

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, July 27, 2018

North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

1:30 – 1:35

1. **Approval of June 22, 2018, Minutes and Recognition of Members**

Action Possible Action Information Minutes: 5

Presenter: Kristina Holcomb, STTC Chair

Item Summary: Approval of the June 22, 2018, meeting minutes contained in [Reference Item 1](#) will be requested, and members concluding their service on the Surface Transportation Technical Committee will be recognized.

Background: N/A

1:35 – 1:35

2. **Consent Agenda**

Action Possible Action Information Minutes: 0

2.1. **Approval of Regional Toll Revenue Funds to Bridge Funding Gap for STAR Transit**

Presenter: Karina Maldonado, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval to utilize previously authorized Regional Toll Revenue (RTR) funds to bridge a funding gap for STAR Transit to ensure continuation of urban service.

Background: In 2016, subrecipient funding agreements with the Texoma Area Paratransit System (TAPS) for the use of Federal Transit Administration (FTA) Urbanized Area Formula Program funds were terminated. Remaining FTA funds were reprogrammed to regional partners for use within the Dallas-Fort Worth-Arlington urbanized area through the February and August 2017 revisions to the 2017-2020 Transportation Improvement Program. The RTC approved the use of these funds by STAR Transit for the provision of urban transit services. Due to various delays in finalizing the transfer of funds into an FTA-approved grant, STAR Transit is facing suspensions of urban service until the FTA funds become available.

Staff will request authorization to temporarily utilize existing RTR funds previously authorized by the RTC for transit projects in an amount not to exceed \$250,000 to ensure continuation of urban transit services by STAR Transit. Once the FTA funds become available, all expenses paid with RTR funds will be reimbursed. All federal requirements will apply

to ensure federal reimbursement to the North Central Texas Council of Governments is eligible. More information is provided in [Electronic Item 2.1](#).

Performance Measure(s) Addressed:

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

2.2. Clean Fleets North Texas 2018 Call for Projects Funding Recommendation

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 call for projects (CFP).

Background: The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2018 CFP to award grant funds for diesel vehicle or equipment replacement projects in North Central Texas. Applications are accepted on a modified first-come, first-served basis with monthly application deadlines. Staff has completed review and emissions quantification of applications received since the last Committee approval and has developed funding recommendations. This call for projects is funded through the Environmental Protection Agency's National Clean Diesel Funding Assistance Program and Texas Commission on Environmental Quality Supplemental Environmental Project. This initiative is an extension of clean vehicle efforts listed as weight-of-evidence in the Dallas-Fort Worth 2016 Eight-Hour Attainment Demonstration State Implementation Plan. [Electronic Item 2.2.1](#) provides an overview of the call for projects. [Electronic Item 2.2.2](#) provides detailed project listings.

Performance Measure(s) Addressed:

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

2.3. \$5 Million Loan to Addison for the Cotton Belt

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of a \$5 million loan to the City of Addison for use towards its commitment on the Cotton Belt Rail Line.

Background: The City of Addison committed \$5 million to Dallas Area Rapid Transit (DART) for construction of the Cotton Belt Rail Line. In order to proceed to the next implementation phase, DART needs to have an agreement in place to receive these funds by

August 14, 2018. Addison is unable to execute such an agreement and pay DART prior to construction completion. Therefore, DART and Addison have jointly approached the North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC) with a proposal for the RTC to contribute Addison's \$5 million commitment up front in Fiscal Year (FY) 2019 with federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Addison would return funds back to the RTC starting in FY2022 (anticipated construction completion year). Payback is anticipated for 10 years or less. NCTCOG staff proposes an interest rate of 1.8 percent (similar to the amount NCTCOG receives for Regional Toll Revenue funds plus 1 percent).

Performance Measure(s) Addressed:

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

1:35 – 1:45

3. **2017-2018 Blue-Green-Grey Application for New Ideas Round 2**

Action Possible Action Information Minutes: 10

Presenter: Emily Beckham, NCTCOG

Item Summary: Staff will provide information regarding the Blue-Green-Grey Application for New Ideas Round 2 funding opportunity, proposals received, and evaluation process. A recommendation for Regional Transportation Council approval to award funding for implementation of selected projects will be requested.

Background: The North Central Texas Council of Governments (NCTCOG) issued the Round 2 Blue-Green-Grey funding opportunity on April 6, 2018. Applications were due on June 1, 2018. Eligible projects were to be in the 12-county Metropolitan Planning Area and address innovative outcomes focused on three elements – Blue (water), Green (environment), and Grey (transportation infrastructure). Eligible applicants could include teams of individuals, private firms, and governmental agencies and could receive a maximum award of \$50,000. NCTCOG will seek approval to proceed with awards for implementation of projects awarded through the 2017-2018 Blue-Green-Grey Application for New Ideas Round 2. [Electronic Item 3.1](#) provides additional information on application scoring. [Electronic Item 3.2](#) reflects NCTCOG staff award recommendations.

Performance Measure(s) Addressed:

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

1:45 – 1:55

4. **2019 Unified Transportation Program and Updates to the Regional 10-Year Plan, Including Expediting Projects with Unobligated Balances from Other State Departments of Transportation**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Committee on the status of project changes associated with the Region's 10-Year Plan that is being updated through development of the Texas Department of Transportation's (TxDOT) 2019 Unified Transportation Program (UTP). Staff will also update the Committee on discussions with TxDOT regarding the Dallas-Fort Worth region's allocations in the UTP and the efforts to determine carryover amounts from Fiscal Year (FY) 2017 and 2018. A recommendation for Regional Transportation Council (RTC) approval of the final project list will be requested.

Background: In December 2016, the RTC approved a set of projects for FY2017-2026 funded with Category 2 (MPO selection) and Category 4 (TxDOT district selection), and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (Commission selection) funds. That action was the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. Since that time, the Texas Department of Transportation has included some of the region's projects into the UTP, but not all of them. It is anticipated that the region will submit largely the same subset of projects this year, but will make year of expenditure (i.e., inflationary) adjustments to project funding, and coordinate with TxDOT Austin regarding the Category 12 projects of interest to the TTC. Staff will also coordinate with TxDOT Austin to assure inclusion of all the region's Category 2 and 4 projects in the UTP. North Central Texas Council of Governments (NCTCOG) staff has been coordinating regularly with TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding needed project updates. IH 635 East Phase 3 information has been updated. NCTCOG staff is using performance measures consistent with those used to develop Mobility 2045 in reviewing any new projects, though few are anticipated. The main effort has involved a review of project timing, project status, and estimated construction costs in order to make the necessary funding updates. In July, the RTC authorized staff to make last minute funding updates to the 10-Year Plan based on ongoing conversations with TxDOT. The RTC also permitted staff to take advantage of negotiating opportunities to expedite already approved RTC projects using unobligated balances from other states. [Electronic Item 4.1](#) includes the proposed project listing. Staff has also had discussions with TxDOT regarding the Dallas-Fort Worth region's allocations in the UTP and the efforts to determine carryover amounts from FY2017 and 2018. [Electronic Item 4.2](#) includes additional

information about this issue and the overall effort. Staff will request a recommendation for RTC approval of the final 10-Year Plan update.

Performance Measure(s) Addressed:

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

1:55 – 2:05

5. **Transit Implementation in Three Areas of the Region**

- Action Possible Action Information Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of \$2 million to develop a comprehensive approach to planning and implementing transit services outside of transportation authority service areas in portions of Collin, Dallas, and Tarrant counties.

Background: Over the past few months, elected officials and other interested parties from Collin, Dallas, and Tarrant Counties have asked for assistance with developing a comprehensive approach to planning and implementing transit services outside of transportation authority service areas. Most elements to be considered are similar in each request and include: internal and regional connections, focus on strategic implementation, near-term implementation, increased transportation options, funding options, and private-sector involvement. Dallas County is also interested in the movement of goods in addition to people. Entities are requesting an independent assessment through the Metropolitan Planning Organization planning process. Consultants will be necessary, as well as coordination with the transportation authorities to ensure that the outcome is fair and equitable. The preliminary cost estimate for this effort is \$2 million. More information can be found in [Electronic Item 5](#).

Performance Measure(s) Addressed:

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

2:05 – 2:15

6. **Metropolitan Transportation Plan Policy Bundle and Transportation Development Credits**

- Action Possible Action Information Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will brief the Committee on results from the second round of the Metropolitan Transportation Plan (MTP) Policy Bundle initiative, including the plan to distribute available Transportation Development Credits (TDC). The Committee will be asked to recommend Regional Transportation Council approval of a TDC distribution for successful policy bundle participants.

Background: Recommendations in Mobility 2045, the region's current MTP, consist of policies, programs, and projects that reflect regional

priorities and support Mobility 2045 goals. As construction of infrastructure projects alone cannot achieve the goals of Mobility 2045, a voluntary list of policies available for adoption by local agencies was designed to encourage the development of alternative, strategic solutions. By voluntarily adopting 50 percent of these policies, participating agencies are slated to receive TDCs to offset local funds for federally funded transportation projects. MTP Policy Bundle applications have been completed and reviewed, and staff will present a recommendation for distributing TDCs to successful entities. [Electronic Item 6](#) includes information about the recommendation.

Performance Measure(s) Addressed:

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

2:15 – 2:25

7. **Airport Transit Access**

Action Possible Action Information Minutes: 10

Presenter: Karina Maldonado, NCTCOG

Item Summary: Staff will provide an update on transit accessibility between the Dallas Fort Worth International Airport and the Trinity Railway Express Centreport station.

Background: In August 2015, the Regional Transportation Council awarded Federal Transit Administration formula funds through the Transit call for projects to the Dallas Fort Worth International Airport (DFW Airport) to provide shuttle service between the Trinity Railway Express Centreport Station and the Remote South Parking Lot at the airport. This project is a continuation of an existing shuttle service, operated through a partnership with Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (FWTA), also known as Trinity Metro. DFW Airport notified the North Central Texas Council of Governments in March 2018 that it will discontinue this service once TEXRail service is fully operational. In coordination with DFW Airport, DART and FWTA, staff is working to ensure this critical last-mile connection is maintained. More details can be found in [Electronic Item 7.1](#). Correspondence related to the discontinuation of the shuttle service is provided in [Electronic Item 7.2](#).

Performance Measure(s) Addressed:

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

2:25 – 2:35

8. **SH 161 Peak-Hour Shoulder-Use Lane: Texas Transportation Institute Before-After Study and Project Update**

Action Possible Action Information Minutes: 10

Presenter: Clifton Hall, NCTCOG

Item Summary: Staff will brief the Committee on the before-after study of the SH 161 Peak-Hour Shoulder-Use Lane by the Texas

Transportation Institute (TTI) and provide updates on the ultimate project construction schedule and interim project completion.

Background: In late 2013, TTI began before-after analysis on the SH 161 Peak-Hour Shoulder-Use Lane interim bottleneck relief project. This project was completed and opened in September 2015, with after-data being collected in 2016. TTI has released its final report on the performance of the Peak-Hour Shoulder-Use Lane and have presented to North Central Texas Council of Governments staff and the Regional Safety Advisory Council. A summary of the final report is provided in [Electronic Item 8.1](#). The Peak-Hour Shoulder-Use Lane project will remain open until December 2018 when the Texas Department of Transportation begins construction on the SH 161 ultimate section. Additional information is provided in [Electronic Item 8.2](#).

