

*THE EDITORIAL BOARD
Star-Telegram*

Arlington: home for about 400,000 people, the Texas Rangers, the University of Texas at Arlington, Dallas Cowboys games, Six Flags and one bus route with stops in three places.

Sometimes known as the biggest U.S. city without public transit, Arlington never adopted a bus route until 2013 with the Metro ArlingtonXpress service.

The MAX, operated by Dallas Area Rapid Transit and the Fort Worth Transportation Authority, stops near the AT&T Stadium and UTA before traveling to the Texas Railway Express CentrePoint/DFW Airport station off Texas 360 and Trinity Boulevard.

It's not that convenient for Arlington residents, but it does provide transportation for commuting UTA students, students who want to go to other places in the Metroplex and visiting stadium-goers.

The service is set to expire at the end of the year, but the City Council votes Tuesday on a possible year-long extension. It would cost around \$708,000.

The MAX service isn't supposed to be a permanent solution. The city's Transportation Advisory Committee will present recommendations to the City Council by December 2017, but without the MAX service extension, it would leave some commuters without transportation.

Councilman Charlie Parker is critical of the MAX and its lack of success. The target was to get about 500 riders daily, but it never hit its mark. Since 2013, an average of 279 "trips," or one-way riders, use the MAX bus daily.

But the data also show something else. The number of riders jumps up every September and October. One could hypothesize that incoming UTA students try the bus but see it doesn't fully fit their needs and then don't ride as much.

So there is a potential of making the MAX, or another transportation plan, economically feasible.

About 12 percent of UTA students are international students, and about 10,000 students live on or near campus. These students can find themselves trapped downtown without a car.

This is something the committee should take a good long look at when devising a permanent solution.

It's good that the City Council and its committee are giving this serious thought and determining possible ways for Arlington to have more accessible public transportation.

Some buses are better than none.

Giving MAX a fair shake while implementing a better public transportation solution would be the best route for Arlington.

Merry Christmas from the Dallas City Council, which picked the right guy to sit on DART board

Robert Wilonsky, City Columnist

It's nice to be proved wrong. Especially when the people doing the proving wrong sit on the Dallas City Council. Last week I warned that the City Council was faced with a pretty simple choice when filling the city's empty spot on the Dallas Area Rapid Transit board. One candidate was Patrick Kennedy, the urban planner who spent around a decade using public transportation and wants an immediate overhaul of bus routes. The other was Howard Gilberg, an environmental attorney who's ridden DART a few times and thinks low ridership could be increased with better marketing.

Panelist and urban planner Patrick Kennedy speaks during a town hall meeting and debate about the Trinity Parkway toll road in December, 2014.

Andy Jacobsohn/Staff Photographer

And as late as Tuesday night, I was told that the council was pretty evenly split — 8-7, with some on the council believing Gilberg was the guy. What should have been an easy decision was looking mighty hard to tell.

And, look. Maybe it seems like a minor vote, filling one of Dallas' seven seats on a 15-person board whose members the general public can't name. But make no mistake: This is a big deal, because for the first time, the council had the chance to put an actual transportation expert on the board of the region's transportation agency.

And there's never been a more important moment for the mass-transit agency. DART's wrestling with laying down the Cotton Belt up north while tunneling a second downtown rail line while delaying long-needed bus-route redo's. DART is often cited, in the council's own briefings, as a poverty-maker in this city.

The council, and its seven appointees to the board, must demand change now. It's time to admit: We can't wait for a guy talking about the need for better marketing and transit-oriented developments to get up to speed. The system's broken, and the poor can't wait for someone to plow through the instruction manual.

There was just one roadblock to the obvious choice: the chair of the council's Transportation Committee, who nominated the nice guy who admitted to the council he's no expert.

Things weren't looking good leading up to Wednesday's vote. Gilberg had that committee's endorsement. Kennedy had the uphill climb.

Anyone watching this council for any length of time knew who would be siding with Kennedy: Philip Kingston, Sandy Greyson, Scott Griggs, Adam Medrano, Mark Clayton, Adam McGough. Lee Kleinman was going with his guy, Gilberg; so, too, were Monica Alonzo and Casey Thomas, who'd voted for the lawyer in committee. The question was, who would go with Kennedy: Jennifer Staubach Gates? The mayor? Anyone?

When it came time for the DART board vote, Mayor Mike Rawlings made it clear he wasn't screwing around. White Rock Lake's Mark Clayton nominated Kennedy, and the mayor immediately called for a roll-call vote, by which the council members would yay or nay into an open mike.

Rawlings went first, voting in favor of Kennedy — the guy who used to run a blog called Living Carfree in Big D. And he did so emphatically. Then, one by one, the dominoes fell.

In the end, only three voted against Kennedy's nomination: Kleinman (of course), Deputy Mayor Pro Tem Erik Wilson and Rickey Callahan.

After the vote, council members, even the ones you can usually rely on for a good quote, said they weren't going to comment. Neither would Kennedy, except to spell out his immediate to-do's: "From operational standpoint, work to improve the bus system throughout the member cities. Part of that means meeting with all the other board members, getting to know staff better and working with them to see what can be done."

Clearly, some heavy politicking took place behind the scenes. Letters were sent to council members; calls made. My inbox filled up with copies of missives sent to council members, from neighborhood associations and business leaders and plain ol' residents. Some were specifically in support of Kennedy; others just begged the council to go with someone who has "an understanding of ... urban mobility principles and how they can play a role in helping realize success."

And in the end, that's just what they did. They went with the no-brainer, the expert, the guy who rides the rails and wants to fix a dreadful bus system that contributes to the high-and-getting-higher poverty rate in a city where it takes some people more than 90 minutes just to get to work.

Maybe the council was on its best behavior because the city manager candidates are sitting in council chambers Wednesday. Maybe the mayor cut a deal with council members. One thing's clear, though: The council did the right thing today.

Happy holidays from 1500 Marilla.

Why voters said ‘yes’ to public transportation on Nov. 8

By Diana Mendes - 12/09/16 09:40 AM EST

In the wake of Election Day 2016, at least one clear winner has emerged: *public transportation*. There were a historic number of transit-related funding initiatives on ballots across the nation (49), of which about 70 percent passed. This impressive result means that there will be about \$170 billion in new funding for systems that provide Americans with mobility options ranging from commuter and light-rail trains to subways, buses, and other transit services.

This show of voter support affirms a major shift in how the public views the role and benefits of public transportation. Until fairly recently, transit has been viewed predominantly through the lens of being a public service, operated to serve people who might have no other mobility options.

Now, as the ballot successes show, more Americans see public transportation in a broader context: as an investment in economic growth, stronger businesses and a better quality of life – in addition to fulfilling its traditional role of providing basic mobility.

Why did so many millions of voters coast-to-coast say *yes* to public transportation?

There’s no simple answer, but several key factors may be contributing to this phenomenon:

- ***Transit investments have demonstrated strong returns*** – When communities have backed comprehensive transit options, they’ve gained benefits that go far beyond transportation: Businesses thrive near transit stations, and commercial and residential real estate rises in value. This generates greater economic activity and jobs, while increasing the tax base. One illustration of this belief in economic benefits is in Los Angeles, where voters approved a 1/2-cent sales tax increase to fund \$120 billion in transit expansion and operations over the next 40 years. Many Angelenos are beyond easy reach of these transit options, which suggests that their grasp of the system’s employment, economic and tax benefits is strong.
- ***People simply want more options for how they travel*** – It’s true that when more people take public transportation, it can reduce single-occupant vehicles on highways. But, the reality is that people really want *choice*, so they can determine for themselves the most convenient, fastest, most efficient way to get from Point A to Point B. Look at Washington State, where voters in King, Pierce, and Snohomish counties passed a measure that will deliver \$54 billion over 25 years to build out their transit systems. The Seattle metropolitan area ranks among the most affluent in the nation, suggesting that people are not driven to transit to save money, but rather to enjoy broader, more convenient travel options.

- ***Rideshare options are creating vital links*** – What stops many commuters from taking advantage of transit options? Getting to and from the station in their cars, with the associated parking hassles. Now, with expanding rideshare services (and emerging ride-hailing and the potential for autonomous vehicle options) more people have a lower-stress, modestly priced way to connect home to station. This truly is a game-changer for public transportation. More broadly, the ability to combine ridesharing with transit gives more people, from Millennials to frugal Boomers, a way to buy transportation “as needed” rather than sustain a constant “oversupply” by owning, maintaining and garaging a personal vehicle.
- ***Transit helps put land to better use in urban centers*** – In many cities, square miles of land – whether horizontal or vertical in garages – are devoted to parking (experts estimate that, on average, most cars are parked about 95 percent of the time). What value can be generated by seas of idle vehicles in urban areas? When transit and rideshare options work in tandem, this can decrease demand for parking, thus freeing up land for more fruitful development, like shops, entertainment venues, apartments and other features that make for a vibrant city.
- ***Strong advocacy has made the difference*** – Public transportation is enjoying a renaissance due largely to the factors already discussed, but there is one more essential piece: leadership. As with any public investment, transit must vie with other priorities in the eyes of voters and politicians. There is always debate and, sometimes, division. Fortunately, across the country, we have seen very strong leadership among elected officials, transit CEOs, general managers, transit boards and others, which has helped to reframe the public’s understanding of transit’s role as a catalyst for economic vitality and improved quality of life. By voting for massive transit investments, the public is showing its faith that leaders will spend money wisely, operate an effective system, and continue to envision and create ever-more-valuable options.

Ultimately, public transportation is all about choice in how you travel – yes, it’s about mobility, but it’s also about *freedom*. Across the nation, voters have signaled that they are ready for a new era of broader transit options. It’s up to all of us to design a public transportation system that can play an integral role in shaping the future of our nation and our economy.

Diana Mendes is Senior Vice President and National Transit/Rail Practice Leader at HNTB Corporation.

Hidalgo MPO votes to merge with neighbors
Brownsville Herald 12/9/16 10:10 pm

Following months of debate, the Hidalgo County Metropolitan Planning Organization voted unanimously to merge with two neighboring MPOs to create a single, larger planning group that could draw more than \$146.7 million in additional federal and state funding for the region.

The vote, which occurred Thursday, sets into motion a process that essentially forces the neighboring MPOs — Harlingen-San Benito and Brownsville — to take a vote on a merger and end months of debate over the issue.

While Hidalgo's MPO has been consistently in favor of a merger, which would create a road planning group that makes it the fifth largest in the state, rivaling in size with major Texas metropolitan areas, officials from the two Cameron County MPOs have been more circumspect about such a move.

Harlingen Mayor Chris Boswell, who chairs the Harlingen-San Benito Metropolitan Planning Organization's policy board, said, "I'm open to a merger if it means more money would come into the region and be allocated within the region. But only if the bylaws and agreements between the MPOs provide that (the) Harlingen and San Benito territory would not lose any money from its proportional share of transportation dollars that are already flowing in this area, and that we would gain something by the merger by seeing more dollars flowing into the region served by Harlingen and San Benito."

Boswell said he, Brownsville Mayor Tony Martinez; San Benito Mayor Celeste Sanchez; McAllen Mayor Jim Darling and Toribio Garza, who is with TxDOT, met in September to discuss the idea. Earlier, he said, he was a member of a merger committee that met four times during the span of one year beginning in August 2015.

"There are two requirements — we don't lose any money, and we get additional money."

Boswell said in discussions about the makeup of a super-MPO, two-thirds of the members of the board would be from Hidalgo County.

"So that means Cameron County is outrepresented two-to-one on the board. Now, that could work, as long as there are protections in the bylaws to ensure that monies cannot be taken from (the) Harlingen and San Benito territory, and (then) be allocated to Mission and McAllen and Edinburg."

"Until that is addressed in some sort of fair way, I don't even have anything that I believe I can present to the Harlingen-San Benito MPO or to the Harlingen City Commission and say, 'Do you want to do this or not?'"

Perhaps the most vocal critic of any merger is Brownsville Mayor Tony Martinez. And it was not immediately clear what his reaction was to Hidalgo's actions this week.

"I will continue to do what is best for the City of Brownsville and the Brownsville Metropolitan Planning Organization," he said through a spokeswoman.

In the past, Martinez has said that a regional MPO was not in Brownsville's interest. He also has said he was happy to review a specific business plan that showed how the Cameron County MPOs would benefit — and how they would be protected.

The vote to approve the merger in Hidalgo came during a meeting Thursday evening in Weslaco, according to a news release.

"We are glad that our MPO members heeded guidance and took this action to regionalize," said Pharr Mayor Ambrosio Hernandez, vice-chairman of the Hidalgo MPO.

The merger resolution that was approved will be sent to the Texas Department of Transportation and to Gov. Greg Abbott for approval. The two Cameron County MPOs must also give their approval for any merger to happen.

http://www.brownsvilleherald.com/premium/article_69d73772-be8c-11e6-b4d1-eba153378447.html

Outsider picked as city manager

Tacoma leader to take over in challenging time

*By TRISTAN HALLMAN and ROBERT WILONSKY
Staff Writers*

The Dallas City Council on Friday broke a longstanding tradition of promoting a city manager from within, naming T.C. Broadnax as the new boss.

The full council will officially vote Wednesday on whether to hire Broadnax, the city manager in Tacoma, Wash., as City Hall's top executive. He'll be responsible for crafting a \$3.1 billion city budget, making major hiring decisions and overseeing day-to-day operations of more than 13,000 uniformed and civilian employees.

The current city manager, A.C. Gonzalez, is retiring at the end of January.

The City Council came to a consensus on Broadnax after a two-hour meeting behind closed doors Friday morning. The debate over a field of five candidates came down to Broadnax and Dallas Assistant City Manager Mark McDaniel.

McDaniel, who has worked for City Hall only two years, ultimately couldn't overcome a strong push to hire an outsider. And council members came away thrilled with Broadnax's apparent competence, his obvious charisma and his decision to go to poorer areas of the city on his own time.

Mayor Mike Rawlings called Broadnax a little after 11 a.m. to let him know of the council's decision.

"I told him we still had to go through some contract negotiations, and he said, 'Trust me, we'll get that done. I want this job,'" Rawlings said. The mayor made the official announcement a few minutes later.

Rawlings said the hiring of Broadnax fits in with other recent outsider hires at City Hall. Gonzalez hired the new chief financial officer, Elizabeth Reich, from the Social Security Administration in Baltimore and the new fire chief, David Coatney, from Round Rock.

"And Mr. Broadnax is a special man," Rawlings said. "He was very successful in San Antonio, he was very successful in Tacoma. I spoke to my friend Mayor [Marilyn] Strickland yesterday about him, and she was sick he was interviewing for this job. But she assured me if the council chose him that we would be making a great decision. He's all business, and focused on the right things."

Broadnax doesn't yet have a start date, though he will probably spend weekends in Dallas to get the lay of the land, Rawlings said. His salary also hasn't been set, and it's unclear if he will make the \$400,000 Gonzalez has been collecting annually.

Broadnax did not immediately respond to a message seeking comment Friday. He was attending a police officer's funeral in Tacoma along with other city officials there.

But Broadnax spoke with *The Dallas Morning News* by phone last week and on Tuesday, when he and the four other candidates met with city employees and the public during a two-hour meet-and-greet at City Hall.

Embracing challenge

Broadnax said after meeting with council members that he found them to be “optimistic about finding a way to continue to move forward despite the dark clouds that hang over the city.”

He was referring to the failing Dallas Police and Fire Pension System and police and fire pay referendum lawsuits that have created a financial crisis for City Hall.

Broadnax was undaunted by the challenges. He dealt with some tricky fiscal issues when he got to Tacoma.

He said the city can't stop doing “the fundamental things local governments do” because of the pension issues. But both the big and small issues must be solved, he said.

Broadnax also said the council members told him they were “looking for somebody that will move the needle across the functions and operations of local government.”

“They want a partner and a leader that won't necessarily put them on his or her back, but really kind of move and share with this community what people see on the outside — that Dallas is great,” he said.

The job will be a major step up for Broadnax. Tacoma has about one-sixth the population of Dallas. The annual budget in Tacoma is about \$1.9 billion.

But Broadnax has big-city experience. He went to Tacoma after he worked for more than five years in San Antonio as an assistant city manager.

Glowing reviews

His boss there, longtime City Manager Sheryl Sculley, said Friday in a written statement that she had “hated to see T.C. leave San Antonio.”

“He has been an exceptional performer throughout his career and has overseen the most crucial and challenging aspects of city management — public safety, development services, budgeting and planning and zoning,” she said. “I'm excited for T.C., and I know he's up for the challenge.”

Former San Antonio Mayor Julián Castro, who is now the U.S. secretary of housing and urban development, called Broadnax “an excellent choice for Dallas.”

“I enjoyed my days working with him at San Antonio City Hall, where I had enormous respect for his management skills and ability to connect with the community,” Castro said in a statement.

San Jose, Calif., human resources director Joe Angelo, who also worked with Broadnax in San Antonio, said Broadnax has all the right attributes to be a great city manager.