Performance Measure(s) Addressed:

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

2:35 – 2:45

9. **Performance Measures Target Setting**

Action Possible Action Information Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will present an update regarding the schedule and process for Metropolitan Planning Organization adoption of federally required performance measure targets. The targets are set in cooperation and coordination with the Texas Department of Transportation and local transit providers. Staff will outline the process leading to adoption of all regional targets.

Background: In December 2015, the Fixing America's Surface Transportation Act (FAST Act) was signed into law. The FAST Act requires certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four rulemakings: Safety, Infrastructure Condition, System Performance/Freight/Congestion Mitigation Air Quality, and Transit Asset Management. Previously, the region adopted targets for the Transit Asset Management and Safety performance measures. The remaining two performance measure rulemakings are Infrastructure Condition and System Performance/Freight/Congestion Mitigation Air Quality.

Each performance measure rulemaking consists of several specific performance measures. Targets for these required specific performance measures must be adopted by the Metropolitan Planning Organization by November 15. In addition, the region will develop additional specific performance measures more representative of the region

which more closely associate with the region's long-range transportation planning goals as outlined as part of the recently adopted Mobility 2045 plan.

Performance Measure(s) Addressed:

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

2:45 – 2:55

10. **Freight Safety Awareness**

- Action
 - Possible Action
 - Information
- Minutes: 10

Presenter: Jeff Hathcock, NCTCOG

Item Summary: Staff will provide information about the Freight Safety Awareness Initiative.

Background: The purpose of the Freight Safety Awareness Initiative is to help create awareness for safe driving habits near large freight vehicles. This includes both on roadways and at railroad crossings. The initiative includes: web content, fact sheets, billboards, radio and print ads. The end goal is to make freight transportation safer and more efficient for both providers and the public. Additional information is available online at www.freightntx.org.

Performance Measure(s) Addressed:

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

2:55 – 3:05

11. **Freight North Texas Truck Parking Study**

- Action
 - Possible Action
 - Information
- Minutes: 10

Presenter: Jeff Hathcock, NCTCOG

Item Summary: Staff will provide information about the Freight North Texas Truck Parking Study.

Background: The Freight North Texas Truck Parking Study assessed the overnight and temporary truck parking needs in the North Central Texas region. The study included a review of existing information from previous truck parking studies, data collection, and driver surveys. This information was analyzed and led to key findings about the region's need for additional truck parking and specific areas with more critical truck parking priorities; the Corridors of Concern. Recommendations were developed to provide guidance to address these findings. A link to the report can be found at www.nctcoq.org/truckparkingstudy.

Performance Measure(s) Addressed:

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

3:05 – 3:15

12. **Clean Air Action Day Recognition**

Action Possible Action Information Minutes: 10

Presenter: Whitney Vandiver, NCTCOG

Item Summary: Staff will recognize top Surface Transportation Technical Committee (STTC) Clean Air Action Day challenge participants.

Background: Air North Texas' Clean Air Action Day was June 22, 2018. North Texans and STTC member organizations participated by making clean air choices. STTC members had the opportunity to earn Transportation Development Credits by hosting Clean Air Action Day challenges within their organizations. Participation statistics have been compiled and top STTC Clean Air Action Day Challenge participants will be recognized. Detailed information is provided as [Electronic Item 12](#).

Performance Measure(s) Addressed:

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

3:15 – 3:30

13. **Fast Facts**

Action Possible Action Information Minutes: 15

Item Summary: Brief presentations will be made on the following topics:

1. *Robert Hall* – New Website Launch ([Electronic Item 13.1](#))
2. *Natalie Bettger* – US 75 Technology Lanes
3. *Rylea Roderick* – Transportation Improvement Program Modification Deadline
4. *Nancy Luong* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 13.2](#))
5. *Nancy Luong* – Dallas-Fort Worth Clean Cities Events ([Electronic Item 13.3](#))
6. *Chris Klaus* – Ozone Season Update ([Electronic Item 13.4](#))
7. *Anthony Moffa* – Regional Smoking Vehicle Program Update ([Electronic Item 13.5](#))
8. *Bailey Muller* – National Drive Electric Week ([Electronic Item 13.6](#))
9. *Carli Baylor* – Public Comments Report ([Electronic Item 13.7](#))
10. *Dan Kessler* – North Tarrant Express Project Wins the American Road and Transportation Builders Association 2018 P3 Project of the Year Award
11. Written Progress Reports:
 - Local Motion ([Electronic Item 13.8](#))
 - Transportation Partners Progress Reports ([Electronic Item 13.9](#))

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

15. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on August 24, 2018, at the North Central Texas Council of Governments.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
June 22, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 22, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Micah Baker, Bryan Beck, Katherine Beck, David Boski, Keith Brooks, Mohamed Bur, Dave Carter, Johnathan Browning (representing Curt Cassidy), Ceason Clemens, Robert Cohen, George Marshall (representing Kent Collins), John Cordary Jr., Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Brian McNulty (representing Ron Hartline), Kristina Holcomb, John Brunk (representing Kirk Houser), Terry Hughes, Paul Iwuchukwu, Chiamin Korngiebel, Paul Luedtke, Stanford Lynch, Joseph Jackson (representing Alberto Mares), Cesar J. Molina Jr., Mark Nelson, Corey Nesbit, Jim O'Connor, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Bryan G. Ramey II, William Riley, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Robert Woodbury, and John Wright.

Others present at the meeting were: Vickie Alexander, Melissa Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Kenny Bergstrom, Natalie Bettger, Ron Brown, Angie Carson, Sarah Chadderdon, Michael Copeland, Brian Crooks, Kevin Feldt, Brian Flood, Camille Fountain, Mike Galizio, Jeff Hathcock, Victor Henderson, Tim James, Dan Kessler, Kevin Kroll, Dan Lamers, Sonya Landrum, April Leger, Nancy Luong, Karina Maldonado, Mindy Mize, Jeff Neal, Archie Nettles, Timothy O'Leary, Donald Parker, James Powell, Vercie Pruitt-Jenkins, Caryn Sanders, Russell Schaffner, Kelly Selman, Samuel Simmons, Kimberlin To, Whitney Vandiver, and Mitzi Ward.

1. **Overview of Remote Technology Instructions and Clean Air Action Day:** Charles Covert provided a brief reminder of technology instructions for those members participating in the meeting remotely. In addition, Whitney Vandiver highlighted Clean Air Action Day information. Additional Clean Air Action Day material was provided in Electronic Item 1.1 and Electronic Item 1.2.
2. **Approval of May 25, 2018, Minutes:** The minutes of the May 25, 2018, meeting were approved as submitted in Reference Item 2. Daniel Vedral (M); John Polster (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Federal Functional Classification System Amendments:** A recommendation for Regional Transportation Council approval of four amendments to the currently approved Federal Functional Classification System was requested. All amendments involve the construction of new roadways which are included in the current Transportation Improvement Program. Details were provided in Electronic Item 3.1.
 - 3.2. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2019-2022 Transportation

Improvement Program (TIP), as provided in Electronic Item 3.2, was requested. Modifications were reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

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

4. **2019 Unified Transportation Program and Update to the Regional 10-Year Plan:**

Christie Gotti presented information on project changes associated with the Regional 10-Year Plan that is being updated through development of the Texas Department of Transportation's (TxDOT) 2019 Unified Transportation Program (UTP). She noted that staff is preparing an updated document containing changes since approved in December 2016. Edits include funding allocation changes since the initial target setting, year-of-expenditure/total project cost changes, revised construction costs, changes in funding allocations, updates from recent Regional Transportation Council actions on IH 635 East and SH 183, and project status and timing changes. Ms. Gotti noted that a copy of the revisions to the Regional 10-Year Plan will be provided to members following the meeting. She added that the revisions have not yet been financially constrained to available revenue, but the information has been reviewed by the TxDOT districts and is believed to be accurate. This effort is taking some time so that staff can confirm how carryover funds for Regional 10-Year Plan projects for each fiscal year are identified in the UTP and to confirm that additional increments of funding are reflected. A map of the existing Regional 10-Year Plan projects was shown. It was noted that although there are several additional projects in the document that will be emailed, in many cases they are projects that were placeholder entries and TxDOT has now reviewed and determined that it should actually be split into several projects. There are very few new projects. The timeline for this effort was reviewed. She noted that staff is working with TxDOT to determine the appropriate timeline to meet the Texas Transportation Commission approval schedule. John Polster discussed scope changes for IH 35E and asked if the changes could be included in the revisions. Ms. Gotti noted that staff has been working with TxDOT and the changes will be included. Members were encouraged to review their respective projects in the Regional 10-Year Plan and communicate any changes or questions to staff. The complete listing of the projects previously approved in the 10-Year Plan was provided in Electronic Item 4.

5. **Better Utilizing Investments to Leverage Development Discretionary Grant Program:**

Jeff Neal presented proposed projects to be submitted by the North Central Texas Council of Governments (NCTCOG) for the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. Details of the \$1.5 billion grant program were included in the Notice of Funding Opportunity provided in Electronic Item 5.1. Mr. Neal highlighted project application requirements including minimum/maximum grant awards, project eligibility, and eligible applicants. The application submittal deadline is July 19, 2018. An entity must demonstrate the ability to complete environmental clearance design and right-of-way acquisition for the project being submitted by the obligation deadline of September 30, 2020. The maximum Federal cost share for the program is up to 80 percent in urban regions and up to 100 percent in rural areas. Mr. Neal also highlighted the merit criteria evaluation used to select projects proposed for the application. It was noted that an important aspect of the program is the consideration of the ability for a project to generate non-federal revenue for transportation investments. In addition, the methodology for regional project selection was reviewed. Staff identified projects in both the eastern and western subregions, projects with potential partnership opportunities, recent project submittals, locations with potential to maximize non-federal revenue leveraging, and those with

significant economic development opportunities. Proposed projects for the BUILD grant application were presented. Mr. Neal noted that at the May 25 meeting, staff proposed a south Dallas logistics hub project. After results of the Infrastructure for Rebuilding America (INFRA) grant were received, staff decided to instead propose IH 635 East as part of the BUILD application. In addition, an overview of the 2018 BUILD Grant Program request was provided in Electronic Item 5.3. Since the meeting mail out material was provided to members, additional information was received from stakeholders on the AllianceTexas/Haslet project. Based on the additional information, staff proposed to increase the proposed BUILD request and total project cost for the project. Proposed projects and request amounts included: 1) IH 635 East for \$25 million, 2) Alliance Texas/Haslet accessibility improvements for \$20 million, and 3) Trinity Railway Express double tracking/multimodal connectivity enhancements for \$25 million. The timeline for this effort was reviewed. He noted that the deadline for entities requesting letters of support for other local government projects was June 29, 2018. Mr. Neal also presented INFRA grant awards announced on June 8. He noted that \$65 million was awarded for the North Tarrant Express IH 35W 3C project. John Polster discussed the timelines associated with discretionary grant programs and asked if staff would place IH 35E on a list of projects for consideration in future discretionary grant programs. Michael Morris suggested that the Texas Department of Transportation district, Denton County, and staff meet to review the project to better understand for which grant programs it may be appropriate. A list of recent NCTCOG projects submitted for previous United States Department of Transportation discretionary grant programs was provided in Electronic Item 5.2. A motion was made to recommend Regional Transportation Council approval of projects proposed for submittal by the Regional Transportation Council/North Central Texas Council of Governments for the BUILD Discretionary Grant Program. Action also included a recommendation to the Regional Transportation Council directing staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to include the BUILD projects, if selected. Randy Skinner (M); Cesar J. Molina Jr. (S). The motion passed unanimously.

6. Implications of Texas Attorney General Opinion on Proposition 1 and Proposition 7

Funds: James Powell provided an overview on the implications of the recent Texas Attorney General Opinion on whether Proposition 1 and Proposition 7 funds can be used on toll projects. On May 7, 2018, the Texas Attorney General issued an opinion requested by Representative Joseph Pickett. A copy of the Attorney General opinion was provided in Electronic Item 6. Regarding Proposition 1 article III, section 49-g(c) of the Texas Constitution states that "...revenue transferred to the state highway fund under this subsection may be only used for constructing, maintaining, and acquiring right-of-way for public roadways other than toll roads." Similarly, article VIII, section 7-c(c) of the Texas Constitution states that "money deposited in the state highway funds under this section may on be appropriated to construct, maintain, or acquire right-of-way for public roadways other than toll roads or repay the principal or interest of general obligation bonds..." The Attorney General opinion is clear that Proposition 1 and Proposition 7 funds cannot be used to fund any toll roads. In addition, the Texas Transportation Commission may not co-mingle Proposition 1 or Proposition 7 funds with other funds with no mechanism for ensuring that funds are spent as constitutionally required. The opinion provides a footnote that indicates that the Texas Department of Transportation potentially has the ability to segregate the costs, but that it is beyond the Attorney General opinion to make that determination. Finally, absent a definition of "toll road," the Attorney General was unable to render an opinion on whether such funds can be spent on non-tolled portions of tolled projects. Mr. Powell noted that the primary legal implication to transportation of the opinion is that the Texas

Legislature may move to define the term “toll road” in the upcoming Texas legislative session. John Polster encouraged members to remain vigilant regarding a future consideration by the Legislature to define “toll road” due to potential material impacts on the available tools for the region. Michael Morris noted that he will flag the need to get out in front of this issue early and the potential for the Surface Transportation Technical Committee and Regional Transportation Council to take a related position.

7. **Transit Implementation in Three Areas of the Region:** Michael Morris presented information regarding three subregion transit requests received from stakeholders in Collin, Dallas, and Tarrant counties. Over the past few months, elected officials and other interested parties have asked for assistance with a comprehensive approach to planning and implementing transit services outside of transportation authority service areas. In the northern portion of the region, the Cities of Frisco, McKinney, Allen, and Plano, have expressed a need for additional transit. Transportation Management Associations (TMA) currently exist in Plano and Frisco but more assistance is needed. In Dallas County, the Cities of Cedar Hill, Duncanville, DeSoto, and Lancaster are requesting planning assistance to get employees to employers at the intermodal hub. In addition, a TMA is also being requested. Cities within Tarrant Counties are also requesting transit outside the current Fort Worth Transportation Authority (Trinity Metro) service area. Pilot projects are currently funded for the Cities of Crowley, Everman, and Forest Hill. Most elements to be considered are similar in each request and include: internal and regional connections, focus on strategic implementation, near term implementation, increased transportation options, funding options, and private sector involvement. Dallas County is also interested in the movement of goods in addition to people. Entities are requesting an independent assessment through the Metropolitan Planning Organization planning process. Consultants will be necessary, as well as coordination with the transportation authorities to ensure that the outcome is fair and equitable. The preliminary cost estimate for this effort is approximately \$2 million. Efforts are in the early development stages. North Central Texas Council of Governments (NCTCOG) staff will be reviewing options to move forward, including inclusion in the Unified Planning Work Program and meeting with transportation authorities. Chad Edwards asked if NCTCOG has had conversations with transportation authority leadership. Mr. Morris noted that he has met with Gary Thomas and is in regular conversations with the Denton County Transportation Authority and Fort Worth Transportation Authority, but that future discussions are necessary. Surface Transportation Technical Committee Chair Todd Plesko noted that Dallas Area Rapid Transit is supportive of the vision for the northern portion of the region and looks forward to working to address mobility needs in the region.

8. **Travel Demand Management Performance Report:** Caryn Sanders provided an overview on items included in the Travel Demand Management Program Performance Report for 2017. The report included Try Parking It commute modes, the Regional Vanpool Program, Try Parking It Commuter Challenge results, Try Parking It 2018 news, and the Try Parking It GREEN Rewards Partners. Try Parking It is a ride match and trip logging program available for commuters in North Central Texas. Active participation aids in improving air quality and decreasing traffic congestion but also allows a commuter to earn points to use towards rewards by tracking their alternative commutes. Commute modes were highlighted, with carpooling being the preferred mode with nearly 18,000 trips logged followed by walking, telecommuting, and biking. Emissions and health savings for each commute mode were highlighted. Total calories burned for commuters in 2017 was approximately 3.6 million, with the highest by those that chose to bike. Overall, logged commutes saved over 1 million pounds (lbs) of greenhouse gas emissions, 760 lbs of nitrogen oxides (NO_x), almost

10,000 lbs of carbon monoxide, 125 lbs of particulate matter, and over 3,000 lbs of reduced volatile organic compounds (VOC). Next, Ms. Sanders highlighted the Regional Vanpool Program data. Vanpool operators include Dallas Area Rapid Transit (DART), Trinity Metro, and the Denton County Transportation Authority (DCTA). Information is also received from private providers. The vans are available at a low monthly cost to riders and can seat as many as 15 people. During 2017, over 36 million vehicle miles traveled were reduced through the Regional Vanpool Program averaging over 2,000 participants monthly. At the end of 2017, data shows approximately 304 vans were operating resulting in reduced NO_x and VOC emissions. Ms. Sanders also highlighted 2017 Try Parking It Commuter Challenges hosted by DART, DCTA, and The North Central Texas Council of Governments (NCTCOG): NCTCOG I-30 Insider Commuter Challenge, DART Bike to Work Challenge, and DCTA Bike Everywhere Commuter Challenge. Results of each challenge were highlighted, including number of participants, trips logged, and incentives for participants. Next, Ms. Sanders highlighted current and historical Try Parking It GREEN Rewards Partners. A copy of the report was provided in Electronic Item 8. As of May 2018, 151 local business have signed on to be partners, and over \$386,000 rewards of goods and services have been donated. She also presented information on the upcoming 2018 Try Parking It Employee Transportation Champion Awards Luncheon on June 29, 2018. Awards will be presented to individuals in the public private and education sector in recognition of individuals that best demonstrate a commitment to promoting and advancing employer alternative commute transportation options. A copy of the 2017 NCTCOG Safety Program Performances Measures Reports was provided in Electronic Item 8.

9. **Safety Program Performance Measures Report:** Camille Fountain provided an overview of items included in the 2017 Transportation Safety Performance Measures Report. A copy of the report was provided in Electronic Item 9. She noted that the Federal Highway Administration Safety Performance Measure final rule requires that state departments of transportations and Metropolitan Planning Organizations set Highway Safety Improvement Program targets for five performance measures: number of fatalitis, fatality rate, number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries. TxDOT and North Central Texas Council of Governments (NCTCOG) safety performance targets for 2018 were highlighted. The targets are based on five-year averages and are updated annually with a 2 percent reduction identified by 2022. In addition, NCTCOG has established a regional safety position that even one death on the transportation system is unacceptable and will be working with partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities. Next, Ms. Fountain highlighted 2013-2017 crash statistics for the 12-county metropolitan planning area. From 2016-2017, there was a 4.87 percent decrease in crashes, with the highest decrease in Dallas County at 9 percent and the highest increase in Parker County by 6 percent. Fatalities increased almost 1 percent overall, with the highest decrease in Hood County at 26 percent and the highest increase in Collin County at 36 percent. The top 10 contributing factors for serious injury and fatality crashes on limited access facilities in the 12-county metropolitan planning area boundary were also highlighted, with speeding and failure to drive in a single lane as the top two contributing factors. In addition, Ms. Fountain reviewed crash rates for limited access facilities. For 2017, the regional crash rate was approximately 70 percent and reported per 100 million vehicle miles traveled. Crash rates for Dallas, Tarrant, and Rockwall Counties were higher than the regional average. Next, Ms. Fountain provided an overview of Traffic Incident Management courses. To date, there have been 2,917 attendees for First Responders training, 790 attendees for Executive Level training, 210 for the Basic Photogrammetry training, and 129 attendees for the Advanced Photogrammetry training. She noted that NCTCOG would now be reporting

on the agencies that have attended more courses since the last major update in 2013. Michael Morris discussed contributing factors for serious injury and fatal crashes. He suggested that staff add a slide identifying the 10 categories and how each can be addressed by one of the following: engineering, education, and/or enforcement.

Kevin Kroll provided an overview of hazardous material data for incidents that occurred along limited access facilities within the 16-county region. In 2017, 18 such incidents occurred in the region which is an increase from 2016. Related to the Mobility Assistance Patrol program, five agencies operate within the region. These include Dallas County, Tarrant County, private entities in the North Tarrant Express and LBJ Express, and North Texas Tollway Authority on its tolled facilities. Coverage has been maintained in the same limits as in previous years, with the addition of patrols on the newly opened SH 360 facility. In 2017, Dallas and Tarrant County mobility assistance patrols provided over 3,831 minor mechanical assists to drivers and over 28,000 courtesy checks. Other types of assistance included crash, debris removal, protection to first responders, and abandoned vehicle checks. Mr. Kroll also provided data on wrong way driving crashes in the 12-county Metropolitan Planning Area boundary. Over the last five years, there has been an 11 percent increase in related crashes. Both TxDOT districts have create pilot programs to address these types of crashes. Also reviewed was data from crashes involving impaired drives in the 16-county region. In 2017, approximately 12 percent of crashes involved alcohol, 54 illegal drugs, and 34 prescription drugs. From 2013-2017, there was an overall increase of 17 percent. Mr. Kroll reminded members that 2018-2019 RSAC appointments were due by July 13, 2018. The first meeting of the 2018-2019 term was scheduled for July 27, 2018. Chad Davis requested that staff provided the performance report and presentations to members by email.