“T.C.’s professional and technical experience is exceeded only by his genuine sense of others and his commitment to advancing the public good,” Angelo said.

Angelo regarded Broadnax as a mentor in San Antonio even though he didn’t work directly for him.

“I just kind of observed him when he dealt with my peers,” Angelo said. “They all really enjoyed his management style and his focus on getting results and his ability to work with multiple interests and bring them all together.”

Dallas council members said they expect that some staffers who worked for Broadnax in San Antonio and Tacoma may follow him to Dallas.

Council member Scott Griggs, who represents north Oak Cliff, said Broadnax has “a natural gravitas” that attracts people.

Griggs was impressed that Broadnax told council members he isn’t the kind of city manager who will seek eight votes to get things done. Instead, he’ll aim for all 15 to find common ground.

His first test will be the vote Wednesday. Rawlings said he hoped the vote for the new city manager would be unanimous, as it was for Gonzalez three years ago, but couldn’t guarantee a 15-0 decision.

That might have something to do with some council members’ affinity for McDaniel, who had said he would probably leave Dallas City Hall if he didn’t get the top job. McDaniel did not respond to a request for comment Friday.

‘Time to go outside’

Among McDaniel’s fans is northwest Dallas council member Jennifer Staubach Gates. After the announcement, she had nothing but praise for the job McDaniel had done.

But, she said, “both the council and public had the sense it was time to go outside, and Mark wasn’t the outsider that T.C. is. There was going to be greater consensus around T.C. when it came to the council and the public.”

Deputy Mayor Pro Tem Erik Wilson said he was also a McDaniel fan and went into interviews in which “the standard was, ‘How does everyone match up to Mark?’ ” But Wilson said Broadnax changed his mind.

Mark Clayton, who represents the White Rock area, said both Broadnax and McDaniel were excellent candidates, which made for a difficult discussion.

“It was like, ‘Who do you like better, Tom Brady or Peyton Manning?’ ”

Ultimately, Clayton said, Broadnax is “the right person at the right time for this city.”

Clayton, the mayor and several other council members noted that even before interviews began this week, Broadnax came to Dallas early to look at parts of the city he knew he wouldn't be shown during his official tour — West Dallas, Joppa and Bonton Farms on Bexar Street.

Those hardscrabble areas reflect the other half of Dallas, which is grappling with high poverty and inequality.

South Dallas council member Tiffinni Young said the council didn't know about Broadnax's early arrival until interviews started this week.

“And it was very impressive that someone took the initiative to learn all parts of the city,” she said.

Council member Philip Kingston, whose district includes East Dallas and downtown, said the move helped Broadnax stand out from the pack of four other outsiders.

“Frankly, I was surprised the other candidates didn't do the same thing,” Kingston said.

Kingston said he believes the vote for Broadnax will be unanimous — and without the caveats and apologies that accompanied the Gonzalez vote when he was tapped to replace Mary Suhm.

Three years ago, several on the council talked about wanting an outsider. At the time, they were split among two outside candidates and Gonzalez, then the first assistant under Suhm. Behind closed doors, the decision was made to vote for Gonzalez — and to do so unanimously, if only to give the appearance of consensus.

But a few members voted for him grudgingly, and only after demanding that Gonzalez promise much-needed change at City Hall.

“And it was the worst vote of my life,” Kingston said.

This time, he said, he will cast his vote with “delirious” enthusiasm.

“I hope he won't be too embarrassed when he shows up and I give him a hug,” Kingston said. “I hope he's a hugger.”

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Trinity River Vision could become reality after Congress passes massive water bill

December 10, 2016 12:48 PM

By Alex Daugherty

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WASHINGTON — Fort Worth Congresswoman Kay Granger's \$910 million dream to revitalize the Trinity River is one step closer to reality after the Senate passed a massive water infrastructure bill on Saturday.

The Water Infrastructure Improvements for the Nation Act (WIIN) passed the Senate by a vote of 78 to 21 after being approved by the House earlier this week.

The \$5 billion bill includes \$526 million in funding for the Trinity River Vision project, a massive infrastructure effort headed by Granger's son to revitalize the near north side of the Trinity River.

The project aims to revamp the 88 miles of the Trinity River that flow through Fort Worth and to create an urban waterfront community dubbed Panther Island.

"I have been a staunch advocate for TRV since its beginning, and have worked every step of the way to make this vitally important flood and economic development project a reality," Granger said in a statement.

Rep. Granger, R-Fort Worth, began working on efforts to restore the river as mayor of Fort Worth over 20 years ago.

"With an estimated economic impact of over \$1 billion to the area, TRV will bring jobs and opportunities to people throughout our region and make necessary improvements to outdated flood protection infrastructure along 88 miles of the Trinity River," Granger said. "New economic development will transform the river into the heart of our community – adding 800 acres to our dynamic downtown, and connecting it to our world-class Cultural District and Stockyards."

The massive water bill which funds projects across the country heads to President Obama's desk for final approval but it is likely to become law since it carried a veto-proof level of support in Congress.

"It's a very critical piece of infrastructure that will provide needed flood protection and economic stimulus to that particular region of Fort Worth," Rep. Marc Veasey, D-Fort Worth, said in September.

The Trinity River portion of the bill was criticized by some Democrats in Congress earlier this year.

"The passage of this important legislation is a dream come true for Fort Worth. After many years, the Trinity River will finally be treated like the prized possession it is," Granger said.

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USDOT Awards \$285M Loan for 35Express Project from Dallas to Denton

📅 SUN DECEMBER 11, 2016 - WEST EDITION #25

Department of Transportation has received a \$285 million federal loan to help finance the reconstruction and expansion of one of the most congested highways in the state.

The U.S. Department of Transportation announced the award of a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to finance a section of I-35E known as the 35Express project from Denton to Dallas. The 35Express Project, being constructed in two phases, includes reconstruction and expansion of the 28-mi. (45 km) section of I-35E between I-635 in Dallas to U.S. 380 in Denton that serves the rapidly growing areas of southern and central Denton County as well as the major Dallas suburbs immediately north of I-635.

This major artery that traverses nine cities and two counties also is a primary commuter link to the University of North Texas and Texas Woman's University in Denton.

“Receiving this TIFIA loan from the federal government is great news for the region and the state,” said Texas Transportation Commissioner Jeff Austin III.

“The construction cost index — a measure of inflation — is typically much higher than the interest rate on these type of loans, so again Texas is demonstrating that TIFIA is a great tool to deliver necessary road projects now that would cost a great deal more to deliver in the future.”

Phase 1 is a \$1.4 billion project and is expected to be complete in late 2017.

Phase 2 of the project will extend the length of Phase 1 and is projected to cost

\$3.4 billion. Phase 2 is planned to begin in approximately 5 to 10 years when funds become available. Prior to approval of the TIFIA loan, Denton County, the North Central Texas Council of Governments and TxDOT authorized \$285 million financial security in the form of regional toll revenue funds to keep the project moving. Those local funds will now be available for other Denton County transportation needs.

“The loan from the federal government is a real shot in the arm for several individual projects that are part of the major construction along I-35 through Denton County,” said Victor Vandergriff, Texas transportation commissioner.

“Securing these additional resources means quicker completion to building and improving general purpose lanes, interchanges, frontage roads and bridges that will help keep traffic moving in this ever-growing part of North Texas.”

“We are extremely pleased about the TIFIA loan approval. We were confident that the loan would be approved for this critical project for Denton County,” said Denton County Judge Mary Horn.

Denton County also contributed an additional \$534 million in regional/county funds that went directly to project construction.

“This project, which is the gateway to Denton County, will dramatically enhance the economic growth of not only Denton County, but the entire north Texas region.”

<http://www.constructionequipmentguide.com/usdot-awards-285m-loan-for-35express-project-from-dallas-to-denton/31729>

Fort Worth to add signs downtown to address one-way street dangers

By Gordon Dickson

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FORT WORTH

Following an accident that left the well-known owner of Fort Worth's Reata restaurant seriously injured, city officials and the downtown business community say they have come up with a way to reduce the number of drivers who head the wrong way down one-way streets in the city center.

The city plans to install simple red signs with messages such as "Wrong Way" and "Do Not Enter" on about 10 streets to let errant drivers know if they're heading into traffic. For unknown reasons, the signs — a familiar sight on one-way streets throughout North Texas and the United States — are almost nonexistent in downtown Fort Worth.

Once you have made a wrong-way turn, there are no visual cues you are going the wrong way.

Andy Taft, Downtown Fort Worth Inc.

"I believe that these warnings could prove helpful for confused and/or distracted motorists," Reata President Mike Micallef said in an email.

ADVERTISING

Micallef suffered a crushed vertebrae, a fractured skull and other injuries Oct. 17 after a wrong-way driver struck an SUV, sending the vehicle [into a group of pedestrians](#) including Micallef on the sidewalk at Sixth and Throckmorton streets. While others were hit in the 9:30 a.m. crash, only Micallef was hospitalized, Fort Worth police said at the time.

The wrong-way driver was ticketed, police said.

Wrong-way crashes downtown

There have been 34 wrong-way crashes in Fort Worth during the past 12 months, including at least 12 downtown, according to police.

'Micallef initiative'

After the accident, which left Micallef in the hospital for days, friends and colleagues at Downtown Fort Worth Inc., a nonprofit organization, met with city officials to talk about why wrong-way drivers

are so common downtown. According to Fort Worth police, there have been 34 accidents in the city involving wrong-way drivers in the past year, including 12 downtown.

"I call it the Micallef initiative," said Andy Taft, president of Downtown Fort Worth Inc., adding that he has walked with city officials around downtown, including to the place where Micallef was hit, to observe and identify potential problems.

"If you walk southbound on Throckmorton, you won't see any indication that you are pointed the wrong way, except for traffic coming at you," Taft said. "Once you have made a wrong-way turn, there are no visual cues you are going the wrong way."

First 10 intersections

City officials say they believe they can get warning signs installed in approximately 10 places by spring. They are in the process of identifying which intersections need the signs the most, and are asking Fort Worth police to help provide accident data.

"A target program has been identified where 10 intersections will be updated with new signage," said Doug Wiersig, Fort Worth transportation and public works director. "The city is in the process of developing a standard template for signs at the various intersection configurations downtown that will include 'Wrong Way' and 'Do Not Enter' signs."

He said a cost hasn't been determined.

Other downtown officials said they have been told the signs could probably be installed by the city's maintenance work crews, with little cost other than their usual salaries and a small amount of money for the signs and other materials.

No clutter

One key challenge will be making downtown streets safer without cluttering them with metal signs, which if overdone could hurt the architectural ambiance of Sundance Square, a destination popular not only with the roughly 48,000 people who work downtown but thousands of others who visit at night and on weekends.

"I ... appreciate that when the wrong way message is placed on the back of existing signage, there would be no new signage/poles necessary and therefore, no additional clutter on the streets and sidewalks of our beautiful downtown," Micallef said.

Downtown Fort Worth Inc. board members have discussed the need for safety improvements on one-way streets for months. It's unclear why there aren't more than a handful of "Wrong Way" and "Do Not Enter" signs downtown, which has featured one-way streets for decades.

After the initial 10 intersections are improved, the city and Downtown Fort Worth Inc. will discuss what other work may be needed and how much it will cost to reduce wrong-way driving downtown, Wiersig and Taft said separately.

THIS REPORT INCLUDES INFORMATION FROM THE STAR-TELEGRAM ARCHIVES.

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Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article120592268.html#storylink=cpy>

Why downtown Dallas needs a park at Pacific Plaza

Written by

Robert Kent, Contributor

Nestled between the skyscrapers of downtown at the corner of Pacific Ave. and North St. Paul St. is the future site of Dallas's next great urban park: Pacific Plaza. The City of Dallas has dreamed of transforming this surface parking lot into a park since the 2004 Downtown Parks Master Plan.

During the past 30 years, my organization, The Trust for Public Land, has helped create hundreds of acres of new parks throughout Dallas, from the Joppa Preserve to the Chalk Hill Trail. In 2005, we began an effort to help Dallas acquire the land for the future Pacific Plaza, spending more than three years and almost \$6 million to buy 1.64 acres of land for the new park.

In the past year, we have included Pacific Plaza in an extensive analysis of potential park locations throughout the city called Smart Growth for Dallas. Using data from the Texas Department of Transportation and the North Central Texas Council of Governments, we found downtown Dallas has the highest density of pedestrian-vehicle collisions in the county, with hundreds of crashes in the past five years, including dozens of fatalities. Because of the danger to pedestrians near Pacific Plaza and the park's closeness to the St. Paul Street DART light rail station, our analysis identified Pacific Plaza as one of the best opportunities for improved connectivity and walkability in Dallas.

In addition, downtown Dallas is transforming into one of our city's most dynamic neighborhoods to live and work. Fifteen years ago, the district's population was barely 200, but today, more than 10,000 people call downtown home, including many families with children. With downtown's population increasing, the need for green spaces and playgrounds that families and children can safely walk to has never been greater.

Plainly, Pacific Plaza and the surrounding area need more features that can improve walkability and pedestrian safety. This park has the potential to provide a critical pedestrian link between nearby transit, residential buildings and offices. More importantly, it could be a close-to-home park that downtown families can safely walk to and play with their children. The Trust for Public Land envisions Pacific Plaza as a tree-filled and pedestrian-friendly park with few structures, enhanced pedestrian connections to the St. Paul Street station, and traffic-calming features for nearby streets.

Since selling the land for Pacific Plaza to Dallas's Park and Recreation Department in 2008, we have been disappointed the city hasn't moved forward with the park. The project has faced delays from lack of public funding and disagreement about the park's design, including a recent concept to build a 1,500-space parking facility beneath it. We believe such a dramatic increase in parking

would cause more traffic and congestion on nearby streets, making the park dangerous for children and families to walk to.

However, last week brought news that the vision of a walkable and family-friendly park at Pacific Plaza is one step closer to realization. We were pleased to learn that the Parks for Downtown Dallas Foundation intends to fully fund Pacific Plaza's estimated \$15 million cost. It was even better to see that their proposal will create a leafy, walkable park that will provide a safe place for children and families to enjoy. Their design (by SWA) is a pedestrian oasis in a sea of concrete, and it includes the first phase of the Harwood Street Pedestrian Corridor that will provide a walkable connection between Klyde Warren Park and the Farmer's Market.

After more than a decade of waiting, Pacific Plaza is an idea whose time has come. The Trust for Public Land applauds the generosity of the Parks for Downtown Dallas Foundation and fully endorses their proposal for Pacific Plaza. Their vision of a tree-filled and walkable park is exactly what downtown Dallas needs and deserves.

Robert Kent is the North Texas Area Director for The Trust for Public Land, a national non-profit organization that creates parks and protects land for people. Website: tpl.org

Richland Hills vote to leave the T was illegal, lawsuit alleges

By Gordon Dickson

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Just a month after Richland Hills voters decided to leave the Fort Worth Transportation Authority, a resident has [filed a lawsuit](#) alleging the election was improper and the results should be nullified.

Gerrit Spieker, who describes himself as a public transportation user, is asking the court to throw out the results of the Nov. 8 election and restore transit service to the city. The Fort Worth Transportation Authority, also known as the T, provided bus routes and mobility-impaired transportation services to the city of about 8,000 residents for more than two decades prior to the election.

The T also co-owns the Trinity Railway Express, which operates a popular park-and-ride train station in Richland Hills that remains open to regional commuters despite the Richland Hills election results.

55 Percent of Richland Hills voters who favored leaving the Fort Worth Transportation Authority Nov. 8

Spieker contends that the Nov. 8 election should not have been held because it was too soon after the city's previous transit election. On May 7, in an election called by the city, voters opted to remain with the T. Then, during the summer, residents circulated a petition to get the transit question back on the ballot in November.

Subsequently, in the November election, 55 percent of voters [opted to leave the T](#), while 45 percent wanted to stay. The election results were canvassed by the Richland Hills City Council on Nov. 22 and transit service essentially ended the next day.

“An election to withdraw may not be ordered, and a petition for an election to withdraw may not be accepted for filing, more frequently than once during each period of 12 months,” Spieker wrote in his lawsuit, citing a state law.

The legal action was filed Monday in Tarrant County District Court.

The lawsuit was filed against Richland Hills Mayor Bill Agan, who in his official role oversaw the canvassing of election results.

Agan said on Wednesday he considered the lawsuit “a bunch of hogwash.” He said the city's leaders relied upon advice from their legal counsel before setting the November election.

“We didn't have any choice, to be honest with you,” Agan said in a phone interview. “The citizens presented a petition to the council and mayor that calls for an election, and within a certain period of time we have to call that election.”

The lawsuit also names former Tarrant County Elections Administrator Frank Phillips and T board chairman Scott Mahaffey as interested parties.

Phillips has since left his job for a similar position in Denton County. Stephen Vickers, Tarrant County's acting elections administrator, said he had not received a copy of the lawsuit and did not wish to comment on it.

However, Vickers did say that, generally, an election administrator doesn't have much flexibility in deciding what a city can place on its ballot.

"When a city asks if it can hold an election and can I contract with them, I have to say yes," he said.

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Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article120888003.html#storylink=cpy>

Driverless cars roam Michigan roads

They're undergoing real-life winter weather testing near Detroit

DETROIT — General Motors started testing fully autonomous vehicles on public roads around its technical center in suburban Detroit.

The announcement comes just one week after Gov. Rick Snyder signed legislation that allows the cars to be tested on public roads without a driver or a steering wheel. But the automaker says that for now, it will have human backup drivers for its fleet of autonomous Chevrolet Bolt electric cars.

Testing started Thursday on roads near the tech center in Warren. The Bolts will soon move to the entire Detroit metro area, which will be the company's main testing center for snowy and cold weather.

Weather is one of the biggest obstacles to autonomous cars because snow can stop cameras and other sensors from spotting critical things such as lane lines and traffic signals. GM's other public-road testing sites are in warm climates: San Francisco and Scottsdale, Ariz. It's running about 40 autonomous Bolts in tests.

CEO Mary Barra also announced Thursday that GM will build an unspecified number of fully autonomous Bolts on the assembly line where regular Bolts are made to gain expertise in building autonomous vehicles.

The Bolt, which went on sale in California and Oregon this week, can go 238 miles on a single charge and costs about \$30,000 when a \$7,500 federal tax credit is factored in. Autonomous Bolts, which have distinctive spinning laser towers on their roofs, will come off the assembly line in Orion Township north of Detroit starting next year.

GM had been testing autonomous Bolts on the sprawling technical center grounds for the past few weeks but wanted to move to public roads soon after the law became effective to take advantage of weather.

"There's so much complexity on public roads," said Doug Parks, the company's vice president of autonomous vehicle engineering. "We're trying to prepare for every different kind of failure mode."

Executives wouldn't say when GM would start testing without a human driver but predicted it would be within a couple of years. GM also wants to start running a fleet of autonomous taxis that could be summoned by passengers and is allowed under the new Michigan law.

Tom Krisher,

The Associated Press

McKinney, Cole turning two-way

ROBERT WILONSKY

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On May 20, 1973, a Sunday, a small note about a significant traffic change appeared in this newspaper. Best I can tell by combing through our archives, it came without much warning. I guess that's how Dallas rolled back then, when it was the can-do (whatever-we-want) city.

The brief said that after the following day's rush hour, "the one-way couplet of McKinney and Cole-Carlisle will become a reality." Three days later, in a short story buried in the metro section, an official with the city's traffic department finally explained why the decision was made to one-way the two-way streets: to "improve traffic flow and create a less congested internal corridor to downtown."

Which is how 5 miles' worth of McKinney and Cole, all the way from Knox Street to downtown, turned into speedways through Uptown neighborhoods increasingly filled with homes, condos, parks, churches — you know, *people*, about 19,000 of them, according to the latest look.

Then Wednesday happened.

As one of its last decisions of 2016, the Dallas City Council voted unanimously to reverse that 43-year-old mistake and turn two racetracks — or "giant traffic sewers," in the words of Uptown's council member Philip Kingston — into slowed-down streets people won't be terrified to walk along or across.

Like, say, Nolan Marshall, former director of public affairs and policy for the Downtown Development District of New Orleans, who moved with his wife and 1-year-old to Uptown a few weeks back because he wants to walk to work. A few weeks ago the new director of Uptown Dallas Inc. told the plan commission he'd like to make that short trek without fear of being run over, which seemed fairly reasonable.

"This is further proof we're changing toward a more urban mindset," Kingston said.

"Neighborhood first, not automobile first."

A Christmas miracle.

Can't say for sure when the change will happen. Probably three, four years, depending on when the money pulls in. The folks behind the re-do-over — chiefly, Uptown Dallas Inc. — guess it will cost between \$15 million and \$18 million to install those new streetlights and crosswalks and relocate some of the McKinney Avenue Transit Authority trolley lines. The North Central Texas Council of Governments will kick in some of the dough; the rest will come from a variety of sources, maybe even the May bond package (if there is one).

Uptown Dallas Inc. has already set aside money for design work, which will take about a year to finish. So this will happen. Someday. Because it has to, and not just in Uptown but across a city that still treats cyclists and pedestrians like afterthoughts until they become horror stories and grim statistics. More than once Wednesday you heard the name Emily Javadi, the 34-year-old who was killed last year by a man charged with drunken driving along McKinney.

This was such a no-brainer that North Dallas' Lee Klein-man wound up siding with occasional sparring partner Kingston and Patrick Kennedy, the urban planner leading the charge — the same Patrick Kennedy whose appointment to the Dallas Area Rapid Transit board Kleinman opposed just a week earlier.

Said Kleinman when voting for the two-waying of the streets, this is a big step “toward making those major streets about going *to* neighborhoods and not *through* neighborhoods.”

“I think he stole my line,” Kennedy said in the hallway outside the council chambers after the vote.

Kumbaya, brother.

Wednesday's vote came three months after the council voted to two-way Tyler and Polk streets in north Oak Cliff for the very same reasons — to calm busy streets, to make drivers more attentive, to make pedestrians and cyclists feel safer. But let's remember, that Tyler-Polk conversion took forever.

Former council member Delia Jasso pitched that redo in 2009, just as Angela Hunt, Kingston's predecessor at the horseshoe, started preaching the gospel of Complete Streets, which simply meant designing thoroughfares for all modes of transportation (car, bike, foot, roller skates, pogo stick, you name it), as well as for “all ages and the disabled.” The idea was greeted by some at City Hall with eye rolls and dropped jaws, because in Dallas, to suggest that roads didn't belong to just cars sounded like heresy, treason.

That's why it took seven years to get the Bishop Arts District do-over through the council — and a short forever for the city to roll out a Complete Streets design manual.

Peer Chacko, who's now Dallas' chief planning officer, started on the manual in 2011.

It wasn't approved till the beginning of this year. Chacko's been the quiet proselytizer at City Hall for shrinking and slowing Dallas' streets.

That's not easy preaching to a pew full of rush-hour Ricky Bobbys or folks who believe changing streets can only lead to bottlenecks and back-ups.

The Uptown vote, Chacko said after council broke Wednesday, “is just the first step. It's acknowledging the importance of making the streets in Uptown safe, of prioritizing pedestrians. This is pretty important for pragmatic reasons, and it's an important symbolic shift, because it acknowledges that designing everything for cars is not what should be done.

“There are always a fair number of people who find it difficult to adjust to change. But this is an important milestone.”

Chacko then said one day, maybe, Uptown will get those buffered bike lanes it’s been promised for half a decade. Or one day, maybe, the Oak Cliff-to-downtown streetcar line might actually stretch all the way up to Uptown.

But, for now, this is the best Dallas can do — turning back the clock to May 19, 1973.

Twitter: @RobertWilonsky

TEX Rail to get \$499 million for Fort Worth-DFW trains

BY GORDON DICKSON gdickson@star-telegram.com

FORT WORTH

TEX Rail is moving forward with plans to launch its commuter train service from downtown Fort Worth to Dallas/Fort Worth Airport by late 2018 after gaining a commitment for a half-billion dollars in federal money.

Officials announced Thursday that the U.S. government signed off on a long-awaited document known as a full-funding grant agreement with the the Fort Worth Transportation Authority for the proposed passenger rail line. It ensures that \$499.39 million in federal grant money — roughly half the estimated \$1.034 billion cost of building the 27-mile line — will be spent on the project.

Although the funds will come over several years, it's unlikely that the change in administrations in Washington will affect the government's role in the project, Federal Transit Administrator Carolyn Flowers said.

"In the history of these contracts, the federal government has not reneged," Flowers said after attending a signing ceremony in downtown Fort Worth.

Local money has already been raised to cover the other project costs, mostly from sales taxes collected in Fort Worth and Grapevine. DFW Airport, which plans to build a TEX Rail station at Terminal B, has also contributed.

AGGRESSIVE SUPPORT

Flowers congratulated officials from Fort Worth, Grapevine and North Richland Hills for aggressively pursuing the project despite pockets of opposition from neighboring communities such as Colleyville, where many residents continue to oppose the rail route.

The trains are expected to operate about every half-hour during peak periods — 44 trains per day — and carry about 9,000 daily passengers by the end of TEX Rail's first year and 14,000 by 2035.

"Those who lacked the vision will want to know when they can get a station in the future," Flowers said, drawing laughs from about 200 people who attended the ceremony on the second floor of the Burnett Plaza building downtown. "We've seen it time and time again."

Once TEX Rail is up and running, it will essentially double the amount of commuter rail service available in the Dallas-Fort Worth region. A similar service, the Trinity Railway Express, opened

in 1996 and now connects the downtowns of Fort Worth and Dallas, with the route roughly following the Trinity River through Northeast Tarrant County and west and south Irving.

Dallas Area Rapid Transit also operates a comprehensive light-rail system in its service area.

All those services combined form the backbone of a regional transit system that supporters say will encourage future residents to live closer to urban centers, rather than continuing to move farther and farther to the fringes.

“Ten years ago, people said you’ll never get Bubba out of his pickup,” said North Richland Hills Mayor Oscar Trevino, a longtime TEX Rail advocate. “Well, the people coming here aren’t coming from Monahans and Pecos, Texas. They know about rail. They want rail.”

North Richland Hills is planning a mix of transit-oriented development around two stations at Iron Horse and Smithfield.

LONG TIME COMING

Thursday was a moment more than a decade in the making for officials at the Fort Worth Transportation Authority, the lead agency building the project. The organization’s president, Paul Ballard, who was brought in from Nashville nearly three years ago to ensure that TEX Rail got built, was quick to thank the project’s partners.

In particular, he gave a shout-out to officials at DART, whose predecessors beginning in the late 1980s spent millions of dollars buying up abandoned freight railroad right of way in North Texas to preserve the corridors for future passenger service.

“TEX Rail and other rail projects would not be possible without their foresight,” Ballard said.

Ballard’s board president, Scott Mahaffey, added: “This is a historic day for us. Great regions and great cities have great transportation.”

PALPABLE EXCITEMENT

Fort Worth Mayor Betsy Price said “the excitement in the air is palpable,” and she thanked Flowers for the federal agency’s work.

“Carolyn, you brought us a half-billion dollars,” Price quipped. “You’re a great Santa Claus.”

Others attending the ceremony included longtime Grapevine Mayor William D. Tate, whose city is already planning to build a downtown depot, boutique hotel and observation tower at its Main Street station.

Although the federal funding is now committed, North Texas won’t have immediate access to all the money. Funds will be reimbursed gradually, as local officials issue contracts for construction

of new train stations and platforms, replacement of old railroad tracks and ties, a maintenance facility and other improvements.

In all, the money likely will be spread over about four years, Flowers said. The \$499.39 million is a good chunk of the Federal Transit Administration's capital investment grant program, which totals about \$2.1 billion annually and provides cities nationwide with funding for heavy rail, light rail, streetcars, rapid buses and other transit services.

Although the full funding grant agreement ensures that the federal government will pay its share of the project, the money is subject to the whims of Congress on a year-to-year basis. It is possible that portions of the funding could be delayed by weeks or months or even a couple of years, depending upon what happens in Washington.

But locally, Fort Worth Transportation Authority officials said they have created a virtual safety net for their finances that makes it possible to borrow money if necessary to ensure that construction doesn't stop.

Work has begun on portions of the project, using mostly local funds from Fort Worth and Grapevine, cities where residents have been dedicating sales tax revenue to the project for about a decade.

Self-propelled diesel cars made by Switzerland-based Stadler and assembled at a new U.S. plant in Salt Lake City are expected to arrive by January 2018. The shells and other parts of those cars are expected to arrive at a port in Houston in the next few days and then be shipped to Utah for final assembly, Ballard said.

Despite all those efforts, supporters acknowledge that it will take a mammoth effort to get the project open by Dec. 31, 2018, or sooner, although they have pledged to finish on time.

At the ceremony Thursday, Price invited everyone in attendance to return in two years for a repeat celebration. But instead of using a corporate meeting room, she said, the next party will be on the railroad tracks.

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Stop Six selected for new Fort Worth revitalization program

BY SANDRA BAKER sabaker@star-telegram.com

FORT WORTH

The Cavile Place/Stop Six area on the city's east side was selected to serve as the pilot for a new program that will pump money into improving some of the city's more vulnerable neighborhoods.

The program has been in the making since David Cooke took over as city manager more than two years ago. In a reorganization, Cooke started a Neighborhood Service Department and asked the council to commission a comprehensive study of the city that looks into such things as poverty, education and employment data.

After analyzing the data, Cavile Place, a public housing complex and the Stop Six neighborhood where it is located, were selected from a list of five neighborhoods identified as having immediate needs. The targeted area will be bordered by Rosedale Street on the north, Ramey Avenue on the south, Stalcup Road on the east and just west of Edgewood Terrace on the west.

The council has approved spending \$2.56 million this fiscal year for improvements in Cavile Place/Stop Six. The money comes from a newly established fund designed to pay for one-time projects. How it is spent will be decided after community input, but it could be spent on things like removing brush and improving sidewalks, roads and streetlights.

While the focus is public safety, improving the looks of a neighborhood is also a concern, Cooke said. Success will be determined by re-measuring some of the data, including whether residents have an increased positive perception of their community, he said.

"I'm optimistic that this is a pretty exciting strategy in looking at how to improve neighborhoods," Cooke said. "Not all of them are thriving. We've got some that are struggling."

If the program works, a different neighborhood will be selected each fiscal year, Cooke said.

Aubrey Thagard, director of the Neighborhood Services department who will oversee the program, said Cavile Place/Stop Six was at the top of the list when it comes to high poverty, crime and code compliance issues.

"We can have an immediate impact," Thagard said.

But, he said, "We want to make sure that the work we're doing is maintaining a positive impact, that we come into a neighborhood, we enhance it and we find it stronger and more viable than when we came in."

That includes leaving long-term strategies in place at the end of the year, Thagard said.

"Once the investment is made, that's not the end of the city's commitment here," he said.

In June, the council signed a memorandum of understanding with Fort Worth Housing Solutions, the Fort Worth school district and the Fort Worth Transportation Agency, to work together in the revitalization efforts in Cavile Place/Stop Six. This pilot program will supplement those efforts.

Cavile Place, one of two public housing complexes dedicated solely to low-income people, is to be demolished by the end of 2018. It will be replaced with new development.

Other neighborhoods considered for the pilot program were Greater Como/Alamo Heights, Diamond Hill-Jarvis, Greater Hillside/Morning-side and Highland Hills.

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Arlington lands \$650 million for various highway improvements

BY ROBERT CADWALLADER rcadwallader@star-telegram.com

ARLINGTON

Nearly \$650 million in major highway projects in Arlington made the cut in a \$6.98 billion list of regional transportation improvements over the next 10 years.

The projects — including widening Texas 360 and improvements to interchanges along Interstate 20 — are part of a \$2.1 billion basket of Tarrant County projects on a list adopted last week by the Regional Transportation Council, which plans and allocates funds for the 12-county region of the North Central Texas Council of Governments.

“All these projects are going to promote increased mobility and access here for our businesses” and residents, Arlington Mayor Jeff Williams said. “And the thing I really love is it will increase our number of skilled workers that can get here to work in Arlington.”

Project funding stems from voter approval of two constitutional amendments in elections the past two years. Proposition 1 dedicates a portion of oil and gas tax revenues, and Proposition 7 provides revenues from the state’s sales and general use taxes.

But no projects have been scheduled yet for construction, said Val Lopez, spokesman for the Texas Department of Transportation’s Fort Worth regional office.

“Nothing is set in stone,” he said. “But this is what we hope to do, depending on available funding levels.”

The biggest Arlington project will make traffic-flow improvements on Interstate 20 and three interchanges in the southwest sector — at East Loop 820, U.S. 287 and Park Springs Boulevard.

Texas 360 will get a lot of attention. Work is underway on improvements to the 360/I-30 interchange. A new \$95 million project includes sacrificing existing median space to add a new lane in each direction — widening 360 from six lanes to eight.

The package also will provide \$20 million to assist a developer that’s working to extend the 360 main lanes from Sublett Road/Camp Wisdom Road, just south of I-20, southward through Arlington, Grand Prairie and Mansfield to U.S. 287.

Other Arlington projects on the work list include:

A \$50 million to add auxiliary lanes on I-20 from Matlock Road to

Texas 360.

A \$80 million for frontage road improvements on

I-30 from Cooper Street to Great Southwest

Parkway.

All the 360 projects “will be a huge help, especially with us coming in with a huge expansion of General Motors,” Williams said.

Although timelines are sketchy, Michael Morris, transportation director for the council of governments, told the City Council on Tuesday that the agency will try to avoid overlap of the 360 widening and construction of the \$1 billion retractable-roof stadium for the Texas Rangers.