10. **Status Report on Hyperloop and High-Speed Rail:** Michael Morris presented information on the role of hyperloop technology in the high-speed rail environmental document on the corridor between Fort Worth and Dallas. He noted that staff would present additional details to the Regional Transportation Council regarding consideration of this technology in the corridor. In addition, he noted that staff also proposes that hyperloop technology be included in the conceptual feasibility study for high-speed rail between Fort Worth and Laredo. An action item on these topics is anticipated at a future meeting.
11. **Surface Transportation Technical Committee Officers and announcement of New Regional Transportation Council Officers:** Dan Kessler noted the proposed Surface Transportation Technical Committee officers for the 2018-2019 term to be considered for appointment by the North Central Texas Council of Governments Executive Board at its June 28, 2018, meeting: Chair Kristina Brevard, Vice President of Planning and Development, Denton County Transportation Authority; Vice Chair Bryan Beck, Director of Public Works, City of Grapevine; and Secretary Brian Moen, Assistant Director of Transportation, City of Frisco. In addition, Mr. Kessler noted Regional Transportation Council (RTC) officers approved at the June 14, 2018, RTC meeting: Chair Gary Fickes, Commissioner, Tarrant County; Vice Chair Andy Eads, Commissioner, Denton County; and Secretary Roger Harmon, County Judge, Johnson County.
12. **Fast Facts:** Carli Baylor noted that May public meeting minutes were provided in Electronic Item 12.1. The minutes include summaries of the items presented and comments received on the topics of Mobility 2045, transportation conformity, strategic partnerships, and school projects.

Carli Baylor also noted that the July public meeting notice was distributed at the meeting in Reference Item 12.9. A meeting is scheduled for 6:00 pm on July 23, 2018. Topics include the Regional 10-Year Plan update and alternative fuel highway corridors.

In addition, Carli Baylor noted that Progress North Texas 2018 was distributed to members at the meeting and that additional copies were available upon request. An electronic version of the publication is also available at www.nctcog.org/ourregion.

Victor Henderson highlighted general public comments submitted April 20-May 19 in the Public Comments Report provided in Electronic Item 12.2. The majority of comments received were related to bicycling and bike month.

Karina Maldonado noted that in March 2018, the Dallas Fort Worth International Airport (DFW Airport) notified the North Central Texas Council of Governments (NCTCOG) of its intent to discontinue transit service between the Trinity Railway Express (TRE) Centreport Station and the remote south parking lot. This project was previously awarded funds by the Regional Transportation Council (RTC) to operate a shuttle from the TRE station to DFW Airport to provide access to jobs and other employment related activities. The airport announced that service would be reduced by June 4 and discontinued by January 2019. NCTCOG staff is working with transit authorities to ensure alternative solutions are identified to meet existing transit demand. Additionally, NCTCOG is reviewing other funding options to identify other long-term solutions. She noted additional information will be presented at a future meeting.

Nancy Luong highlighted current air quality funding opportunities for vehicles. She noted that the Light-Duty Motor Vehicle Purchase or Lease Incentive Program is open to the public and offering rebates on alternative fuel vehicles. Approximately \$8 million is available. Details were provided in Electronic Item 12.3.

Nancy Luong also highlighted current Dallas-Fort Worth Clean Cities events. A Propane Auto Gas Technician training is scheduled in Irving on July 31. Details on other upcoming events were provided in Electronic Item 12.4 and include the biannual meeting and fleet recognition awards on August 21. The North Texas National Drive Electric Week event will be held on September 8.

Jenny Narvaez provided an ozone season update. As of the meeting, the region has experienced 12 exceedance days and is at a design value of 75 parts per billion (ppb). At this time last year, the region had experienced 8 exceedances and had a design value of 78 ppb. Details were provided in Electronic Item 12.5. In addition, she noted that the technical support document for the 2015 ozone standard designations and classifications was provided in Electronic Item 12.6. The document explains how the Environmental Protection Agency came to the conclusion of the nonattainment area for the DFW region and Houston.

Ms. Narvaez noted that with RTC approval of Mobility 2045 and 2018 Transportation Conformity on June 14, appropriate documents have been provided to interagency consultation partners for review.

The current Local Motion was provided in Electronic 12.7, and transportation partner progress reports were provided in Electronic Item 12.8.

13. **Other Business (Old and New)**: Dan Kessler announced new North Central Texas Council of Governments staff members: Tim O'Leary and Archie Nettles.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 27, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 2:55 pm.

Approval of Regional Toll Revenue Funds to Bridge Funding Gap for STAR Transit

Surface Transportation Technical Committee
July 27, 2018

Karina Maldonado
Senior Transportation Planner



North Central Texas
Council of Governments

Background

2015

Texoma Area Paratransit Systems (TAPS) discontinued service in Dallas-Fort Worth-Arlington Urbanized Area

2016

NCTCOG terminated all subrecipient funding agreements with TAPS

2017

STAR Transit to receive TAPS funds; FY 2017 funds reduced by an amount equal to funds receiving from TAPS

RTC approved revisions to the 2017-2020 TIP to move remaining TAPS funds to STAR Transit

NCTCOG began grant modification process to reprogram funds to STAR Transit

2018

Grant allowing STAR Transit's use of remaining TAPS funds delayed. Federal approval is pending.

STAR expended their reduced FY 2017 allocation

NCTCOG's function as the Metropolitan Planning Organization

NCTCOG's function as the Designated Recipient of Federal Transit Administration (FTA) funds in the Dallas-Fort Worth-Arlington Urbanized Area

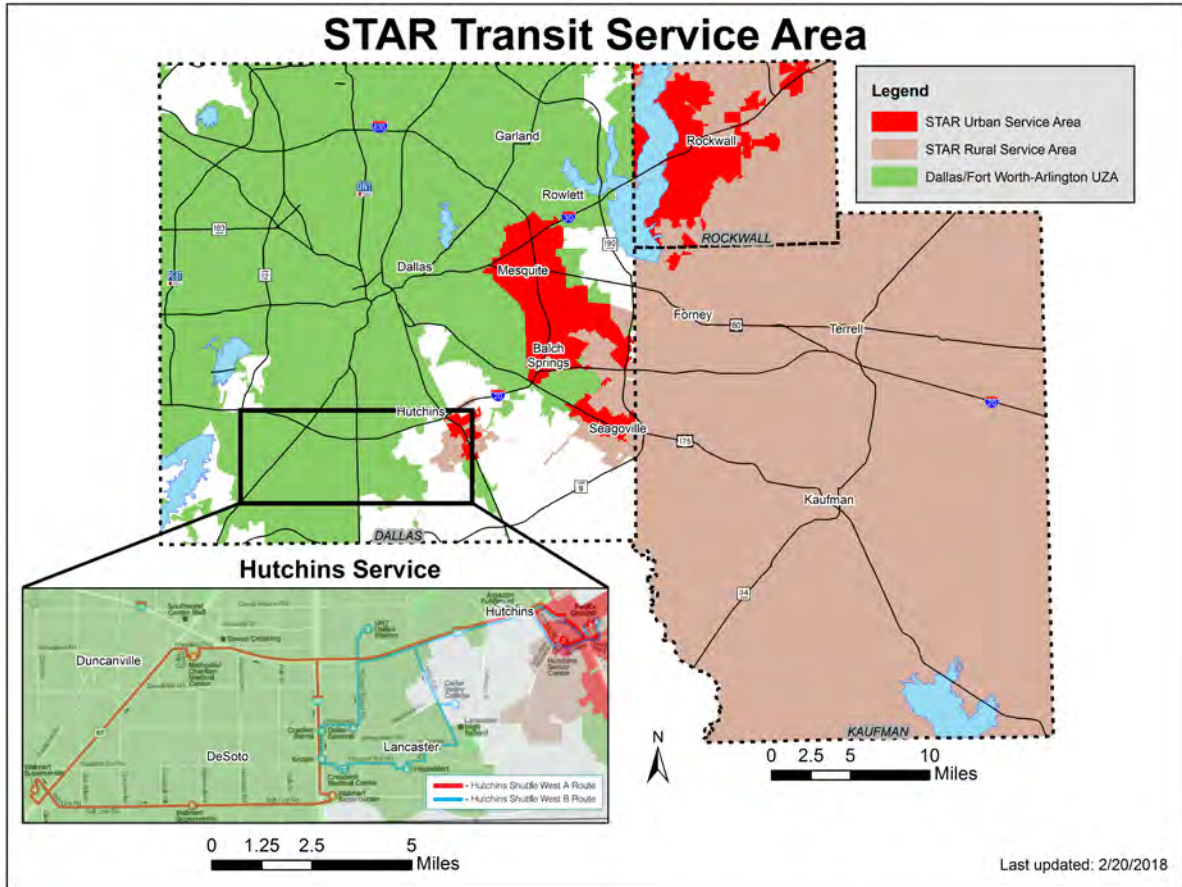
Funding Gap

Federal approvals and authorization to expend redistributed TAPS funds were anticipated by June 2018 but are delayed

Funding gaps will result in reduced or suspended services in the urbanized area provided by STAR Transit

STAR Transit Services At-Risk	RTR Bridge Funding Requested
Maintenance of transit vehicle state of good repair	~ \$100,000
Administration of FTA capital projects	~ \$120,000
Client-advocate services (trip counseling and dispatch)	~ \$30,000

Area of Impact



Tentative Schedule

Milestone	Estimated Timeframe
STTC Action	July 27, 2018
RTC Action	August 9, 2018
Executive Board Action	August 23, 2018
Execute Contract with STAR Transit for RTR Funds	August 2018
Federal Approval of FTA Grant	No definite date Anticipate within 60-90 days
Amend Contract with STAR Transit for FTA funds	Immediately Following FTA Grant approval
Reimbursement of RTR with FTA funds	Immediately Following FTA Grant approval

Action Requested

Recommend RTC Approval of:

To Utilize Previously Authorized RTR Funds to Bridge Funding Gap for STAR Transit to Ensure Continuation of Urban Service

(Once the FTA Funds Become Available, All Expenses Paid with RTR Funds Will Be Reimbursed to NCTCOG)

Contact Information

Karina Maldonado

Senior Transportation Planner

Transit Operations

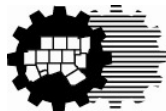
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817-704-5641

Clean Fleets North Texas 2018 Call For Projects Funding Recommendations

**Surface Transportation Technical Committee
July 27, 2018**

**Lori Clark
Program Manager**



North Central Texas
Council of Governments

Available Funding

**Sources: EPA National Clean Diesel Funding Assistance Program
TCEQ Supplemental Environmental Project Funds**

Funding Category	Amount
EPA Funds for Vehicle/Equipment Replacements*	\$2,000,033
TCEQ SEP Funds for School Bus Replacements**	+\$96,086
Call For Projects Funds Available	\$2,096,119
Previously Approved Awards	-\$1,133,123
Balance of Funds Currently Available	\$962,996

**Environmental Protection Agency (EPA) award included \$90,709 for staff administration. Denton County Transportation Authority has declined award approved by Regional Transportation Council (RTC) in November 2017.*

***Additional funds received from the Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) were added to this funding initiative in June 2018. Any additional SEP funds received while this CFP is open will be added to this funding initiative.*

Project Eligibility

Eligible Entities:

Local Governments

Private Companies Who Contract with Local Governments

Must Adopt RTC Clean Fleet Policy or Similar

Eligible Activities	Funding Threshold
<u>Replace On-Road Diesel Trucks*</u> 16,000 GVWR and Up; Model Year 1995-2006; (Also Model Year 2007-2009 if Replacing with Electric)	45% Cost if New is Electric 35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO _x Standards (Both Natural Gas and Propane Engines Currently Available)
<u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary	25% Cost for All Others

**All old vehicles/equipment must be scrapped.*

CARB = California Air Resources Board

GVWR = Gross Vehicle Weight Rating

CFP Schedule

Milestone	Estimated Timeframe
STTC Approval to Open CFP	October 27, 2017
RTC Approval to Open CFP	November 9, 2017
CFP Opened	March 2018
Interim Application Deadlines (for Competitive Evaluation)	5 pm on Last Friday of Every Month Beginning April 27, 2018, Until End of CFP
STTC, RTC, and Executive Board Approval of Recommended Subawards	Monthly from May 2018 Until End of CFP
CFP Closes	January 2019 or When Funds Exhausted, Whichever Comes First
Project Implementation Deadline	December 2019

Summary of Applications

Refer to Electronic Item 2.2.2 for More Information

Previously Approved	
Number of Applicants (All Public Sector)	5
Number of Activities	21
Funding Approved	\$1,133,123
Balance of Funds Currently Available	\$962,996
New Recommendations	
Number of Applicants (Public Sector)	1
Number of Activities	1
Funding Requested	\$51,555
Balance Remaining for Next Deadline if Current Recommendations Approved	\$911,441

Action Requested

Recommend RTC Approval of Staff Funding Recommendations, Including:

Project Recommendations Detailed in Electronic Item 2.2.2

Award of any Additional TCEQ SEP Funds Received to Recommended School Bus Projects

Consider Submitting Applications!