The team’s recently announced timeline estimated that a 31-month construction schedule will start next fall, finishing in time for Opening Day in April 2020.

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Los Angeles Drivers on the 405 Ask: Was \$1.6 Billion Worth It?

By [ADAM NAGOURNEY](#) DEC. 20, 2016

LOS ANGELES — It is the very symbol of traffic and congestion. Interstate 405, or the 405, as it is known by the 300,000 drivers who endure it morning and night, is the busiest highway in the nation, a 72-mile swerving stretch of pavement that crosses the sprawling metropolis of Los Angeles.

So it was that many Angelenos applauded when officials embarked on one of the most ambitious construction projects in modern times here: a \$1 billion initiative to widen the highway. And drivers and others put up with no shortage of disruption — detours and delays, highway shutdowns, neighborhood streets clogged with cars — in the hopes of relieving one of the most notorious bottlenecks anywhere.

Six years after the first bulldozer rolled in, the construction crews are gone. A new car pool lane has opened, along with a network of on- and offramps and three new earthquake-resistant bridges.

But the question remains: Was it worth it?

“In the long term, it will make no difference to the traffic pattern,” said Marcia Hobbs, who has lived her whole life in Bel Air. “I haven’t noticed substantial cutbacks in traffic. As a matter of fact, I would say it was the opposite.”

The cost of the Sepulveda Pass project was supposed to be \$1 billion. It has now reached \$1.6 billion, after transit officials approved \$300 million in new expenses last week.

Peak afternoon traffic time has indeed decreased [to five hours](#) from seven hours’ duration (yes, you read that right) and overall traffic capacity has increased. But congestion is as bad — even worse — during the busiest rush hours of 4:30 to 6:30 p.m., according to a study by the county Metropolitan Transportation Authority.

The aftermath of the 405 project has emerged as a cautionary tale for Los Angeles, as well as for President-elect Donald J. Trump, regarding ambitious public works construction. On Election Day, voters here approved a sales tax surcharge that over the next 40 years will pay for \$120 billion in spending on highways, subways and bus lines, also overseen by the county transportation authority. Mr. Trump has said a vast national infrastructure project will be one of his first priorities upon moving into the White House.

For many in Los Angeles — a city which, for all its many pleasures, is in no small part defined by traffic congestion — one outcome of this closely watched endeavor was disappointment.

Transit officials said the Sepulveda Pass project was an essential part of a crucial campaign to expand the transportation network in a city notorious for traffic congestion. Credit Andrew Cullen for The New York Times

Zev Yaroslavsky, a former member of both the county Board of Supervisors and the Metropolitan Transportation Authority, said the work “made a difference on a number of fronts,” but he called it “the most disruptive project” he had seen during his 40 years in public life here.

“I doubt the project would have been undertaken in the first place if we’d known it would cost \$1.6 billion,” said Mr. Yaroslavsky, whose district includes the Sepulveda Pass. “There’s a lot of bad taste in my mouth about this. There were mistakes made all around. It was a nightmare of a project.”

Transit officials were quick to defend the 405 project, saying it was an essential part of a crucial campaign to expand the transportation network in a city notorious for traffic congestion. It was extraordinarily complicated, they said, because the highway remained open while the work continued, and contractors had to grapple with moving hundreds of miles of utility pipes and lines discovered only after ground was broken.

“It really did improve the traffic conditions on the 405,” Phillip A. Washington, the head of the transportation authority, said. “Added capacity. Made the freeway safer. Traffic would have been much worse if we had not done anything.”

Still, the price was high — in inconvenience as well as dollars.

And on two occasions it [stopped much of Los Angeles cold](#). For nearly an entire weekend on two occasions, in 2011 and 2012, the Metropolitan Transportation Authority closed down a 10-mile stretch of the 405. It was one of the more aggravating chapters of the project connecting the Los Angeles basin with the San Fernando Valley.

Bob Anderson, an engineer from Sherman Oaks who was on the community advisory board for the project, said his neighborhood was disrupted for nearly five years. And with the construction over, now all he sees are long lines of cars trying to enter or exit the highway.

“As far as improvement, I don’t see anything,” Mr. Anderson said. “Was it worth a billion dollars? I doubt it. Was it worth \$1.6 billion?”

The sentiment voiced by Mr. Anderson is not unanimous. Richard Close, 73, who has lived in Sherman Oaks for 43 years, said his daily commute to Santa Monica has become easier, and with the construction crews gone, he has come to appreciate the new 405. He said he leaves his office after 7 at night, to miss the worst of rush hour, and it takes about 75 minutes to go 15 miles, which he said saved him 15 minutes a night on his old commute.

“I wanted to shoot myself,” he said of the construction period. But “these improvements are for the next 50 to 100 years. We had to bite the bullet for five years.”

Mr. Close said he was unperturbed by the expense. “If we didn’t get it to widen the 405 freeway, other areas of the state would have gotten the state money and other areas of the country would have gotten the federal funding.”

The latest cost overruns were announced three weeks after Election Day. Some residents and officials, including Mr. Yaroslavsky, questioned whether details of the final settlement had been withheld pending the election out of concern that voters might have otherwise rejected the transportation tax, which required a two-thirds vote. Measure M, as it was known, [passed](#) with about 70 percent of the vote.

“I certainly do believe that the announcement timing was influenced by the Measure M vote,” Martin Wachs, an urban planning researcher at the RAND Corporation in Santa Monica, said. “If I were a public official facing a vote like this, I would have a tug at my heart.”

Transit officials said the cost overruns were announced as soon as they were approved by the board. And Mr. Washington argued that voters, struggling with the daily burden of traffic here, would have supported it if they had known of the latest \$300 million overrun. “Timing was not a factor,” Mr. Washington said.

Whether all this money and work achieved the central goal for most motorists is a more difficult question to answer.

The work began amid an economic downturn, when fewer cars were on the road. The economy is now thriving, which can be seen in the skyline of cranes, as well as in the crowded roadways from Venice to downtown Los Angeles. And improving the capacity of a highway tends to encourage more people to use it instead of, say, making their way across the pass on local streets.

“If you go out there at 5 p.m. on a Friday and look at the delay, anyone in my business could have told you that adding the capacity that they added to the corridor would have little or no effect on delays during that period,” Brian D. Taylor, the director of U.C.L.A.’s Institute of Traffic Studies, said.

Kajon Cermak, a native of Chicago who has for the past 13 years chronicled traffic for KCRW, a public radio station in Santa Monica, said there has been little difference. Not that she ever expected much. Ms. Cermak, who lives in the San Fernando Valley, decided long ago to spend two or three nights every week on a 38-foot trawler anchored in Marina del Rey, rather than endure the agony of an hour commute back home.

“I don’t think the drive is going to be any better now,” she said. “It’s probably longer.”

Fort Worth rail line to DFW Airport hits another milestone now that federal grant is official

Written by

Julietta Chiquillo, The Dallas Morning News

Trains taking passengers from Fort Worth to DFW International Airport could be in motion by 2018, now that the federal government has pledged to pay for nearly half of the \$1 billion rail line.

This month, the Federal Transit Administration signed an agreement with the Fort Worth Transportation Authority, or The T, to provide a \$499 million grant for the TEX Rail project. The other half is being paid for with local and state money, officials said.

Paul Ballard, chief executive officer of The T, said the rail line is critical for the long-term economic viability of the Fort Worth area.

"Business today is global, and as businesses look to where they would locate or relocate, one of the check-offs on their list is, does the city and the county have a rail connection to the airport?" Ballard said. "And there are businesses that if you don't have that connection, they move on to the next city."

The rail line will span nearly 27 miles, with nine stops in Fort Worth, North Richland Hills, Grapevine and DFW Airport. From the airport's Terminal B, passengers can move to Terminal A, where they can catch a train to Dallas via the Orange Line operated by Dallas Area Rapid Transit.

TEX Rail will share two stations with another commuter rail line, the Trinity Railway Express, which runs parallel to Interstate 30 from Dallas to Fort Worth. The T and DART operate that route together.

The T's new line is the western half of what is known as the Cotton Belt rail corridor. This year, the DART board approved plans to develop its portion, running from DFW Airport to Plano, in the next decade.

The decision was controversial because many in Dallas view the eastern Cotton Belt as a threat to a future subway line in downtown Dallas. DART voted this year to pursue both projects at the same time, choosing to take out debt for the Cotton Belt and apply for federal subsidies for the subway. Critics of the eastern Cotton Belt say the debt tied to the project will hurt DART's finances and compromise its ability to get the federal funds.

The western half of the Cotton Belt has also faced opposition. Colleyville residents and city officials voiced concerns that the line would bring noise and hurt property values, but they failed to derail the project.

The T has been actively working on the rail connection to the airport for a decade, Ballard said. Crews broke ground on the project this summer.

Money committed by the federal government will be disbursed in annual payments over four years, which must be approved annually by Congress when it reviews the budget.

Transit officials in North Texas praised the T's milestone.

"We're pleased that they're continuing to make progress on the project," DART spokesman Morgan Lyons said in an email.

Michael Morris, director of transportation for the North Central Texas Council of Governments, applauded the decision of federal officials to send more transit funding to Texas.

"The value of this action is not just in leveraging the federal funds with local contributions to advance a needed transportation project, but also in ... creating a system connection of rail transit from Fort Worth, through DFW Airport and on to Plano and other destinations in the DART system," Morris said by email.

Ballard said The T expects to open TEX Rail by the end of 2018. Ridership is estimated to start at 9,000 daily trips and reach 13,700 trips by 2035.

The T's ongoing challenge is identifying funds to expand its network, Ballard said. The transit agency has three member cities vs. DART's 13. The T collects about \$70 million a year in sales tax revenue; DART raises half a billion.

One city that both DART and The T are wooing is Arlington. Both agencies will present to a transportation advisory committee in January.

Ballard said The T designed its most recent master plan to identify corridors it wants to invest in, without necessarily specifying the mode of transportation.

"It could include light rail, it could include streetcars or bus rapid transit or traditional bus services," he said. "We really keep an open mind."

Updated at 6 a.m. Wednesday: Revised to correct the name of Trinity Railway Express.

University Park City Council to consider land purchase for underground parking near Snider Plaza

Dec. 22, 2016
Elvia Limón, Communities Reporter

UNIVERSITY PARK — The City Council is considering purchasing land near Snider Plaza for a new underground garage as a way to ease the parking crunch in the area.

The purchase of 2 1/2 lots in the 3400 block of Haynie Avenue, across from the vacant Chase Bank building, would be used to build an underground parking lot where Snider Plaza business owners and employees can park their vehicles, said Robbie Corder, University Park city manager.

The new garage would free up for customers the limited spaces in front of shops now used by employees.

"People who live and work around there know parking is a problem," Corder said. "The master plan is to have the city identify areas for parking. Parking is so expensive in that area that it is often difficult for shop owners to purchase and provide it for their employees."

The council briefly discussed the parking lot proposal Tuesday, two months after it approved a controversial plan to redevelop the Chase Bank building into an 86-foot tall structure with six stories. The council approved the redevelopment, known as the Park Plaza project, despite concerns from some residents about increased traffic.

Three vacant multi-family buildings owned by SPC Hillcrest LP currently sit on the land where the garage would be built. Corder said the buildings have an asbestos problem, and the owner plans to tear them down.

The parking garage's cost and other details have not been determined, but Corder said he expects the council to have a decision by the end of January or early February.

"I want to move as fast as I can," he said. "I've heard from a couple of merchants that are very interested and that may want to have their employees park there."

<http://www.dallasnews.com/news/university-park/2016/12/21/university-park-city-council-consider-land-purchase-underground-parking-lot-near-snider-plaza>

Big-city thinking: DART plans subway in downtown Dallas

By Gordon Dickson
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Dallas Area Rapid Transit plans to take its act underground.

The public-transportation service better known as DART, which boasts the largest light-rail system in the southwestern United States, is taking steps to expand its footprint in its host city's downtown.

But unlike the current Red Line, Blue Line, Green Line and Orange Line trains that run at surface level along downtown Dallas streets such as Pacific Avenue, the planned expansion involves [building a subway line](#).

Area residents who want to learn more about the proposed subway and other planned improvements are invited to attend either of two public meetings (noon or 6:30 p.m.) on Jan. 19 at DART headquarters in Dallas.

"We need your input to refine this project," DART officials said in a news release. "What is your vision of a subway in downtown Dallas?"

Making the grades

It's not Big D's first dalliance with underground trains. DART in 2000 opened [Cityplace Station](#), a subway stop on the Red and Blue lines just north of downtown and south of Southern Methodist University.

Also, the tracks around [Mockingbird Station](#) near SMU and Central Expressway are underground, although that cavernous station itself is outdoors.

93 Miles of track operated by DART in the Dallas area

Other than that, most of the DART light-rail system is either at grade — competing with cars for space on the roads — or above ground on overhead rail lines.

In addition to all the Dallas-area trains, DART co-owns the [Trinity Railway Express](#) with the [Fort Worth Transportation Authority](#). TRE operates Monday through Saturday between downtown Fort Worth and Dallas, with connections convenient to Northeast Tarrant County, Dallas/Fort Worth

Airport, west and south Irving, and [Victory Station](#) at American Airlines Center, where the Dallas Mavericks and Stars play.

Controversial decision

Last fall, the DART board of directors voted to embark upon plans for a downtown subway as well as to expand [Cotton Belt](#) service in northern cities such as Plano and Addison, the latter of which has had no rail service despite 33 years of DART membership.

Many supporters of the subway plan argued that DART couldn't afford both projects, according to reports in [The Dallas Morning News](#).

But leaders in Addison and other cities hailed the decision as a good move to ensure regional mobility. The Cotton Belt passenger-train service would be built mostly at street-level grade, along tracks that formerly carried freight trains on the historical Cotton Belt Rail Line.

"This has been a long time coming, but I'm very proud of the DART board doing what I think they are charged with and that's thinking and acting regionally," Addison Mayor Todd Meier was [quoted as saying](#).

The Cotton Belt line would lead riders to DFW Airport, and would become an extension of the planned [TEX Rail](#) line that is [scheduled to connect](#) Fort Worth to DFW Airport's Terminal B by late 2018. DART's Orange Line light-rail service also serves DFW Airport.

Gordon Dickson: [817-390-7796](tel:817-390-7796), [@gdickson](https://twitter.com/gdickson)

Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article124524004.html#storylink=cpy>

Street repairs take a detour

Disagreement over bond spending likely to move vote to November

By *TRISTAN HALLMAN*
Staff Writer *thallman@dallasnews.com*

Repairs for Dallas streets are getting pushed a few more months down the road.

A majority of Dallas City Council members, in an unofficial vote Wednesday, supported delaying the proposed \$800 million May bond package after they couldn't agree on how much should go to streets and other city wants and needs.

Voters are likely to see the bond package on a November ballot instead.

By then, it's possible that some council members will have lost their re-election bids in May.

It was a remarkable reversal for the council. A few months ago, Mayor Mike Rawlings appeared to stand alone in advocating for a November bond package. But after some behind-the-scenes persuasion and a public plea Wednesday, Rawlings got eight of his colleagues to tentatively agree to wait for November.

Each seemed to have his own reasons for a delay. But Rawlings had a litany of explanations for why it was best to move the bond vote to November.

No one on the council agrees on how to divvy up the money. Rawlings wanted to see how a decades-old pay referendum lawsuit turns out. He pointed out the uncertainty about the troubled Dallas Police and Fire Pension System, which will require some city money to save it from insolvency.

Rawlings said he wants to get the new city manager, T.C. Broadnax, in the building to provide his guidance on the bond. He has also heard from donors who typically support bond campaigns that they won't back a May election.

And, if nothing else, Rawlings warned, "It would be weird to pass a bond program without the mayor's support."

Not enough funding

But the biggest factor in the change of heart seemed to be that the bond package didn't have enough set aside for streets. The bond proposal presented Wednesday contained three big-ticket items: \$143 million for streets, nearly \$133 million for parks, more than \$95 million for flood

control projects and \$288 million to be divided evenly among 14 council members to spend on streets, drainage and parks in their districts.

The council wanted a bond package heavy on infrastructure after years of deferred maintenance that has left many of the city's roadways in shabby shape. And the council in September approved a budget that set aside \$27 million in bond money — just to keep streets in their current condition.

This fiscal year ends Sept. 30, meaning that money would have to come from elsewhere. It's unclear if or how city officials would fill that hole.

Jennifer Staubach Gates, whose northern Dallas district has some of the city's shoddiest streets, said she wanted a delay mainly because her colleagues diluted the bond package too much.

"We're the council that will have to suffer from deferred maintenance and from kicking the can down the streets," Gates said. "We're the ones that are going to have to say, 'no more.' We can't give you all those pretty, shiny objects. We're going to have to take care of the streets like we all said."

Council member Rickey Callahan saw no reason to wait until November, saying his Pleasant Grove district is hurting for infrastructure.

"We're beyond tired of being tired of waiting for our streets," he said.

Parks factor

But the council would get push-back if it tries to junk some of the other proposals. Some of the parks, for instance, have millions of privately raised matching dollars that are awaiting a city match.

Robert Kent, the North Texas area director for The Trust for Public Land, said "parks have got to be a substantial part of the bond package" and are important to attract families to the city.

Kent's organization buys up land for parks until a government can repay them and take over. He said costs could go up and parkland could disappear unless the city commits to funding parks now.

"Without the green space, our city starts to look pretty gray after a while," he said.

Kent believes parks will be in the bond package regardless of when voters get a say on it.

And a May bond package could still happen. Rawlings encouraged the minority to offer up a bond proposal within the next two weeks that everyone could agree upon. And a few council members seemed only to support a delay reluctantly.

Council member Philip Kingston believes that he would've had support for his alternative proposal if Rawlings had brought it up for an unofficial vote. His idea was to divide \$500 million among 14 council districts and try to reach a consensus on the other \$300 million.

Kingston didn't understand the mayor's rationale for a delay. The East Dallas and downtown council member said the bond package is necessary and would be a "pretty easy" sell to voters in May. He plans to come back in two weeks and pitch an alternative plan to get the bond package on the May ballot.

"We're going to make people vote on the record," Kingston said. "Because here is what is going to happen: If you put your hand up and say I'm going to delay fixing your streets until November or 2018 or some time, you are saying to your voters, please find somebody to replace me. That's all this vote says: 'I'm not capable of following through on the promises I made.' "

Twitter: @TristanHallman

How data is transforming transport

01/03/2017 12:23 pm ET

Adi Gaskell_A London-based innovation scout

Data has transformed all manner of industries, and the transport industry is no exception. That's the conclusion of a recent [report](#) from the Urban Transport Group. *“Emerging data will mean transport users will become far more fully informed about their travel choices whilst at the same time transform the ability of transport authorities to plan and manage transport networks and services more efficiently and effectively,”* it says.

It then outlines a number of the key challenges and opportunities that transport authorities need to tackle to make this happen. The findings emerged from a workshop held during the summer of 2016 that featured input from a range of stakeholders in this issue.

Data sharing

Transport authorities are increasingly mandated by law to open up their data. This trend is only likely to continue, with legislation such as the Bus Services Bill requiring private operators to open up data around fares, routes and so on.

The hope is that by doing this, not only can third party developers build interesting new services on top of this data, but transport providers themselves can improve their offerings to passengers.

The power of data increases significantly when it's shared in such a way that multiple sources of data can be combined to provide a richer, more contextualized picture of the passenger.

Data ownership

A central challenge to overcome in achieving this is the issue of who owns the data, and how secure that data is. One possible solution is for legislation to support open and transparent sharing of data, as with the Bus Services Bill. This is an area where joint approaches are crucial.

As the value of data increases, so to is the importance of privacy. There has been a growing volume of legislation in this area, both at national and international levels, with the EU General Data Protection Regulation (GDPR) coming into force in 2018.

Data quality

A third major challenge to overcome is around the quality of data. Poor quality data has been identified as a major barrier to successful utilization of big data. Data interoperability represents another key challenge. Standards need to be devised that support the architecture and structure of the data, and the means by which it is stored and transferred both inside the system and between organizations.

This also raises important questions over who should oversee and regulate the storage and general management of this data and ensuring it is of suitably high quality.

Skills and capabilities

The final challenge revolves around the skills required to both work with and manage the data requirements of the transport industry. This includes known skills shortages in areas such as legal and governance, data analysis and the management of data. In mobile data alone, new algorithms and approaches to data management are required, and these skills are certainly new to the transport sector.

The transport sector will have to compete with other, often more glamorous and lucrative, sectors in the fight for this talent. On the plus side however, the industry is well versed in working with large, complex data sets, and the report is confident that the industry can rise to the skills challenge it faces.

The report hopes to be the first step in a wider body of work to help shape the future of transport, but, as the report identifies, it will need a wide range of stakeholders to work together to ensure the industry capitalizes on the possibilities in front of it.

Will Fort Worth adopt a user fee to help fix and build new streets?

By Sandra Baker

sabaker@star-telegram.com

FORT WORTH

On the shelf for six years, a transportation user fee appears ready for consideration by the Fort Worth City Council to help fund the growing gap in the cost of fixing and maintaining city streets, and building new ones.

A possible fee that would be tacked on to resident water bills was discussed in late 2010, but never voted on. The idea fell to the wayside in the Great Recession as the city worked to close budget shortfalls.

But now with an improved financial picture, the idea of a transportation fee has been trotted out in staff presentations in the past few months as a companion to the transportation impact fee. Finding money for the city's transportation needs will be discussed at the council's annual retreat in February.

A user fee could only be used for street maintenance and repair, and to fix such things as street lights and traffic signals.

The city staff said it's going to take \$1.76 billion in the next 10 years to catch up on fixing and widening city streets, and building new roads to keep up with the city's fast-paced growth. The figure includes \$355 million needed for the traffic equipment rehabilitation.

Funding for all that would come from increasing the transportation impact fee that's been in place since 2008, from continuing to issue debt through bond programs for new roads, dedicating more money from the general fund to fix roads, and implementing a transportation user fee, according to recent city reports.

But the staff said implementing a transportation user fee could take 12 to 18 months.

Based on preliminary figures, a transportation user fee could raise as much as \$59 million annually from residents and businesses. For example, a single-family home might incur an \$8.22 monthly fee, while some retailers and other commercial business might see a \$10.75 monthly fee, a city report said. Again, the fee would show up on water bills.

The new suggested fee is 40 percent higher than what was considered in 2010. But it would also raise \$20 million more than was initially sought.

7,520 Lane-miles of Fort Worth streets

Fort Worth has 7,520 lane-miles and of those, 239 lane-miles are considered to be in poor condition and 1,238 in fair condition, according to the city's Transportation and Public Works Department. It would take \$550 million to rehab those, the city said. By the end of 2020, the city expects to have 7,680 lane-miles.

The problem is that we haven't done enough studies on that among our communities to see what people really want and can bear.

Fort Worth Mayor Betsy Price

Mayor Betsy Price has strongly suggested that the retreat focus solely on transportation, running the gamut from transit systems to roads. She said she's certainly willing to look at a transportation user fee, but before anything happens, the public would have the opportunity to offer input.

"The problem is that we haven't done enough studies on that among our communities to see what people really want and can bear," Price said. "If we do something like this, and I'm not saying we will, we have to be able to explain why and what it will bring. I'm not willing to slide something through that hadn't been adequately vetted."

Tough sell?

One reason it may be a tough sell this time around is that the mayor and all eight council members face re-election in May and approving a new fee might not sit well with voters come election day. Only three of the current nine members were on the council in 2010 when a user fee was first considered.

A few Texas cities charge transportation user fees, including Austin, Bryan and Corpus Christi. Last year, Denton considered such a fee for the second time in five years, but in the end tabled the issue.

Two current Fort Worth councilmen, District 6 representative Jungus Jordan and District 2 representative Sal Espino, were on the council in 2010 when a transportation user fee was first looked at. Both say there are other options to funding street maintenance, but Espino said he would support a user fee.

We're way behind on roads. I don't know how we get caught up unless we have a dedicated revenue stream. This is a dedicated revenue stream.

Sal Espino, District 2 councilman

"We're way behind on roads," Espino said. "I don't know how we get caught up unless we have a dedicated revenue stream. This is a dedicated revenue stream."

Espino, who is not seeking re-election in May, said another option is the city's sales tax. He suggests redirecting a quarter-cent from the portion going to the general fund, or from that going to the Crime Control Prevention District.

"It's an option," Espino said.

District 7 Councilman Dennis Shingleton, who has addressed significant traffic congestion problems in his district since he joined the council in 2011, said he wouldn't support a transportation user fee until the city staff can show a list of prioritized projects and a plan. He said the city should first look to state and federal resources.

"I want to see a plan," Shingleton said. "It's an alternative ... but there are other ways to alleviate congestion."

Jordan says he remains hesitant about pursuing a transportation user fee, in part because he feels it could create more bureaucracy. Instead, he points to the public improvement districts the council approved this fall for two large residential developments, in which the assessments can only be used to build roads in those projects.

"I don't disagree we need more money for transportation," Jordan said. But, he said, "I'm still not convinced" about a user fee.

That convincing may come soon. The staff is awaiting results of an update to a comprehensive consultant's study completed in 2009 that compares how Fort Worth's development costs compare with other cities. The results are used to help set the city's transportation and water impact fees, and development fees.

In June, the council approved a \$147,323 contract with A.N.A. Consultants to do the update. It's expected to take about a year to complete, but a draft report is anticipated in late January.

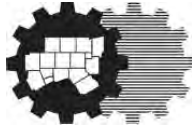
The debate is just getting started. Costs are going up. We've seen a significant increase in the cost to build roads and other transportation-related infrastructure, including sidewalks and bike lanes. We need to be continually building the arterial system in a way that meets our needs.

Randle Harwood, Fort Worth's planning and development director

All of this is setting the stage for the February retreat and he hopes the council can give the staff direction on how it wants to proceed, said Randle Harwood, the city's planning and development director.

Sandra Baker: 817-390-7727, @SandraBakerFWST

Read more here: <http://www.star-telegram.com/news/local/community/fort-worth/article124364459.html#storylink=cpy>



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Amanda Wilson
(817) 695-9284
awilson@nctcog.org

Input Requested on Work Program Modifications, List of Funded Projects

North Texans can review, give input on recommendations online

Dec. 12, 2016 (Arlington, Texas) – North Texans are encouraged to review and comment on proposed modifications to the Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) and Transportation Improvement Program (TIP) online at www.nctcog.org/input. These efforts are important to improving air quality and advancing transportation plans in the Dallas-Fort Worth area.

The UPWP is a federally required document prepared every two years by NCTCOG in cooperation with transportation providers and local governments. It provides a summary of transportation and related air quality planning tasks conducted by the metropolitan planning organization. Proposed modifications to the Fiscal Year 2016 and Fiscal Year 2017 UPWP are available for public review and comment.

Additionally, staff maintains a comprehensive list of funded transportation projects known as the TIP. Projects with committed funds from federal, state and local sources are included in the document. To maintain an accurate project listing, it is updated on a regular basis and modifications to the TIP are also available for public review and comment.

Lastly, Governor Greg Abbott has submitted Texas' recommended ozone nonattainment area under the 2015 National Ambient Air Quality Standard of 70 parts per billion. The previous standard was 75 ppb. The nonattainment recommendation for North Central Texas, which will be available as an information item, includes the existing 10-county nonattainment area, with the addition of Hood County. The Environmental Protection Agency will review all state submissions and anticipates announcing the final designations in October 2017.

Regional Transportation Input Opportunity Details

Information will be available online at www.nctcog.org/input for public review and comment Dec. 13, 2016 - Jan. 11, 2017. To request printed copies of the information, call (817) 608-2365 or email cbaylor@nctcog.org.

Submit comments and questions through one of the following methods:

E-mail: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: (817) 640-3028

Phone: (817) 695-9240

Mail: P.O. Box 5888, Arlington, Texas 76005

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

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

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

(L17-01)

January 6, 2017

Mr. Peter D. Espy
Rail Division Director
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483

Subject: Dallas-Fort Worth Core Express Service Project Environmental Process Funding

Dear Mr. Espy:

The Texas Department of Transportation (TxDOT) and the North Central Texas Council of Governments (NCTCOG), serving as the Metropolitan Planning Organization for the Dallas-Arlington-Fort Worth region, have successfully partnered on many transportation projects including current efforts for the Dallas-Fort Worth (DFW) Core Express Service (CES) high-speed passenger rail project. NCTCOG believes great benefits are realized through our collaborative efforts.

The collaborative DFW CES National Environmental Policy Act (NEPA) efforts are currently funded with federal American Reinvestment and Recovery Act (ARRA) funds. These funds are set to expire on September 30, 2017. This funding availability deadline may not allow for NEPA process completion and receipt of a federal Record of Decision. Should the ARRA funding availability deadline remain as September 30, 2017, NCTCOG proposes to provide funding of approximately \$3,000,000 to complete the NEPA process. This funding backstop strategy is subject to Regional Transportation Council approval at its January 12, 2017, meeting. It is also contingent on NCTCOG's and TxDOT's agreement on a continued, seamless project management structure agreeable to the Federal Railroad Administration. This funding strategy would allow TxDOT staff and their consultants to continue the DFW CES environmental process efforts without interruption.

Mr. Peter D. Epsy
Page Two

January 6, 2017

We look forward to continuing our partnership with TxDOT on this important project. Please contact me at 817-695-9241 if you would like to discuss this further.

Sincerely,



Michael Morris, P.E.
Director of Transportation

KDF:cmg/al

cc: Mr. Marc Williams, P.E., Deputy Executive Director, Texas Department of Transportation
The Honorable Victor Vandergriff, Commissioner, Texas Transportation Commission
Mr. Mark Werner, Rail Planning Section Director, Texas Department of Transportation
Mr. William Meadows, Chairman, Commission for High-Speed Rail in the Dallas/Fort Worth Region

Certification of Regional Transportation Council Approval:

I hereby certify that this commitment was approved by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on January 12, 2017.

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

Gary Fickes, Secretary
Regional Transportation Council
Commissioner, Tarrant County

Clean Cities Annual Report and Fleet Recognition



**Regional Transportation Council
Mindy Mize**

January 12, 2017



**Dallas-Fort Worth
CLEAN CITIES**



Metropolitan Transportation Plan Policy Bundle



Voluntary List of Policies

**50% Adoption of Relevant Policies to be Eligible for
Transportation Development Credits to Help Offset
Future Projects**