Contact Information

Lori Clark

Program Manager

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Website

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Clean Fleets North Texas 2018 Call For Projects Funding

Rank	Applicant	Activity	Old Vehicle Information							New Vehicle Information				NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*	Funding Level	Recommended Grant Amount
			Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Idling Hours/Year	Model Year	Engine Fuel	Diesel Fuel Reduced (gallons)	Cost								
Projects Approved from Applications Submitted by April 27, 2018 Deadline																					
1	Garner ISD	2	Onroad	School Bus	2002	ULSD	1,227	11,771	1396	2017	ULSD	0	\$93,361	1.38	\$16,913	0.13	0.33	0.54	0.00	25%	\$23,340
2	City of Mineral Wells	1	Onroad	Dump Truck	2000	ULSD	1,463	2,500	1040	2018	ULSD	0	\$92,000	0.74	\$30,889	0.08	0.19	0.27	0.00	25%	\$23,000
3	Garner ISD	3	Onroad	School Bus	2004	ULSD	1,154	8,302	1156	2017	ULSD	0	\$93,361	0.61	\$38,515	0.09	0.13	0.42	0.00	25%	\$23,340
4	City of Dallas	12	Onroad	Dump Truck	2001	ULSD	4,986	25,419	500	2018	CNG	4,986	\$159,230	1.40	\$39,882	0.12	0.33	0.73	336.56	35%	\$55,731
5	City of Dallas	7	Onroad	Dump Truck	2001	ULSD	3,102	19,312	600	2018	CNG	3,102	\$159,230	1.20	\$46,535	0.11	0.28	0.60	209.39	35%	\$55,731
6	City of Dallas	8	Onroad	Dump Truck	2001	ULSD	3,085	18,245	500	2018	CNG	3,085	\$159,230	1.09	\$51,120	0.09	0.26	0.55	208.24	35%	\$55,731
7	City of Dallas	13	Onroad	Dump Truck	2001	ULSD	2,659	15,270	600	2018	CNG	2,659	\$159,230	1.02	\$54,446	0.09	0.24	0.50	179.48	35%	\$55,731
8	City of Dallas	9	Onroad	Dump Truck	2001	ULSD	2,456	12,675	600	2018	CNG	2,456	\$159,230	0.91	\$61,068	0.08	0.22	0.44	165.78	35%	\$55,731
9	Garner ISD	1	Onroad	School Bus	1998	ULSD	370	3,137	107	2017	ULSD	0	\$93,361	0.35	\$67,535	0.02	0.05	0.09	0.00	25%	\$23,340
10	City of Dallas	11	Onroad	Dump Truck	2001	ULSD	1,781	10,102	600	2018	CNG	1,781	\$159,230	0.80	\$69,524	0.07	0.20	0.37	120.22	35%	\$55,731
11	City of Richardson	1	Onroad	Refuse Hauler	2005	ULSD	1,251	4,661	894	2019	ULSD	0	\$155,000	0.55	\$70,276	0.07	0.07	0.25	0.00	25%	\$38,750
12	City of Dallas	3	Onroad	Dump Truck	2001	ULSD	1,527	7,092	500	2018	CNG	1,527	\$159,230	0.61	\$91,152	0.06	0.15	0.28	103.07	35%	\$55,731
13	City of Richardson	3	Onroad	Class 8	2001	ULSD	455	1,517	411	2019	ULSD	0	\$190,000	0.50	\$94,358	0.03	0.05	0.14	0.00	25%	\$47,500
14	City of Dallas	5	Onroad	Dump Truck	2001	ULSD	998	4,261	600	2018	CNG	998	\$159,230	0.55	\$101,181	0.06	0.14	0.23	67.37	35%	\$55,731
15	City of Dallas	10	Onroad	Dump Truck	2001	ULSD	1,189	5,677	500	2018	CNG	1,189	\$159,230	0.55	\$101,291	0.05	0.14	0.24	80.26	35%	\$55,731
16	City of Dallas	1	Onroad	Dump Truck	2000	ULSD	1,337	6,529	400	2018	CNG	1,337	\$159,230	0.53	\$106,032	0.05	0.13	0.24	90.25	35%	\$55,731
17	City of Dallas	6	Onroad	Dump Truck	2001	ULSD	879	4,544	500	2018	CNG	879	\$159,230	0.50	\$111,105	0.05	0.12	0.21	59.33	35%	\$55,731
18	City of Dallas	2	Onroad	Dump Truck	2001	ULSD	1,249	5,952	400	2018	CNG	1,249	\$159,230	0.50	\$111,239	0.05	0.12	0.23	84.31	35%	\$55,731
19	City of Dallas	4	Onroad	Dump Truck	2001	ULSD	600	1,932	600	2018	CNG	600	\$159,230	0.45	\$123,516	0.05	0.12	0.17	40.50	35%	\$55,731
20	City of Richardson	2	Onroad	Refuse Hauler	2005	ULSD	1,498	5,034	715	2019	ULSD	0	\$290,000	0.51	\$141,823	0.06	0.06	0.22	0.00	25%	\$72,500
21	City of Watauga	1	Onroad	Fire Truck	2001	ULSD	500	2,000	200	2018	ULSD	0	\$627,421	0.32	\$483,226	0.02	0.03	0.10	0.00	25%	\$156,855
Subtotals													\$3,704,494	15.08	\$75,133	1.44	3.35	6.80	1,744.74		\$1,133,123
Project Recommendations from Applications Submitted by June 29, 2018 Deadline																					
1	City of Mineral Wells	1	Nonroad	Rubber Tire Loader	1999	ULSD	550			2018	ULSD	0	\$206,220	1.02	\$50,544	0.08	0.04	0.27	0.00	25%	\$51,555
Subtotals													\$206,220	1.02	\$50,544	0.08	0.04	0.27	0.00	\$51,555	
Totals													\$3,910,714	16.10	\$73,575	1.52	3.39	7.07	1,744.74		\$1,184,678

NO_x: Nitrogen Oxides
 PM2.5: Particulate Matter Less Than 2.5 Micrometers
 HC: Hydrocarbons
 CO: Carbon Monoxide
 CO2: Carbon Dioxide
 ULSD: Ultra-Low Sulfur Diesel
 CNG: Compressed Natural Gas

* Quantified Using EPA Diesel Emissions Quantifier (DEQ)

Project Name	Blue - Green - Grey Round 2
Planning (1) or Engineering (2) or Custom (3)	3
No. of Consultant Selection Committee Members	4

Amanda Popken Development - Retrofitting Neighborhood Commercial Green Bicycle Park

	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	9	0.90	10	1.00	8	0.80	8.75	0.88
Impact	30%	9	2.70	8	2.40	10	3.00	9	2.70	9.00	2.70
Innovation & Significance	30%	8	2.40	8	2.40	10	3.00	10	3.00	9.00	2.70
Applicability, Adaptation, Transferability & Practicality	30%	8	2.40	10	3.00	9	2.70	9	2.70	9.00	2.70
Total	100%		8.30	35	8.70	39	9.70	36	9.20	35.75	8.98

City of Duncanville - Rotary Park Bridge and Trail

	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	5	0.50	7	0.70	9	0.90	7.25	0.73
Impact	30%	5	1.50	6	1.80	1	0.30	8	2.40	5.00	1.50
Innovation & Significance	30%	4	1.20	5	1.50	3	0.90	6	1.80	4.50	1.35
Applicability, Adaptation, Transferability & Practicality	30%	10	3.00	4	1.20	2	0.60	9	2.70	6.25	1.88
Total	100%	27	6.50	20	5.00	13	2.50	32	7.80	23.00	5.45

City of Watauga - Hightower Drive Biofiltration Rain Gardens

	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	8	0.80	7	0.70	9	0.90	8.00	0.80
Impact	30%	10	3.00	7	2.10	10	3.00	10	3.00	9.25	2.78
Innovation & Significance	30%	6	1.80	6	1.80	8	2.40	10	3.00	7.50	2.25
Applicability, Adaptation, Transferability & Practicality	30%	9	2.70	8	2.40	6	1.80	8	2.40	7.75	2.33
Total	100%	33	8.30	29	7.10	31	7.90	37	9.30	32.50	8.15

David Marquis - Big Picture for South East Dallas

	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	9	0.90	7	0.70	10	1.00	8.50	0.85
Impact	30%	7	2.10	4	1.20	4	1.20	10	3.00	6.25	1.88
Innovation & Significance	30%	3	0.90	0	0.00	3.5	1.05	8	2.40	3.63	1.09
Applicability, Adaptation, Transferability & Practicality	30%	6	1.80	3	0.90	2	0.60	9	2.70	5.00	1.50
Total	100%	24	5.60	16	3.00	16.5	3.55	37	9.10	23.38	5.31

David Marquis - Sustaining Blue Green Grey Benefits											
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	2	0.20	7	0.70	5	0.50	0	0.00	3.50	0.35
Impact	30%	7	2.10	4	1.20	6	1.80	8	2.40	6.25	1.88
Innovation & Significance	30%	5	1.50	0	0.00	6	1.80	6	1.80	4.25	1.28
Applicability, Adaptation, Transferability & Practicality	30%	9	2.70	4	1.20	5	1.50	8	2.40	6.50	1.95
Total	100%	23	6.50	15	3.10	22	5.60	22	6.60	20.50	5.45

Huitt Zollars - Micro-Detention Storage System											
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	6	0.60	7	0.70	10	1.00	7.75	0.78
Impact	30%	10	3.00	10	3.00	6	1.80	10	3.00	9.00	2.70
Innovation & Significance	30%	8	2.40	9	2.70	4	1.20	10	3.00	7.75	2.33
Applicability, Adaptation, Transferability & Practicality	30%	8	2.40	10	3.00	3.5	1.05	8	2.40	7.38	2.21
Total	100%	34	8.60	35	9.30	20.5	4.75	38	9.40	31.88	8.01