**Clean Fleet Policy Applicable for: Cities, Counties, NTTA,
School Districts, Transit Agencies, TxDOT**



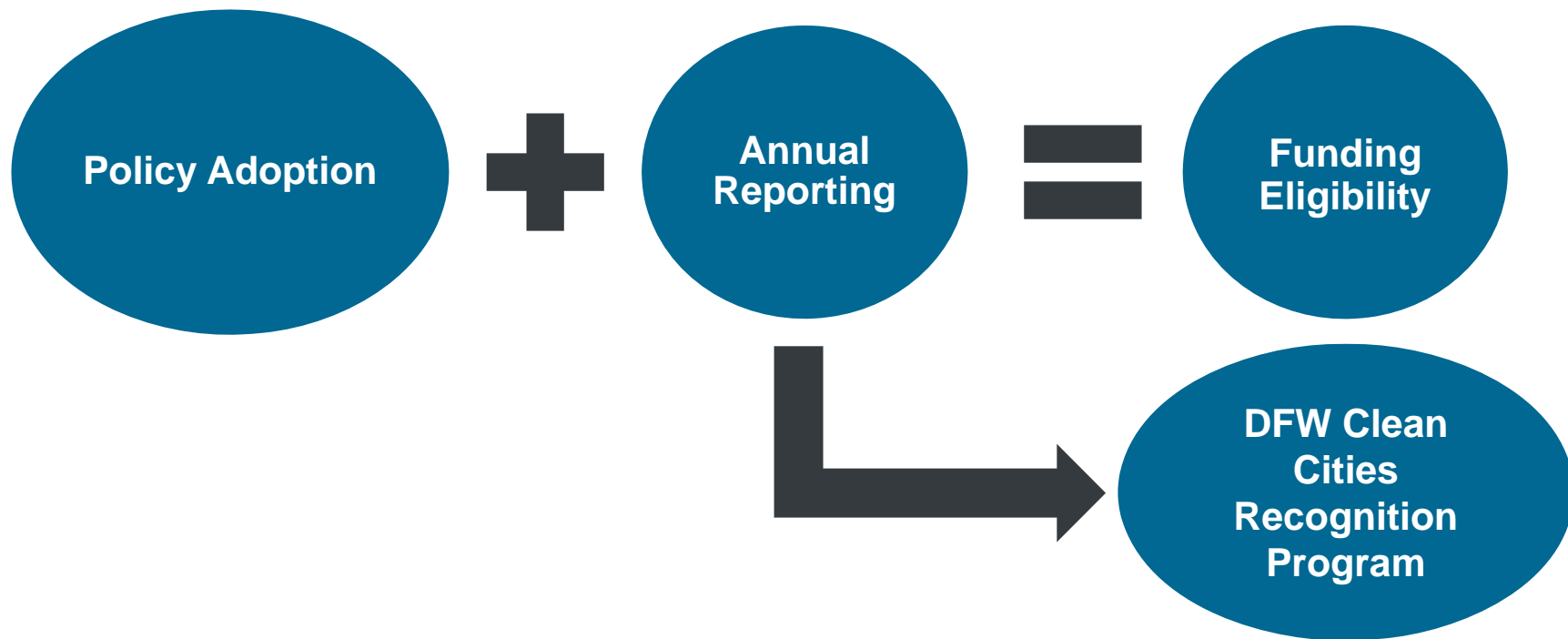
Air Quality: Clean Fleets

Air Quality: Clean Construction

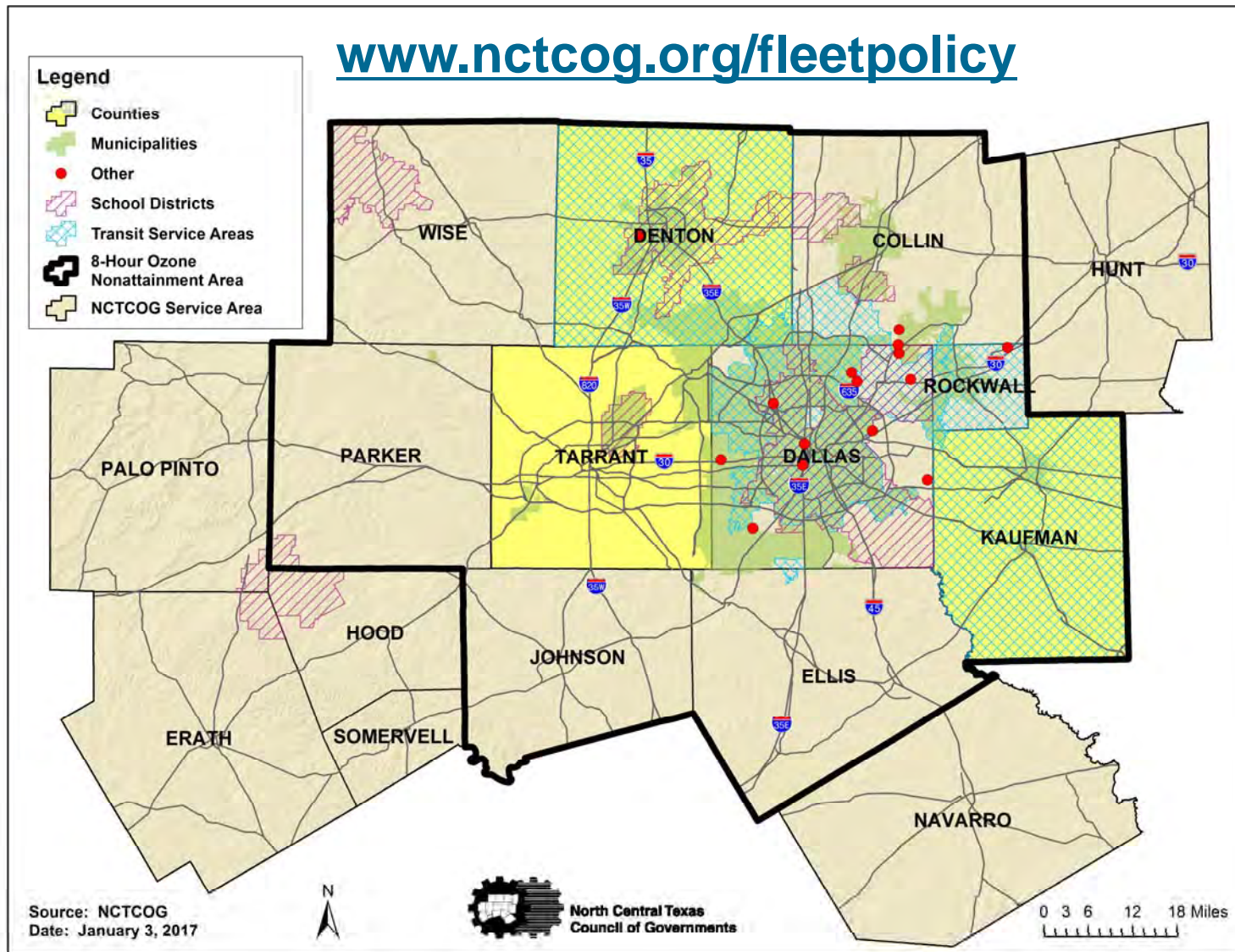
Air Quality: Idling Restrictions

www.nctcog.org/policybundle

RTC Funding Eligibility



Clean Fleet Policy Adoptees





DOE Goal to Save 2.5 Billion Gallons of Petroleum Per Year by 2020

DFWCC Goal to Increase Petroleum Reduction by 15% Every Year

Combined Effort with Clean Fleet Policy

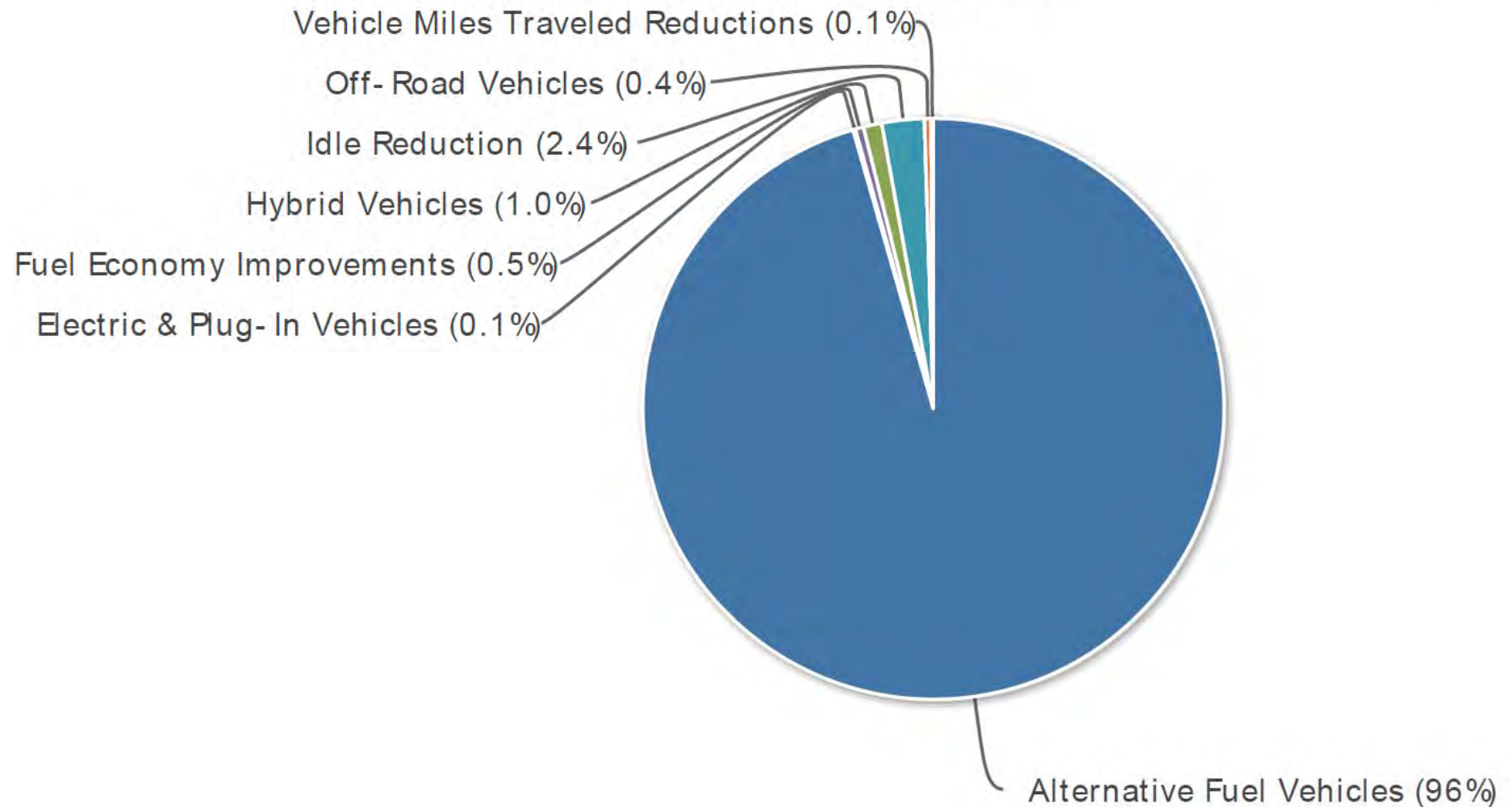
Report due March 1 Annually

www.dfwcleancities.org/annualreport

2015 Petroleum Reduction



23,255,172 gallons



Policy Goals and Recognition Criteria



Emissions Reductions

Anti-idling Policy

Training and Orientation

On-board Technology

Vehicle Prioritization

Fuel Reduction

Eco-driving Policy

Right-sizing Vehicles to
Operation

Alternative Fuel/Hybrid
Vehicles

Partnership

Promotion of Clean Fleet
Policy/DFWCC to Partners

Active in DFWCC Activities

Reduce Environmental Impacts

Annual Reporting

Familiarity with Air Quality and Petroleum Reduction Goals

New Hire Orientation

Driver Pledges

Attend NCTCOG Trainings

Performance and Recognition

Shared Resources

Outstanding Fleet Award Winners



Silver Awards

City of Euless
City of Carrollton
Town of Addison

Bronze Awards

City of Coppell
City of Fort Worth
City of Grapevine
City of Richardson
City of Rockwall
City of Southlake
Dallas Area Rapid Transit
Denton ISD
Town of Flower Mound

Outstanding Fleet



**Dallas-Fort Worth
CLEAN CITIES**



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Dallas-Fort Worth
CLEAN CITIES

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817-695-9232

Regional Transportation Council Attendance Roster
January 2016-December 2016

RTC MEMBER	Entity	1/14/16	1/20/16	2/11/16	3/10/16	4/14/16	5/12/16	6/16/16	7/14/16	8/11/16	9/8/16	10/13/16	11/10/16	12/8/16
Monica R. Alonzo (07/15)	Dallas	P	E	P	P	P	P	P	E	P	P	P	P	P
Bruce Arfsten (08/15)	Addison	P	P	P	P	P	P	P	P	P	P	P	P	P
Douglas Athas (06/13)	Garland	P	E	P	E(R)	P	P	P	P	P	P	P	P	P
Brian Barth (09/13)	TxDOT, FW	P	P	P	P	E(R)	P	P	P	P	P	P	P	P
Sara Bagheri (12/16)	Denton	--	--	--	--	--	--	--	--	--	--	--	--	P
Carol Bush (01/15)	Ellis Cnty	P	A	P	P	P	P	P	E	P	A	P	P	E
Mike Cantrell (1/07)	Dallas Cnty	E(R)	E	P	P	P	P	P	A	P	P	P	R	E
David L. Cook (05/16)	Mansfield	--	--	--	--	--	E	P	E	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	E	P	P	E(R)	P	P	P	E(R)	E	P	P
Andy Eads (1/09)	Denton Cnty	P	A	P	P	P	P	P	A(R)	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	P	P	P	P	P	E	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	P	P	P	P	E	P	E(R)	P
Sandy Greyson (11/11)	Dallas	P	E	P	E	P	P	P	E(R)	P	P	P	P	E
Mojoy Haddad (10/14)	NTTA	P	A	P	P	P	A	P	P	A	P	P	P	E
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	P	P	P	P	A	P	E	P	P
Clay Jenkins (04/11)	Dallas Cnty	P	P	P	A	P	P	P	E	A	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	E(R)	P	P	P	A(R)	P	P	P	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P	E(R)
Lee Kleinman (09/13)	Dallas	E	P	E	P	P	P	P	P	P	P	P	P	E
Brian Loughmiller (04/15)	McKinney	P	A	A	P	P	P	P	P	E(R)	P	P	P	P
David Magness (06/13)	Rockwall Cnty	E(R)	A	P	P	A	P	P	A(R)	P	P	A	P	E
Scott Mahaffey (03/13)	FWTA	P	E(R)	P	P	E(R)	P	P	P	P	P	P	P	P
Matthew Marchant (07/08)	Carrollton	P	A	P	P	E	P	P	A	P	A	A	P	P
Maher Maso (10/08)	Frisco	P	E	E(R)	P	E(R)	E(R)	P	P	P	P	E(R)	P	P
B. Adam McGough (07/16)	Dallas	--	--	--	--	--	--	--	P	P	P	E	P	P
Cary Moon (06/15)	Fort Worth	P	P	E(R)	P	P	E(R)	P	P	E	P	P	P	P
Stan Pickett (06/15)	Mesquite	P	A	P	E	A	P	P	A	P	E(R)	P	E(R)	P
Mark Riley (1/09)	Parker Cnty	P	P	P	P	P	P	P	E(R)	P	P	E(R)	E	P
Kelly Selman (02/15)	TxDOT, Dallas	P	P	P	P	E(R)	P	P	P	P	P	P	P	E(R)
Gary Slagel (11/15)	DART	P	P	P	P	P	P	P	P	P	P	P	P	P
Lissa Smith (6/12)	Plano	P	P	A	P	P	P	P	P	P	P	P	P	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	P	P	E(R)	P	P	P
Casey Thomas II (07/16)	Dallas	--	--	--	--	--	--	--	E	A	A	A	A	E
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	A(R)	P	E	P	P	P	E(R)	P	P
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	P	P	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
January 2016-December 2016**

RTC MEMBER	Entity	1/14/16	1/20/16	2/11/16	3/10/16	4/14/16	5/12/16	6/16/16	7/14/16	8/11/16	9/8/16	10/13/16	11/10/16	12/8/16
Bernice J. Washington (4/09)	DFW Airport	P	E	P	P	P	P	E	P	P	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E(R)	P	P	E	E	P	E	P	P	P	E	P	E
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	E(R)	P	E(R)	E(R)	E(R)	P	E	E	P	P	E(R)	E
Erik Wilson (07/15)	Dallas	P	E	A	P	P	P	P	E	P	A	P	P	E
W.B. "Zim" Zimmerman (9/12)	Fort Worth	A(R)	A(R)	P	P	P	P	E	E(R)	P	P	E(R)	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
October 2015-October 2016

STTC MEMBERS	Entity	10/23/15	12/4/15	1/22/16	2/26/16	3/25/16	4/22/16	5/27/16	6/24/16	7/22/16	8/26/16	9/23/16	10/28/16
Antoinette Bacchus	Dallas County	P	P	P	P	P	P	A	P	P	P	P	A
Micah Baker	Dallas County	--	--	--	--	--	--	--	P	A	P	A	P
Bryan Beck	Fort Worth	P	P	P	A	P	P	A	P	P	P	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	--	--	--	--	--	--	--	P	A	P	P	P
Kristina Brevard	DCTA	P	R	P	R	P	P	P	R	P	P	P	P
Keith Brooks	Arlington	P	P	R	P	A	P	P	P	P	R	P	A
John Brunk	Dallas	P	P	P	A	P	P	P	A	P	P	P	P
Mohammed Bur	TxDOT, Dallas	A	A	A	P	A	A	A	P	P	P	P	P
Loyl Bussell	TxDOT, FW	A	P	P	P	P	P	P	A	P	P	P	P
Dave Carter	Richardson	P	A	P	P	A	P	P	P	P	P	A	P
Kent Collins	Coppell	--	--	--	--	--	--	--	--	--	--	P	P
John Cordary, Jr.	TxDOT, FW	P	P	P	P	A	P	P	P	P	P	P	P
Hal Cranor	Eules	P	P	P	P	A	P	A	P	P	P	P	P
Clarence Daugherty	Collin County	P	R	A	P	P	P	A	P	P	R	R	R
Chad Davis	Wise County	A	P	A	P	P	P	P	P	A	P	P	A
Greg Dickens	Hurst	R	R	R	R	A	R	R	R	R	R	A	R
David Disheroon	Johnson County	P	P	P	A	A	A	P	P	P	A	P	P
Massoud Ebrahim	Greenville	R	P	P	P	A	A	P	P	P	P	P	P
Chad Edwards	DART	P	A	P	P	P	P	P	A	A	P	P	P
Claud Elsom	Rockwall County	P	P	P	P	A	P	P	P	P	P	P	P
Keith Fisher	Keller	A	P	P	R	A	P	P	P	R	P	A	R
Eric Fladager	Fort Worth	A	P	P	P	A	A	P	A	A	P	P	A
Chris Flanigan	Allen	P	P	P	P	P	P	P	R	P	R	P	P
Ann Foss	Arlington	--	--	--	--	--	--	--	P	P	P	P	P
Gary Graham	McKinney	P	R	P	R	R	P	R	P	R	P	R	P
Tom Hammons	Carrollton	A	A	A	A	P	A	A	A	A	A	P	A
Ron Hartline	The Colony	--	--	--	--	--	--	--	--	R	P	R	P
Michael Hasler	Duncanville	P	P	P	A	P	P	P	P	P	P	A	P
Curvie Hawkins	FWTA	P	P	P	A	P	A	A	A	P	P	P	P
Mark Hines	McKinney	--	--	--	--	--	--	--	P	A	A	A	A
Chris Holsted	Wylie	A	P	P	A	A	P	P	P	A	P	A	R
Matthew Hotelling	Flower Mound	A	P	P	P	A	P	P	P	P	P	A	P
Kirk Houser	Dallas	P	A	P	P	P	P	P	P	P	P	A	P
Terry Hughes	Parker County	P	P	P	P	A	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	A	A	R	P	A	R	A	P	P	P	P	P
Thuan Huynh	Garland	--	--	--	P	P	A	P	P	P	P	P	A
Paul Iwuchukwu	Arlington	A	P	A	P	A	P	A	P	P	P	A	P
Joseph Jackson	Ellis County	P	P	P	P	A	A	P	A	P	P	P	P
Tim James	Mesquite	P	A	A	P	P	A	A	P	A	A	A	A
David Jodray	Fort Worth	A	A	A	P	A	R	P	P	A	P	P	P
Kelly Johnson	NTTA	P	A	A	A	A	A	A	A	A	A	A	A

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster
October 2015-October 2016

STTC MEMBERS	Entity	10/23/15	12/4/15	1/22/16	2/26/16	3/25/16	4/22/16	5/27/16	6/24/16	7/22/16	8/26/16	9/23/16	10/28/16
Tom Johnson	DeSoto	P	P	P	P	A	A	P	P	A	P	P	P
Sholeh Karimi	Grand Prairie	P	P	P	A	P	P	P	A	P	P	P	A
Paul Knippel	Frisco	--	--	--	--	--	--	--	P	R	A	P	A
Chiamin Korngiebel	Dallas	P	P	P	P	P	A	A	A	A	A	P	P
Richard Larkins	Grapevine	P	A	P	P	A	P	A	A	A	P	P	P
Paul Luedtke	Garland	P	P	P	P	A	P	A	P	P	A	P	P
Stanford Lynch	Hunt County	P	R	A	P	P	P	P	P	R	P	P	P
Rick Mackey	TxDOT, Paris	A	P	P	P	P	A	P	P	P	P	P	P
Srini Mandayam	Mesquite	R	P	R	P	A	P	A	R	R	R	R	R
Laura Melton	Burleson	A	A	P	A	A	P	A	A	P	P	P	P
Brian Moen	Frisco	A	A	P	A	P	R	A	A	A	A	A	A
Cesar Molina, Jr.	Carrollton	P	R	P	P	A	A	A	P	P	P	A	P
Lloyd Neal	Plano	A	P	P	P	A	A	P	P	P	P	P	P
Mark Nelson	Denton	P	P	A	P	P	P	P	R	P	P	P	P
Jim O'Connor	Irving	P	P	A	P	P	P	P	P	P	P	A	P
Kenneth Overstreet	Bedford	--	--	A	A	A	P	A	A	A	A	R	P
Kevin Overton	Dallas	P	P	P	P	P	P	P	A	P	P	P	A
Dipak Patel	Lancaster	P	P	A	P	A	P	P	P	P	R	P	P
Todd Plesko	DART	P	A	P	A	A	A	A	P	A	P	P	P
Shawn Poe	Rowlett	--	--	--	--	--	--	--	--	--	--	--	P
John Polster	Denton County	P	P	P	P	A	P	P	P	P	P	P	P
Daniel Prendergast	Plano	--	--	--	--	--	--	P	P	A	P	A	P
Lisa Pyles	Addison	P	A	A	P	P	A	A	A	A	P	A	P
William Riley	Tarrant County	P	P	P	P	P	P	A	P	P	P	P	P
Greg Royster	DFW Int. Airport	A	P	A	P	P	A	P	A	A	P	P	A
Moosa Saghian	Kaufman County	P	P	P	P	P	P	A	P	A	P	A	P
David Salmon	Lewisville	R	A	P	P	P	P	P	P	P	P	P	P
Elias Sassoon	Cedar Hill	P	P	R	R	P	E	P	P	P	P	P	R
Lori Shelton	NTTA	A	P	P	A	A	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	P
Randy Skinner	Tarrant County	P	P	A	P	A	A	P	A	P	P	P	P
Angela Smith	FWTA	P	P	P	P	A	P	P	P	A	P	A	P
Caleb Thornhill	Plano	A	A	P	P	P	P	P	A	P	A	P	P
Mark Titus	Richardson	R	A	P	P	P	P	P	P	P	P	A	P
Timothy Tumulty	Rockwall	A	P	P	P	P	A	P	P	A	A	P	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	A	P	P	R	P	R	P	P
Daniel Vedral	Irving	A	A	P	A	A	A	P	A	P	A	P	A
Caroline Waggoner	North Richland Hills	P	P	P	P	A	P	P	P	P	P	P	P
Jared White	Dallas	P	P	P	A	P	P	P	P	P	P	A	A
Bill Wimberley	Hood County	P	P	R	P	P	R	A	P	A	P	P	P
Mykol Woodruff	TxDOT, Dallas	P	A	A	P	P	P	P	P	A	A	A	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 28, 2016

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 28, 2016, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Micah Baker, Bryan Beck, David Boski, Kristina Brevard, John Brunk, Mohammed Bur, Loyl Bussell, Dave Carter, Kent Collins, John Cordary Jr., Hal Cranor, Tracy Homfeld (representing Clarence Daugherty), Duane Hengst (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Chad Bartee (representing Keith Fisher), Chris Flanigan, Ann Foss, Gary Graham, Ron Hartline, Michael Hasler, Curvie Hawkins, Tim Porter (representing Chris Holsted), Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Joseph Jackson, David Jodray, Tom Johnson, Chiamin Korngiebel, Richard Larkins, Paul Luedtke, Stanford Lynch, Ricky Mackey, Yang Jin (representing Srini Mandayam), Laura Melton, Cesar J. Molina Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Kenneth Overstreet, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Daniel Prendergast, Lisa Pyles, William Riley, Moosa Saghian, David Salmon, Robert Woodbury (representing Elias Sassoon), Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Caleb Thornhill, Mark Titus, Timothy Tumulty, Gregory Van Nieuwenhuize, Carline Waggoner, Bill Wimberley, and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Tom Bamonte, Berrien Barks, Carli Baylor, Adam Beckom, George Behmanesh, Natalie Bettger, Chris Bosco, Ron Brown, Ken Bunkley, Michael Copeland, Brian Dell, David Dryden, Kevin Feldt, Brian Flood, Jill Hall, Heather Haney, Alan Hendrix, Rebekah Hernandez, Mohammed Howlader, Dan Kessler, Ken Kirkpatrick, Dan Lamers, Bill Lankford, Amanda Long-Rodriguez, Sonny Loper, Jody Loza, James McLane, Tyler McLaughlin, Michael Morris, Bailey Muller, Jenny Narvaez, Juan Pablo Verda, Vercie Pruitt-Jenkins, Chris Reed, Christina Roach, Rylea Roderick, Kyle Roy, Russell Schaffner, Samuel Simmons, Chelsea St. Louis, Shannon Stevenson, Dean Stuller, Mitzi Ward, Elizabeth Whitaker, Greg White, Brian Wilson, and Mike Zieminski.

1. **Approval of September 23, 2016, Minutes:** The minutes of the September 23, 2016, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); Richard Larkins (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Endorsement of Collin County Funding Partnership and Roadway Action Plan Update:** Michael Morris presented a continued funding partnership with Collin County related to the Low-Income Repair and Replacement Assistance Program/Low-Income Projects (LIRAP/LIP). Historically, Collin County has not used its LIRAP/LIP funds and entered into a funding partnership with the Regional Transportation Council (RTC) last year to exchange LIRAP/LIP funds for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. The County has requested to continue the partnership for an additional \$3.5 million in CMAQ funds. Collin County will continue to use the CMAQ funds for various air quality projects. Details were provided in Reference Item 3.1. In addition, Mr. Morris provided an update on the Collin County Roadway Action Plan, detailed in Electronic Item 3.2. Efforts are underway to advance what will eventually be Proposition 1 and Proposition 7 projects through joint work with the Texas Department of Transportation

districts. Collin County elected officials often discuss the increase in demographics over the next 25 years and the inadequate roadway system within the county that will not be able to accommodate such an increase. Four initiatives in the county were discussed. The first corridor is US 75 from SH 121 south. Information learned from the SH 161 pilot program using the shoulders during peak periods and for incidents will be implemented. Staff will also be working closely with traffic engineers on other operational improvements. There is not consensus on the best way to improve the corridor long-term. The second corridor is the staged construction of the Collin County Outer Loop. Portions of the corridor are cleared for an eventual freeway, with a two-directional frontage road in the interim. The third corridor is US 380 through the center of McKinney. Efforts will include a countywide study, as well as a study for a potential bypass around northern McKinney. The fourth corridor is the Collin County Strategic Transportation Initiative. There is no convenient north/south thoroughfare system west of Lake Lavon. Staff will study non-tolled north/south roadway needs and opportunities. A motion was made to endorse Regional Transportation Council approval for continuation of a funding partnership with Collin County to exchange Low-Income Repair and Replacement Assistance Program/Low-Income Projects funds for Congestion Mitigation and Air Quality Improvement Program funds as detailed in Reference Item 3.1. John Polster (M); Kristina Brevard (S). The motion passed unanimously.

4. **Highlights of the National Shared Mobility Summit and Texas Department of Transportation Technology Efforts:** Tom Bamonte presented highlights of the recent National Shared Mobility Summit. Shared mobility includes many initiatives such as bike sharing, car sharing, ride sourcing, ride sharing, transit, and taxi. Themes discussed at the Summit included the transportation planning shift from vehicle throughput to accessibility, applications that allow consumers to utilize multiple modes for travel, growth of the shared mobility market, the economic development potential of shared mobility services, and shared autonomous vehicles that may offer additional mobility to citizens. He discussed Boston's recent adoption of an autonomous vehicle policy that prioritizes building a fleet of vehicles that are shared and views mobility as a service. Mr. Bamonte also summarized ongoing transportation technology efforts in Texas. The North Central Texas Council of Governments has been active in the Texas Technology Task Force, convened by the Texas Department of Transportation and organized by the University of Texas at Austin. At the December 1-2 Mobility Summit, teams from across the state will come together to focus on mobility challenges in their respective areas, work through the challenges, share their proposed solutions, and build the foundation for a statewide sharing of information and pilot projects in various technology areas. Mr. Bamonte noted a related mobility technology initiative from the Texas Transportation Institute at Texas A&M University for a \$250 million upgrade to its RELLIS campus in order for the campus to be a place where the private and public sector can test transportation technologies. The initiative is an attempt to bring to Texas similar capabilities as automated vehicle technology testing facilities in California and Michigan. In addition, he noted the City of Austin was a finalist in the United States Department of Transportation Smart Cities competition and has become a catalyst for helping to bring new ideas and pilot programs to the state.
5. **Waze/Request for Partners-Data Sharing Agreement:** Tom Bamonte briefed the Committee on the Waze Connected Citizens Program (CCP) and a proposed Request for Partners for similar data sharing via the 511DFW data portal. He discussed how the region uses data from traffic management centers, travel navigation services, drivers, and vehicle technology. Increasingly, motorists are using apps to report real-time traffic and travel conditions in the region. Mr. Bamonte discussed efforts to develop links between traffic management centers and travel navigation services. Such links will optimize the data

available to travelers via travel navigation services and improve traffic management center operations. An initiative to implement this type of effort in the region is the CCP. Waze established the CCP over two years ago and it has attracted more than 100 cities, departments of transportation, metropolitan planning organizations, and private-sector participants. A video summarizing the CCP was shown at the meeting. In a CCP, a region shares information with Waze such as planned road closures, special events, and unusual incidents that have major impacts. In return, Waze shares its real-time data on crashes, stopped vehicles, objects on the road, and traffic congestion. The CCP also gives the region the ability to access the Waze map and add information such as special events that would require road closures in real time. He discussed the current 511DFW system, noting that this system could serve as the region's data share portal. This portal can be used to distribute information from Waze to the region and back to Waze. Staff proposes to issue a Request for Partners for interest in working with the region on sharing useful transportation-related data using the 511DFW data portal. Next steps include entering into a CCP agreement with Waze, issuing a Request for Partners to encourage other data sharing possibilities using the 511DFW data portal, and working with regional partners to optimize transportation data sharing via 511DFW to improve the efficiency and safety of the region's highway system. Regarding the Shared Mobility Summit, Michael Morris noted recent Metropolitan Transportation Plans and focus on a region of transportation choice. Related to the CCP, he discussed the Texas Department of Transportation website as a resource to locate travel information. He suggested that a workshop may be needed to discuss how to integrate the website information into a tool that is more relevant to the users, such as apps. Staff should look into whether this is the right type of communication versus communicating in real time through user devices or other more efficient options. Kent Collins noted that this initiative is important to be shared as part of the public meeting process. He also discussed the various demographics of users and the possibility that some users are not as connected with technology and may be left out. Tom Bamonte acknowledged his concern and stated it would be addressed.

6. **10-Year Plan/Priorities Final List:** Michael Morris presented staff efforts on the proposed regional priorities covering FY2017-FY2026. A Surface Transportation Technical Committee Workshop will be held at 1:00 pm on November 3 to discuss the specific 10-year project listings. Communication with the Texas Transportation Commission (TTC) regarding projects is necessary before proceeding. Funding categories for project selection include Category 2 (Urban Mobility Corridors) selected by the Regional Transportation Council (RTC), Category 4 (Statewide Connectivity) selected by the Texas Department of Transportation (TxDOT) districts, and Category 12 (Commission Strategic Priority) selected by the TTC. Projects are being evaluated as three different types: 1) previously unfunded commitments or existing facilities under construction needing next phase funding, 2) new freeway projects, and 3) new on-system arterial projects. All of the funds must be allocated to on-system projects, cannot go to transit, and only Category 2 funds can be allocated to projects with a toll component. Mr. Morris highlighted the project selection process for each of the three types of projects. For existing projects, metrics are used to determine how later phases of the projects should be selected. Projects then go through prioritization questions to determine whether the projects should be allocated to Category 2, Category 4, or Category 12. Staff proposes that all toll projects and as many arterial street projects as possible be placed in Category 2 to simplify communication to the TTC. New freeway projects are assessed through HB 20 freeway performance metrics and through prioritization questions. New, on-system arterial projects are also assessed through HB 20 arterial performance metrics and then allocated to categories. He added, allocation amounts assume that the minimum requirements are met for the State's general and energy

revenues and that anticipated Proposition 1 and Proposition 7 funds are received. Mr. Morris highlighted regional funding allocations for the next 10 years. Total funding to the region is approximately \$6.8 billion and split between Category 2, Category 4, and Category 12, with approximately half of the funding in Category 2. Funds have been distributed using the current east/west equity of 32 percent to the west and 68 percent in the east. Staff will be reviewing the east/west equity percentages to determine if reevaluation of the percentages is needed. Staff also reviews the east/west equity totals each quarter in an effort to keep the totals balanced to the correct percentages. Currently, the eastern subregion is over allocated and owes the western subregion approximately \$106 million-\$109 million. Staff proposes that the equity share be balanced closer to the preferred distribution during this effort by moving \$100 million to the east. As a result, regional funding from FY2017 to FY2026 totals \$2.34 billion in the west and \$4.64 billion in the east. Staff must finalize the project listings and balance the project needs with available resources. HB 20 performance measures and projects will be submitted to TxDOT. The TTC is expected to approve projects in 2017. The Regional 10-Year Plan and next 10 years of projects will be presented at North Central Texas Council of Governments public meetings in November, and draft project listings will be provided to the Committee once staff has determined the method of communication to the TTC. Final listings will be presented to STTC and RTC in December for approval.

7. **Aviation Application:** Natalie Bettger provided an overview of the aviation gamification app that was recently developed. In 2012, staff worked with the DFW Aerospace Consortium and Workforce Solutions of Tarrant County to develop an aviation website in order to encourage student interest in the field of aviation and educate them about aviation careers available in the region. To continue those efforts, staff worked with the DFW Aerospace Consortium, the University of Texas at Arlington, and other sponsors to develop an app to further engage students. The free downloadable app, FLYBY, is designed to generate interest in aerospace and aviation careers for elementary, middle, and high school students. The game features six different aircraft modeled after local aerospace companies, including one aircraft character that was designed through a summer program for high school students at the University of Texas at Arlington. The app also includes aerospace and aviation trivia questions for players to answer and collect additional points. Career and technology students from local independent school districts participated in beta testing of the app and staff hopes to provide them with an expression of thanks. An online stat board is available on the North Central Texas Council of Governments (NCTCOG) aviation careers website, www.NCTAviationcareers.com. Current sponsors include Lockheed Martin, Alliance Texas, Airbus, Bell Helicopter, and DFW Regional Aerospace Consortium, and NCTCOG. A card including FLYBY app information was distributed to members at the meeting. Members were encouraged to provide feedback to staff regarding the FLYBY app.
8. **End of Ozone Season:** Jody Loza provided a summary of the 2016 ozone season for the Dallas-Fort Worth (DFW) region, which ends October 31, 2016. A graph showing the number of exceedance days in each ozone season from 1998 to 2016 was highlighted, and it was noted an adjustment was made to the graph based on the new 70 parts per billion (ppb) standard. For the 2016 ozone season, the region has experienced 18 exceedance days. The design values for the 70 ppb standard were also reviewed. Although not officially certified, a large portion of the monitors in the southeast portion of the region are under the 70 ppb standard and monitors in the northwest portion of the region are at or slightly above the current standard. Denton Airport South continues to be the driving monitor at 80 ppb. She noted the historical trend of the design value for the region, specifically noting that the region's design value is at the lowest point since staff began tracking the region's

nonattainment status. These are great accomplishments in the downward trend for the region. Ms. Loza noted that staff has also compared the region's historical design values to demographic data. Analysis shows that while population and vehicle miles travel are trending upward, nitrogen oxide (NO_x) and volatile organic compounds (VOC) are trending downward. Staff also compared historical design values to potential meteorological influences such as temperature, wind speed, and precipitation to determine if there may be meteorological impacts on the design values. In addition, staff reviewed potential impacts such as humidity and barometric pressures. Modeling efforts suggest that there may be a correlation between humidity and NO_x values. In future ozone seasons, staff proposes that impacts of meteorological data, as well as incoming background levels be considered on a daily and site specific basis. This will help staff to potentially develop dynamic, targeted control strategies. Paul Luedtke asked if there is any data that shows the correlation between how much of the decrease in NO_x and VOC over the years can be attributed to more efficient vehicles. Staff indicated that more efficient vehicles do have impacts to the decrease in NO_x and VOC emissions, and discussed the continued importance of initiatives that provide a strategic decrease in emission rates. Michael Morris suggested that staff include average emission rates of vehicles on future comparison graphs.