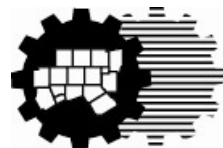
Town of Pantego - Bicentennial Park											
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	6	0.60	7	0.70	8	0.80	7.25	0.73
Impact	30%	6	1.80	7	2.10	2	0.60	6	1.80	5.25	1.58
Innovation & Significance	30%	3	0.90	6	1.80	0.5	0.15	7	2.10	4.13	1.24
Applicability, Adaptation, Transferability & Practicality	30%	10	3.00	8	2.40	1.5	0.45	6	1.80	6.38	1.91
Total	100%	27	6.50	27	6.90	11	1.90	27	6.50	23.00	5.45

Trinity Metro - Trout Lily Redesign											
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	2	0.20	8	0.80	1	0.10	4.75	0.48
Impact	30%	3	0.90	3	0.90	8	2.40	6	1.80	5.00	1.50
Innovation & Significance	30%	6	1.80	2	0.60	5	1.50	4	1.20	4.25	1.28
Applicability, Adaptation, Transferability & Practicality	30%	9	2.70	4	1.20	7	2.10	7	2.10	6.75	2.03
Total	100%	26	6.20	11	2.90	28	6.80	18	5.20	20.75	5.28

2017-2018 BLUE-GREEN-GREY APPLICATION FOR NEW IDEAS ROUND 2

**Surface Transportation Technical Committee
July 27, 2018**

Emily Beckham, Grants & Contracts Manager



**North Central Texas
Council of Governments**

Purpose of Initiative

Focus on 3 Elements:

Blue – Water

Green – Environment

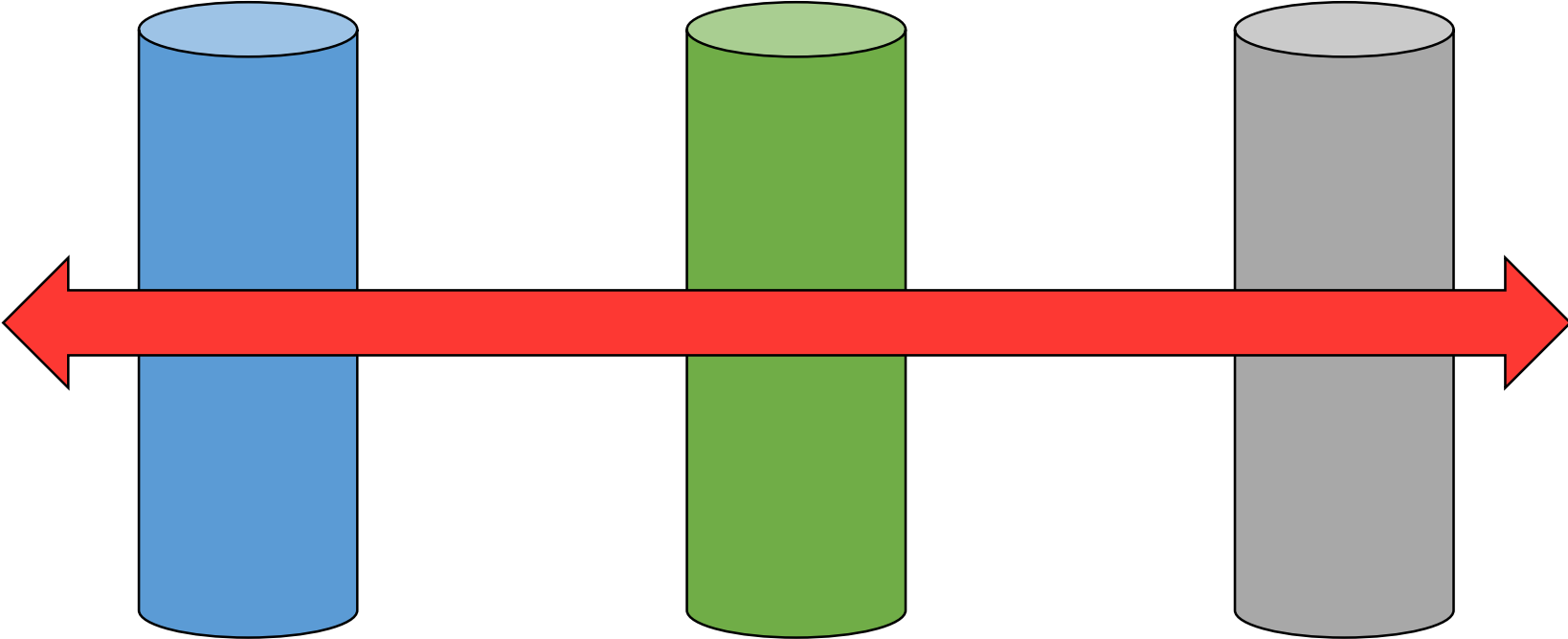
Grey – Transportation Infrastructure

Advance Projects or Programs with Innovative Outcomes

Seed Money to Develop Ideas for Full Funding/Implementation

Leverage Funding Available

Silo Busting



Water (Blue)

Environment
(Green)

Transportation
Infrastructure
(Grey)

Project Eligibility

Eligible Applicants

Universities, Cities, Counties, Transit Authorities,
Private Firms, Non-Profits, and Individuals

Project or Program Should be Located in 12-County
Metropolitan Planning Area

Awarded Projects or Programs Must be Submitted to
Implementing Agency or Fully Implemented within 12
Months of Notice to Proceed

Evaluation and Scoring Criteria

Category	Scoring (points)	Description
Team Qualifications	10	Team includes the correct mix of experience and expertise.
Impact	30	Project has a long-term effect and ability to change future designs.
Innovation/Significance	30	Project shifts current designs/practices by utilizing new approaches or uncommon approaches. Project addresses three elements (water, environment, transportation infrastructure). Project addresses an important problem or challenge.
Applicability, Adaptation, Transferability, and Practicality	30	Project could be used in other communities or settings. Project is realistic. Program is consistent with eligible funding programs and Regional Transportation Council objectives.

Recommended Projects

Entity	Project Name	Recommended Funding
Amanda Popken Development	Retrofitting Neighborhood Commercial Green Bicycle Park	\$38,500
City of Watauga	Hightower Drive Biofiltration Rain Gardens	\$50,000
Huitt Zollars	Micro-Detention Storage System	\$50,000
	Total	\$138,500

Schedule

Milestone	Estimated Timeframe
Application Published	April 6, 2018
Pre-Application Meeting	April 24, 2018
Final Questions Due	May 4, 2018
NCTCOG Responds to Questions	May 9, 2018
Applications Due	June 1, 2018
Review/Scoring of Applications	June – July 2018
STTC Approval of Awards	July 27, 2018
RTC Approval of Awards	August 9, 2018
Executive Board (Agreement Approval)	August 23, 2018
Round 2 Awardees Announced at Irving Summit	August 24, 2018

Action Requested

Recommend RTC Approval Of:

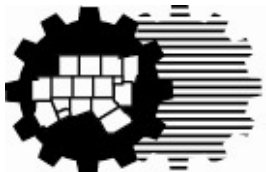
Award to Amanda Popken Development in the amount of \$38,500

Award to the City of Watauga in the amount of \$50,000

Award to the Huitt Zollars in the amount of \$50,000

For More Information

Emily Beckham
Grants & Contracts Manager
(817) 608-2308
ebeckham@nctcog.org



**North Central Texas
Council of Governments**

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2028

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Inflated Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2028									Path A, B, or C	
												1	2	3	4	5	6	7	8	9		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												\$1,303,118,400	\$2,644,358,026	\$50,000,000	\$550,520,000	\$1,131,307,612	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000		
Collin	54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen two lane rural highway to four lane divided; Realign intersection at FM 1461; Six lane ultimate	Jun-2017	Sep-2020	2021		\$34,793,244	\$34,793,244		\$34,793,244									C
Collin	54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen two lane rural highway to four lane divided; Six lane ultimate; Realign intersection of FM 1461	Jun-2017	Sep-2020	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,985,550	\$3,985,550		\$3,985,550									C
Collin	55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	Apr-2018	Apr-2021	2021		\$11,167,795	\$11,167,795		\$11,167,795									C
Collin	55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	Apr-2018	Apr-2021	2021		\$20,179,763	\$20,179,763		\$20,179,763									C
Collin	83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	Nov-2010	Jan-2020	2020		\$44,570,571	\$44,570,571		\$44,570,571									C
Collin	TBD		North/South Roadways	West and East of Lake Lavon			Aug-2025	2025	Feasibility study being done by NCTCOG	TBD	\$250,000,000		\$150,000,000				\$100,000,000					C
Collin			Regional Outer Loop	DNT to SH 121					Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to North/South Roadways and US 380 project	\$0	\$0		\$0									A
Collin			Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial					Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project	\$0	\$0		\$0									A
Collin	13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	Feb-2018	Sep-2020	2021		\$59,106,924	\$50,329,445				\$50,329,445							C
Collin	55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	May-2019	Sep-2020	2021		\$33,000,000	\$28,654,950		\$28,654,950									C
Collin	13010	0047-09-034	SH 5	Frisco Rd (N of FM 1378) to Spur 399	Reconstruct 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	Dec-2019	Feb-2023	2028		\$14,000,000	\$10,000,000		\$10,000,000									C
Collin	13026	0047-05-054	SH 5	Spur 399 to SH 121	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	Dec-2019	Sep-2022	2023		\$75,900,000	\$75,900,000		\$75,900,000									C
Collin	TBD		US 380	Denton County Line to Hunt County Line		Dec-2021	Aug-2026	2026	Portion of Category 2 funding reduced due to the Merritt Road swap; Received Category 2 funds from Regional Outer Loop project	\$350,000,000	\$350,000,000		\$168,000,000		\$150,000,000		\$32,000,000					C
Collin	13044	0047-06-161	US 75	At Ridgeview	Reconstruct interchange (at Ridgeview)	Mar-2019	Jun-2022	2022	TxDOT to request regular Category 12 from the State	\$27,000,000	\$25,000,000						\$25,000,000					A
Collin	13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	Jun-2012	Jan-2018	2018	Low bid amount of \$19,863,387	\$19,863,387	\$19,863,387		\$19,863,387									A
Collin	35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	Feb-2018	Jun-2018	2019	Funds are Proposition 1, Category 4	\$2,300,000	\$2,300,000				\$2,300,000							A
Collin	20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes		May-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Also has \$2,000,000 RTR and \$1,202,000 CMAQ	\$16,802,000	\$13,600,000		\$13,600,000									A
												Total Funding - Collin County									\$940,344,705	
Dallas	55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road		Dec-2021	2022		\$20,000,000	\$20,000,000		\$20,000,000									A
Dallas	13030	0009-11-181	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 12 mainlanes and reconstruct and widen 0/2 lane discontinuous to 2/8 lane continuous frontage roads	Jun-2020	Sep-2022	2023		\$25,000,000	\$25,000,000						\$25,000,000					B
Dallas	13043	0009-11-129	IH 30	IH 45 to Bass Pro Drive	Reconstruct 4/6/8 lane discontinuous to 4/6 lane continuous frontage roads; IH 45 to US 80; Reconstruct and widen 8 to 10 mainlanes with 1 reversible HOV to 2 reversible managed lanes; US 80 to IH 635; Reconstruct 6 to 6 mainlanes with 1 reversible HOV lane to 1 reversible managed lane; IH 635 to Bass Pro: Operational improvements	Jun-2020	Sep-2023	2024		\$1,341,000,000	\$25,000,000						\$25,000,000					B
Dallas	55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	Sep-2018	Mar-2021	2021	Requesting Category 12 funds from the TTC; If request is not granted, project will be funded with Category 4 funds	\$127,574,879	\$120,574,879						\$120,574,879					B

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2028

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Inflated Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2028									Path A, B, or C	
												1	2	3	4	5	6	7	8	9		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												\$1,303,118,400	\$2,644,358,026	\$50,000,000	\$550,520,000	\$1,131,307,612	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000		
Dallas	52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	Dec-2016	Jun-2018	2018	Low bid amount of \$24,549,664; Leave excess funding on project for change orders	\$27,000,000	\$27,000,000					\$27,000,000						A

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2028

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Inflated Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2028									Path A, B, or C	
												1	2	3	4	5	6	7	8	9		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												\$1,303,118,400	\$2,644,358,026	\$50,000,000	\$550,520,000	\$1,131,307,612	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000		
Dallas	54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	Dec-2016	Jun-2018	2018	Low bid amount of \$13,291,213; Category 11 funds used to fund the remainder of the project	\$13,291,213	\$11,000,000					\$11,000,000						A
Dallas	13018	0581-02-146	IH 30	At SL 12	Construct direct connectors (Phase 1)		Sep-2026	2028		\$50,000,000	\$50,000,000								\$50,000,000			A
Dallas	13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections		Jan-2021	2021	Portion of Fort Worth's Category 4 funds to be used	\$9,000,000	\$9,000,000				\$9,000,000							A
Dallas	55094	0442-02-159	IH 35E	US 67 to Laureland Drive	Construct 0 to 1 reversible express lane		Jan-2024	2028		\$60,000,000	\$60,000,000				\$23,000,000		\$37,000,000					A
Dallas	13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 general purpose lanes (IH 635 to SH 121); Reconstruct 6 to 8 collector distributor lanes (SH 121 to Denton C/L) (IH 35E Phase 2)		Aug-2026	2026		\$683,905,520	\$262,044,414		\$262,044,414									A
Dallas	55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	Mar-2017	Apr-2019	2019		\$26,327,302	\$26,327,302		\$26,327,302									A
Dallas	54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	Jun-2015	Aug-2019	2019	Project has Category 12 funds from the MPO Revolver Swap; \$9,049,174 of Category 2 funds being used for ENG	\$69,377,000	\$69,377,000		\$65,000,000					\$4,377,000				A
Dallas	55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads		Jul-2020	2020	\$63,071,347 of Category 12 funds being used for ENG and UTIL	\$385,988,661	\$385,988,661						\$385,988,661					B
Dallas	55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes		Jul-2020	2020	\$6,646,521 of Category 2 funds being used for ENG; Project split out from TIP 55165.1/CSJ 2374-01-183	\$50,956,661	\$50,956,661		\$50,956,661									B
Dallas	55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads		Jul-2020	2020	\$34,821,750 of Category 2 funds and \$2,044,646 of Category 4 funds being used for ENG and UTIL	\$230,221,536	\$230,221,536		\$34,821,750		\$175,000,000		\$20,399,786					B
Dallas	55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 express to 2 managed lanes		Jul-2020	2020	\$4,650,021 of Category 2 funds being used for ENG; Project split out from TIP 55060.1/CSJ 2374-01-137	\$35,650,161	\$35,650,161		\$35,650,161									B
Dallas	55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads		Jul-2020	2020	Construction also funded with \$25M CMAQ, \$92,857,142 STBG, \$108,338,878 TxDOT PE/ROW, and \$6,550,925 Category 11; \$58,797,257 of Category 2 funding being used for ENG and UTIL	\$323,358,493	\$90,147,610		\$58,797,257				\$31,350,353					B
Dallas	55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 express to 2 managed lanes		Jul-2020	2020	Construction also funded with \$7,142,858 STBG; \$24,276,492 of Category 2 funding being used for ENG; Project split out from TIP 55075.1/CSJ 2374-02-053	\$186,119,772	\$178,976,914		\$178,976,914									B
Dallas	55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange		Jul-2020	2020	Construction also funded with \$25,000,000 STBG, \$91,661,122 TxDOT PE/ROW, and \$150,000,000 in toll revenue; \$46,837,523 of Category 2 funding used for ENG and UTIL; Project split out from TIP 55075.1/CSJ 2374-02-053; Cat 2 increased in lieu of toll revenue	\$278,620,856	\$128,566,595		\$128,566,595									B
Dallas	54119	2964-10-005	SL 9	IH 35E to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6)	Sep-2017		2045	10-Year Plan funds moved to TIP 54119.1/CSJ 2964-10-008, TIP 54119.2/CSJ 2964-10-009, TIP 54119.3/CSJ 2964-12-001, and TIP 54119.4/CSJ 2964-12-002; This project now represents the ultimate project	\$0	\$0						\$0					
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS, sidewalks, and turn lanes	Sep-2017	Mar-2021	2022	Project split out from TIP 54119/CSJ 2964-10-005	\$94,333,544	\$55,133,040		\$16,563,966						\$38,569,074			A
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS, sidewalks, and turn lanes	Sep-2017	Mar-2021	2022	Project split out from TIP 54119/CSJ 2964-10-005	\$59,795,622	\$60,423,423		\$18,153,388						\$42,270,035			A
Dallas	54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	Jan-2018	Jun-2018	2018	Project let in June 2018 for \$20,927,948; Leave excess funds on project for change orders	\$20,927,948	\$25,000,000			\$25,000,000								A
Dallas	53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)		Aug-2023	2023	Moving funding from SH 183 corridor to this project	\$210,000,000	\$210,000,000						\$210,000,000					A
Dallas	11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)		Aug-2023	2023	Moving funding from SH 183 corridor to this project	\$210,000,000	\$210,000,000						\$210,000,000					A

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												1	2	3	4	5	6	7	8	9			
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt			
Dallas			SH 183	PGBT Western Extension (SH 161) to SL 12					Funding moved to TIP 53003 and 11527	\$0	\$0		\$0									A	
Dallas			SH 183	SL 12 to SH 114					Funding moved to TIP 11527	\$0	\$0		\$0										A
Dallas	53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 6 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)		Aug-2027	2027	Funding moved to TIP 11527	\$0	\$0		\$0										A
Dallas	54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, 2 to 2/6 Managed Lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)		Aug-2027	2027	Funding moved to TIP 11527	\$0	\$0		\$0										A
Dallas	55065	0092-01-059	SH 310/SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	Mar-2017	Mar-2019	2019		\$10,063,900	\$10,100,000		\$10,100,000										A
Dallas	13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	May-2019	Aug-2021	2022	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$5,500,000	\$1,000,000		\$1,000,000										C
Dallas	55120	0197-02-124	US 175	West of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications	Nov-2018	Apr-2019	2019		\$2,163,200	\$2,163,200		\$2,163,200										A
Dallas	53109	0095-02-107	US 80	East of Town East Blvd. to Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/6 to 4/6 lane frontage roads and reconstruct IH 635 interchange	Jun-2019	Jun-2021	2021		\$386,214,458	\$105,000,000			\$105,000,000									B
Dallas	53110	0095-02-096	US 80	Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads		Jun-2021	2023	Project split out from TIP 53109	\$163,960,872	\$100,000,000			\$100,000,000									B
Dallas			Dallas County Contingency						Contingency for Dallas County projects		\$300,000,000					\$300,000,000							A/B
Dallas	35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements		Apr-2019	2019	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$400,000 Category 11; Category 12 funds are part of MPO Revolver Swap	\$10,726,868	\$9,915,000		\$7,900,000					\$2,015,000					A
Dallas	55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation as a single point urban interchange (SPUI)		Jan-2022	2022	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$1,116,185 of Category 1 funds	\$18,316,185	\$17,200,000			\$17,200,000									A
											Total Funding - Dallas County											\$2,911,766,396	
Denton	83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	Feb-2018	May-2021	2021		\$42,817,890	\$42,817,890		\$42,817,890										C
Denton			Greenbelt/Regional Outer Loop	At FM 428						\$50,000,000	\$50,000,000		\$50,000,000										A
Denton	TBD	0196-01-109	IH 35E	At Mayhill Road	Reconstruct interchange		May-2021	2021	Split from TIP 25033.2/CSJ 0196-02-125	\$46,212,969	\$46,212,969		\$46,212,969										A
Denton	25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads		May-2028	2028		\$663,409,414	\$84,847,031		\$84,847,031										A
Denton	13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)		Aug-2026	2026		\$957,611,088	\$164,000,000		\$164,000,000										A
Denton	55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	Jun-2018	May-2021	2021	Also has \$95,000 local and \$665,000 CMAQ	\$18,448,040	\$17,839,014		\$17,839,014										C
Denton	20096	0135-10-050	US 380	US 377 to CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	Jun-2018	May-2021	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$129,360,761	\$51,250,941		\$51,250,941										C

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

FY 2017 - FY 2028

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Inflated Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2028									Path A, B, or C						
												1	2	3	4	5	6	7	8	9							
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt							
Denton	20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements		Jul-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$12,156,936 2MP1, \$10,471,047 4P1, & \$2,901,189 CMAQ	\$26,627,983	\$1,098,811		\$1,098,811										A				
Denton	20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)		Jul-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1 & \$4,019,642 of 4P1	\$7,788,890	\$1,500,000		\$1,500,000										A				
Denton	51060	0353-02-053	SH 114	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage		Nov-2018	2019	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ	\$10,123,776	\$7,500,000		\$7,500,000										A				
Denton	20120	0081-03-048	US 377	From Henrietta Creek Rd. to SH 114 (Section 5)	Reconstruct and widen 2/4 to 4 lane divided urban		Nov-2018	2019	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$863,844 of Category 1 & \$1,922,275 of CMAQ	\$14,836,119	\$12,050,000		\$12,050,000										A				
Total Funding - Denton County																											\$479,116,656
Ellis	13020	1324-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	Dec-2019	Dec-2022	2023		\$70,000,000	\$25,000,000		\$25,000,000										C				
Ellis	13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	Jun-2019	Sep-2021	2022		\$29,246,463	\$29,246,463			\$29,246,463									A				
Ellis	13029	0092-03-053	IH 45	At FM 664	Construct interchange	Jun-2019	Sep-2021	2022		\$40,419,966	\$34,000,000								\$34,000,000				A				
Ellis	13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	Jun-2020	Sep-2023	2024		\$32,145,761	\$32,145,761		\$32,145,761										C				
Ellis	13035	1051-01-051	FM 664	IH 35E to IH 45	Widen 2/4 lane rural highway to 6 lane urban	Jun-2019	May-2023	2023		\$197,275,168	\$25,000,000		\$25,000,000										C				
Ellis	55092	0048-04-090	IH 35E	US 77 North to US 77 South (IH 35E Waxahachie CAP/MAIN Phase 2)	Reconstruct 5 interchanges (Bus 287/US 287 Bypass/Lofland/Butcher (FM 387)/Sterret Rd.) and frontage roads and ramp modifications	Feb-2019	Aug-2022	2022	Funding moved to TIP 13042/CSJ 0048-04-094	\$0	\$0			\$0									A				
Ellis	35001	0172-05-115	US 287	at Walnut Grove Road	Reconstruct intersection	Apr-2017	Jun-2019	2019		\$26,700,000	\$26,700,000			\$26,700,000									A				
Ellis	11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements		May-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,713,331 Category 7; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders	\$30,000,000	\$17,100,000		\$17,100,000										A				
Ellis	13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Construct grade separation and reconstruct 4/6 lane frontage roads		Sep-2020	2021	Funding from TIP 55092/CSJ 0048-04-090	\$42,000,000	\$42,000,000			\$42,000,000									A				
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS, sidewalks, and turn lanes	Sep-2017	Mar-2021	2022	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$2.5M CMAQ	\$9,513,170	\$7,013,170		\$1,291,900							\$5,721,270			A				
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS, sidewalks, and turn lanes	Sep-2017	Mar-2021	2022	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$2.5M CMAQ	\$10,393,729	\$10,370,367		\$3,930,746							\$6,439,621			A				
Total Funding - Ellis County																											\$248,575,761
Hood	54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	Jun-2017	Aug-2018	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County	\$41,000,000	\$0	\$0											A				
Total Funding - Hood County																											\$0
Hunt	13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	Jan-2020	May-2024	2024		\$15,000,000	\$15,000,000			\$15,000,000									C				
Hunt	13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	Sep-2019	Sep-2022	2022	Project also has \$11,485,840 of Category 7 funds	\$17,035,840	\$5,550,000		\$5,550,000										C				
Hunt	13050	0009-13-167	IH 30	At FM 1570	Construct interchange	Dec-2019	Jun-2022	2022	Project was awarded Category 12 funds by the TTC; Project also has \$8,000,000 of Category 7 funds	\$30,000,000	\$22,000,000										\$22,000,000		B				
Hunt	13053		SH 24/SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements					\$4,900,000	\$4,900,000		\$4,900,000										C				

**10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
FY 2017 - FY 2028**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Inflated Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2028									Path A, B, or C		
												1	2	3	4	5	6	7	8	9			
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt			
												\$1,303,118,400	\$2,644,358,026	\$50,000,000	\$550,520,000	\$1,131,307,612	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000			
Hunt	55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane		Apr-2020	2020		\$9,000,000	\$9,000,000				\$9,000,000								C
Hunt	55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange		Jun-2022	2022	Project was awarded Category 12 funds by the TTC	\$30,000,000	\$30,000,000											\$30,000,000	
Hunt	55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Construct overpass		Jun-2022	2022	Project was awarded Category 12 funds by the TTC	\$25,000,000	\$25,000,000											\$25,000,000	
Hunt	55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass		Jun-2022	2022	Project was awarded Category 12 funds by the TTC	\$25,000,000	\$25,000,000											\$25,000,000	
Hunt	55223	0009-13-900	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches		Jun-2022	2022	Project also has \$6,450,000 of Category 7 funds	\$22,000,000	\$15,550,000				\$15,550,000								
Total Funding - Hunt County												\$152,000,000											
Johnson	54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway and widen 2 to 4 lanes rural divided	Jan-2020	Aug-2026	2026		\$78,000,000	\$78,000,000	\$78,000,000											C
Johnson	13041	0747-05-042	FM 157	US 67 to 8th Street	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	Sep-2019	Aug-2022	2022		\$2,800,000	\$2,800,000	\$2,800,000											C
Johnson	13040	0747-05-043	FM 157	8th Street to North of CR 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks	Sep-2019	Aug-2021	2021	Project split out from TIP 13041/CSJ 0747-05-042	\$1,375,000	\$1,375,000	\$1,375,000											C
Johnson	11955	1181-02-033	FM 917	Eddy Avenue to South Main Street	Construct railroad grade separation and realign FM 917	Mar-2019	Feb-2022	2022		\$11,569,023	\$11,569,023	\$11,569,023											C
Johnson	TBD	1181-03-036	FM 917	South Main Street to SH 174	Construct railroad grade separation and realign FM 917	Mar-2019	Feb-2022	2022	Project split out from TIP 11955/CSJ 1181-02-033	\$3,490,748	\$3,490,748	\$3,490,748											C
Johnson	13046	0014-03-088	IH 35W	Ricky Lane to US 67	Reconstruct interchange at FM 917	Dec-2019	Aug-2020	2020		\$17,039,216	\$15,000,000				\$15,000,000								A
Johnson	54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	Jul-2017	Aug-2018	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$21,506,795	\$3,950,000	\$3,950,000											A
Total Funding - Johnson County												\$116,184,771											
Kaufman	55111	2588-01-017	FM 548	North of US 80 at Walmart to SH 205	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	Jun-2019	Mar-2023	2023		\$84,650,269	\$84,650,269		\$84,650,269										C
Kaufman	51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	Jul-2018	Jun-2020	2020		\$12,925,617	\$12,925,618		\$12,925,618										A
Kaufman	55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications	Nov-2018	Apr-2019	2019		\$2,163,200	\$2,163,200		\$2,163,200										A
Kaufman	53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct 4 lane discontinuous frontage roads to 4 lane continuous frontage roads	Jun-2019	Sep-2021	2022		\$139,515,095	\$133,000,000				\$133,000,000								B
Total Funding - Kaufman County												\$232,739,087											
Parker	14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	Oct-2018	Dec-2018	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds	\$19,450,000	\$14,900,000	\$14,900,000											C
Parker	14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	May-2019	Dec-2018	2019	Project split out from TIP 14012/CSJ 0313-02-057	\$1,900,000	\$1,900,000	\$1,900,000											C
Parker	13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads	Mar-2020	Sep-2021	2022		\$24,241,602	\$21,000,000				\$21,000,000								A
Parker	TBD	1068-05-014	IH 30	IH 20 to Walsh Ranch Parkway	Construct westbound ramps to FM 1187, construct eastbound ramps to IH 30 and IH 20	Sep-2020	Jul-2021	2021		\$6,000,000	\$6,000,000				\$6,000,000								A
Parker	TBD	0008-03-094	IH 20	FM 1187 to Parker/Tarrant County Line	Construct interchange at Walsh Ranch Parkway and eastbound entrance ramp, westbound exit ramp, and U-turn at FM 1187	Sep-2019	Jan-2021	2021	Project split out from CSJ 1068-05-014	\$21,800,000	\$21,800,000				\$21,800,000								A
Total Funding - Parker County												\$65,600,000											
Rockwall	13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	Jun-2019	Mar-2023	2023		\$6,200,000	\$6,200,000		\$6,200,000										C

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FY 2017 - FY 2028

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												1	2	3	4	5	6	7	8	9		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												\$1,303,118,400	\$2,644,358,026	\$50,000,000	\$550,520,000	\$1,131,307,612	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000		
Rockwall	55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition for Dalrock interchange		Mar-2021	2021	Project split out from TIP 55169/CSJ 0009-11-241; TxDOT Dallas requesting Cat 12 CL; If not received it will change to Cat 4	\$7,000,000	\$7,000,000							\$7,000,000				B
Rockwall	13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications	Mar-2019	Nov-2021	2023		\$232,000,000	\$232,000,000				\$32,000,000		\$200,000,000					B
Rockwall	55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)		Sep-2020	2021		\$2,702,009	\$2,702,009		\$2,702,009									C
Rockwall	13038	0451-05-001	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway		Aug-2022	2022	Project split out from TIP 55074	\$29,413,664	\$29,413,664		\$29,413,664									C
Rockwall	83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements		May-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$859,000 of CMAQ & \$733,798 Category 11	\$9,250,063	\$8,325,063		\$8,325,063									A
Rockwall	55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)		Apr-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18	\$768,731	\$719,165		\$719,165									A
Rockwall	2998	1290-02-017	SH 276	From SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)		Apr-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ	\$16,547,045	\$14,900,000		\$14,900,000									A
											Total Funding - Rockwall County									\$301,259,901		
Tarrant	11244.1	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	Jul-2018	Aug-2018	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change	\$53,000,000	\$0	\$0										C
Tarrant	13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	Jan-2025	Sep-2027	2028		\$31,085,095	\$31,085,095	\$31,085,095										A
Tarrant	13027	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6 lane continuous frontage roads	Sep-2021	Jan-2024	2024	Split from IH 20 from US 287 to Park Springs Blvd	\$300,000,000	\$50,000,000	\$50,000,000										B
Tarrant	55043	2374-05-066	IH 20	Anglin Drive to Park Springs	Reconstruct and widen 8/10 to 10/12 general purpose lanes, 8 collector distributor lanes, and reconstruct and widen 4/6 continuous frontage roads to 4/8 discontinuous frontage roads		Sep-2021	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project	\$355,000,000	\$278,000,000	\$125,000,000		\$153,000,000								B
Tarrant	TBD	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct freeway, construct frontage roads	May-2020	Sep-2021	2022	Project is part of the Southeast Connector	\$165,000,000												B
Tarrant	55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	Jun-2019	Aug-2024	2024		\$23,000,000	\$23,000,000			\$23,000,000								B
Tarrant	13002	1068-01-213	IH 30	IH 820 to Camp Bowie Blvd	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	Sep-2021	Mar-2023	2023		\$637,144,167	\$150,000,000	\$150,000,000										B
Tarrant	13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	Apr-2020	Jan-2023	2023		\$81,000,000	\$81,000,000		\$81,000,000									A
Tarrant	13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes; 2 concurrent express lanes and construct 0 to 4 continuous frontage road lanes	Mar-2019	Jan-2023	2023		\$75,000,000	\$75,000,000		\$75,000,000									A
Tarrant	55041	0008-13-125	IH 820 (SE)	Meadowbrook Dr. to IH 20	Reconstruct freeway from 4/8 to 8/14 lane facility	May-2020	Sep-2021	2022	Project is part of the Southeast Connector	\$656,000,000	\$480,362,000	\$140,160,000			\$340,202,000							B
Tarrant	13056	0008-05-029	Lancaster Avenue/SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	Jan-2023	Sep-2025	2026	Project has a \$10,000,000 commitment from City of Fort Worth	\$47,500,000	\$37,500,000	\$37,500,000										C
Tarrant	13057	0008-06-052	Lancaster Avenue/SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	Jan-2023	May-2025	2025	Split from TIP 13056, Lancaster Ave/SH 180 IH 35W to IH 820 project	\$12,500,000	\$12,500,000	\$12,500,000										C

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FY 2017 - FY 2028

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												1	2	3	4	5	6	7	8	9			
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt			
Tarrant	13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood and construct 0 to 2 lane westbound and 0 to 2 lane eastbound frontage roads from Solana/Kirkwood to Dove	Oct-2019	Sep-2021	2022		\$33,000,000	\$33,000,000	\$33,000,000											A

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

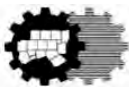
FY 2017 - FY 2028

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Inflated Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2028									Path A, B, or C			
												1	2	3	4	5	6	7	8	9				
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt				
Tarrant	13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	Apr-2009	Mar-2018	2018	Design-build; Project also has \$1,600,