9. **Regional Idle Reduction Efforts:** Bailey Muller provided an update regarding existing and future idle reduction efforts in the Dallas-Fort Worth region. Idling comprises two of the seven air quality emphasis areas and is one of the easiest and cost effective efforts to implement. In addition, the Mobility 2040 Public Bundle includes idling restrictions as one of the voluntary polices in which agencies can participate. A map identifying jurisdictions with adopted idling restrictions was shown. In 2004, the Texas Commission on Environmental Quality (TCEQ) passed the Locally Enforced Idling Limitations Rule that set idling limitations on heavy-duty vehicles within jurisdictions that adopt the Memorandum of Agreement through TCEQ. A copy of the rule was provided in Electronic Item 9.1. To date, the Dallas-Fort Worth region dominates the State with the most cities and counties to adopt the rule. Staff will continue to promote adoption of the idling rule with remaining cities and counties within the region to create a cohesive anti-idling network. Existing resources used to promote adoption of the idling rule were highlighted, including a Turn it Off! Clean Air for North Central Texas video developed by staff. A clip of the video was shown at the meeting. Next steps for the Engine Off North Texas campaign include increasing adoption of the State idling rule across the region and using funds from the Idle Free School Zones grant to determine if idle reduction campaigns on school campuses can effectively reduce emissions in the region. Additionally, staff is working with other regions across Texas within an Idling Working Group to collaborate on efforts and resources to reduce idling statewide within a consistent, collective campaign. The next meeting of the working group will be in January 2017 and staff will discuss the direction and priorities for the Texas idling reduction efforts in the future. To be most effective and relevant in the region, a survey was developed and members were asked to respond. A copy of the survey is available at www.surveymonkey.com/r/NCTCOGidlereduction. Additional details about regional idle reduction efforts were provided in Electronic Item 9.2 and is available at www.EngineOffNorthTexas.org.
10. **Fast Facts:** Jill Hall noted that chocolates were distributed to members in celebration of the North Central Texas Council of Governments' 50th Anniversary.

Rebekah Hernandez provided an update to members regarding the draft Regional Transportation Council (RTC) Legislative Program for the upcoming Legislative Session, provided in Electronic Item 10.1. The draft RTC Legislative Program is made up of three

sections: 1) recognize and continue progress made toward improving transportation and air quality during recent legislative sessions, 2) invest in further progress toward meeting transportation and air quality needs, and 3) provide support for other topics to be addressed in legislation. Action will be requested to approve the draft RTC Legislative Program at the November 10, 2016, RTC meeting.

Brian Wilson noted an automated vehicle fact sheet was provided in Electronic Item 10.2. The fact sheet includes information on the use of technology and how it can improve transportation.

Carli Baylor noted a summary of September 12, 14, and 20, 2016 public meetings was provided in Electronic Item 10.3. Topics included FY2016-FY2017 Unified Planning Work Program modifications, the Regional 10-Year Plan, fleet funding opportunities, and marketing efforts for the DFW Connector Pilot Program. Reference Item 10.11, distributed at the meeting, included an announcement for the November 7, 9, and 15, 2016 public meetings. Topics will include the Regional 10-Year Plan project listings and public involvement techniques.

Rachel Linnewiel highlighted current air quality funding opportunities for vehicles. The Emissions Reduction Incentive Grants Program is open, with funds available to replace or upgrade older on-road and non-road heavy-duty vehicles, stationary equipment, and others. Workshops regarding the grant program are scheduled for Thursday, November 17, 2016, in the morning and afternoon. Texas Commission on Environmental Quality staff will present an overview of the funding program and be available to answer questions. In addition, both the Texas Emissions Reduction Plan Texas Clean School Bus Program and the School Rebate Program from the Environmental Protection Agency will stop accepting applications on November 1. Details about current funding opportunities are available at Electronic Item 10.4.

Rachel Linnewiel also provided information about the Dallas-Fort Worth National Drive Electric Week, held in September 2016. The event attracted over 400 registered attendees and was the 4th largest event of its kind in the country. Region Transportation Council member Mike Taylor and State Representative Giovanni Capriglione spoke at the event about the impact of electric vehicles on air quality and on the regional statewide economy. Photos and summary statistics were provided in Electronic Item 10.5.

Daniel Snyder announced the upcoming Transportation Alternatives Set-Aside Program Call for Projects. Previously the Transportation Alternatives Program, under the Fixing America's Surface Transportation Act the program was reorganized and rebranded as the Transportation Alternatives Set-Aside Program. Projects eligible under this program generally include on-street and off-street bicycle and pedestrian facilities, multimodal connections to public transportation, and safe routes to school projects. Draft information about the 2017 Transportation Alternatives Set-Aside Call for Projects will be presented for public review and comment at the next Bicycle and Pedestrian Advisory Committee (BPAC) meeting on November 16. Revisions will be made based on feedback from the BPAC meeting and approval will be requested at the December 2, 2016, Committee meeting. If approved, the Call will open in mid-December and an application workshop will be held December 14 from 10 am-12 pm. Staff will review application submittal requirements, eligible projects, and answer questions.

Rylea Roderick noted that the submittal deadline for the February 2017 Transportation Improvement Program/Statewide Transportation Improvement Program modifications was close of business the day of the meeting.

Camille Fountain announced the upcoming Traffic Incident Management Executive Level course scheduled for November 3, 2016. The two-hour course is a high-level overview of the benefits of incident management, importance of reducing risk to first responders, upcoming funding opportunities, and photogrammetry. Details, including registration information and agency attendance summary tables, were provided in Electronic Item 10.6.

James McLane noted the Mobility 2040 Executive Summary was distributed to members at the meeting. Additional copies are available and additional information can be viewed at www.nctcog.com/mobility2040.

Jenny Narvaez noted the Environmental Protection Agency will soon announce updated motor vehicle emission budgets, nitrogen oxides and volatile organic compound emission limits the region is bound to for conformity determinations. These new limits will become effective 15 days after published in the *Federal Register*. The region will then have two years to receive an adequate determination using the new emission budgets. Details were provided in Electronic Item 10.7.

Shawn Dintino discussed the AirCheckTexas Repair and Replacement Assistance program, and noted staff discovered that some popular vehicles participants could previously purchase were no longer being allowed because they were classified under new Tier 3 emissions standards. The Texas Commission on Environmental Quality (TCEQ) interpreted the program rules to exclude Tier 3 vehicles. TCEQ would need to undergo rulemaking to modify existing regulations. North Central Texas Council of Governments staff found that the emissions levels of Tier 3 vehicles were equal to or better than currently allowed. Correspondence was provided to TCEQ and a response has been received that will immediately allow Tier 3 vehicles to be eligible. The TCEQ will continue to move forward with the rulemaking, but immediately allowing the Tier 3 vehicles will help to increase participation months ahead of the rulemaking process. Details were provided in Electronic Item 10.8.

Dan Kessler reminded members that the November/December Surface Transportation Technical Committee meetings will be combined due to the holidays, and the next meeting will be held on Friday, December 2, 2016.

The current Local Motion was provided in Electronic Item 10.9, and transportation partner progress reports were provided in Electronic Item 10.10.

11. **Other Business (Old and New):** There is no discussion on this item.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 2, 2016, at the North Central Texas Council of Governments.

The meeting adjourned at 3:10 pm.



January 2017

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

FWTA receives \$499M grant for TEX Rail line

The Fort Worth Transportation Authority received a \$499 million grant from the Federal Transit Administration in December, giving full funding to the 27-mile TEX Rail commuter line between Fort Worth and DFW International Airport. The \$1.034 billion project, which will also serve North Richland Hills and Grapevine, is expected to be complete in 2018. For more information, visit www.texrail.com.

Calendar

January 5, 10 am
DRMC-TRTC Joint meeting
 Globe Life Park in Arlington
 1000 Ballpark Way
 Arlington, TX 76011

January 12, 1 pm
Regional Transportation Council
 Transportation Council Room
 616 Six Flags Drive
 Arlington, TX 76011

January 27, 1:30 pm
Surface Transportation
Technical Committee
 Transportation Council Room
 616 Six Flags Drive
 Arlington, TX 76011

RTC approves \$6.9 billion in transportation projects

The Regional Transportation Council in December approved a 10-year plan of projects for the 12-county area worth \$6.9 billion. The allotment includes Category 2 funds, which have not been allocated to the region since 2004. These funds are used to implement mobility and capacity projects in the region. Projects were evaluated and selected using a series of performance metrics and grouped into the following categories:

- Previously unfunded commitments or existing facilities needing the next phase of funding
- New freeway projects
- New arterials on the state highway system

The eastern side of the region will receive about \$4.6 billion, while the west will get \$2.3 billion.

Each county is projected to receive funding based on its forecast congestion level in 2040. Dallas County is in line to get \$2.5 billion. Tarrant County will receive \$2.1 billion. In the east, US Highway 380, a new north-south arterial in Collin County and Interstate Highway 35E, Phase 2 are among the major projects. In the west, IH 20 (between IH 820 and US 287), IH 820 (between Meadowbrook Drive and US 287) and SH 199 are among the largest projects.

The 10-year plan was required by House Bill 20, which also mandates the state and metropolitan planning organizations use performance-based planning and project selection, and develop criteria to consider congestion, safety, economic development, available funding, air quality and socioeconomic effects. The final list was submitted to the Texas Department of Transportation in accordance with HB 20 requirements.

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department



North Central Texas
 Council of Governments

RTC sets its priorities for 84th Legislature



With lawmakers preparing to return to Austin for the 85th Legislature, the Regional Transportation Council has approved a Legislative Program that aims to continue recent improvements in transportation and air quality, invest in further progress to meet the region's needs and provide support for additional transportation topics that may be addressed.

The Texas Legislature has taken steps over the past four years to fund transportation and, as a result, new sources of revenue are available across Texas and the region. Proposition 1, Proposition 7 and the end to diversions of the state's gas tax to non-transportation purposes will each provide the state with more transportation revenue.

In addition, after years of limited funding, the Legislature reinstated funds for the AirCheckTexas Program and Local Initiative Projects (LIP). The RTC supports the progress made during recent legislative sessions, specifically the continued full appropriation of these revenues to fund transportation and air quality programs.

Retaining the ability to use tolling, managed lanes, debt financing and public-private partnerships, and allowing eminent domain authority for rail, roadways and trails are also goals of the RTC this session. Support is also offered for efforts to us performance-based transportation planning.

The RTC also seeks to invest in further progress to meet transportation and air quality needs. The RTC supports identifying additional revenue for transportation and authorizing the use of a Comprehensive Development Agreement (CDA) for the Interstate Highway 635 East project from US Highway 75 to IH 30 as methods to meet the region's transportation needs.

Additional CDA projects may be supported at a later date. Related to air quality, the RTC seeks to appropriate AirCheckTexas' residual balance of previously collected funds, as well as increase the program's flexibility to better balance demand.

The RTC will provide support for additional transportation areas that improve air quality, increase safety, relieve congestion, work to implement all modes of transportation, utilize innovative technology, support land-use and transportation connections and more. For more details on the RTC's Legislative Program, visit www.nctcog.org/trans/legislative.

Fact or fiction: Your vehicle needs time to warm up in the winter

You have heard the idea: In winter, your car needs time to warm up before you can drive it. In reality, idling for more than a few seconds in cold weather has no benefit at all. According to experts, no more than 30 seconds of idling on winter days is needed to warm up your car.

Additionally, the Environmental Protection Agency and Department of Energy explain that your car will actually heat up *faster* when being driven. The idling myth is not only wrong, but leads to additional and avoidable costs such as wasting fuel and emitting excessive air pollutants. Answer: Fiction.

ROAD SAFETY

Safe Phone Zones announced for rest areas

The Texas Department of Transportation recently announced the implementation of Safe Phone Zones at 55 [Safety Rest Areas](#) and [Travel Information Centers](#) (TICs) across Texas.

The GEICO-sponsored Safe Phone Zones are part of TxDOT's Sponsor Acknowledgement Program, which seeks companies to fund various benefits for drivers – such as free Wi-Fi at Safety Rest Areas and TICs – in exchange for receiving public recognition through highway signage.

Sponsorship funds pay for free Wi-Fi service for travelers at high-traffic rest areas and TICs, while the highway signs encourage safer driving habits by reminding motorists to utilize their mobile devices only while stopped at the convenient facilities. Free Wi-Fi service is available at [22 Safety Rest Areas](#) with more available in the coming months.

TxDOT currently has 80 Safety Rest Areas and 12 TICs placed strategically throughout the state. These facilities are essential safety features on the highway system as they allow drivers to rest and get travel information.

— TxDOT

North Texas could lead in vehicle automation

A group from Texas has submitted a proposal to turn the state into a “proving ground” for automated vehicles. The submission was a response to the US Department of Transportation's request for proposals from areas seeking to become leaders in the development of the technology. Following the recent Texas Mobility Summit in Austin, transportation leaders worked together on the proposal for Texas. And North Texas is prominently featured because of three complementary test environments:

- The University of Texas at Arlington, a major academic institution where AVs could be tested at low speeds on campus
- An extensive street system in Arlington for testing AVs at low to moderate speeds
- Interstate Highway 30 between Dallas and Fort Worth, which contains a reversible, protected managed lane where AVs could be tested at highway speeds

The summit has led to the formation of Texas Innovation Alliance, involving state, regional and local groups working together to advance transportation technology. The first order of business of the alliance was to apply to become an automated vehicle proving ground.

DFW Clean Cities recognizes leading fleets

The Dallas-Fort Worth Clean Cities Coalition recognized 12 local governments and agencies in December for outstanding work performed by their fleet departments. These leading fleets are setting examples by operating alternative fuel vehicles, reducing their idling and educating employees about fuel conservation. They are also frequently exploring new ways to lessen the environmental impact in the neighborhoods where they operate. Three fleet operators received Silver designation. They were: Carrollton, Addison and Euless. The others achieved Bronze status. They were: Coppell, Dallas Area Rapid Transit, Southlake, Grapevine, Flower Mound, Denton ISD, Rockwall, Richardson and Fort Worth.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**The Fort Worth
Transportation Authority**
FWTA.org

**Texas Department
of Transportation**
TxDOT.gov

By the Numbers

\$6.9 billion

The value of projects selected by the RTC as part of its 10-year plan.

PUBLIC *Involvement*

Transportation Alternatives funding open

Approximately \$23 million of Transportation Alternatives funding is available for active transportation and Safe Routes to School projects in the 12-county NCTCOG metropolitan planning area through a recently opened call for projects.

Approximately \$15 million will be allocated to projects on the eastern side of the region, while approximately \$8 million will be awarded to projects in the west.

Project awards may range from \$150,000 to \$5 million, and awarded projects must provide a minimum 20 percent local cash match.

The call for projects is open to local government entities responsible for oversight of transportation and trails. Eligible parties include local governments, transit agencies, school districts, local education agencies and schools.

In general, the following types of projects are eligible for funding:

- On- and off-road pedestrian and bicycle facilities
- Infrastructure projects that improve non-driver access to public transportation and enhance mobility
- Pedestrian and bicycle infrastructure related to Safe Routes to School projects aimed at improving safety and the ability of students to walk and bicycle to school

Applications for the call for projects will be accepted until 5 p.m. February 24. The evaluation process will include scoring by NCTCOG staff, and the recommended projects for funding awards will be reviewed at public meetings in May 2017.

The RTC is expected to select projects in June. For more information on the call for projects, visit www.nctcog.org/tap.

Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation.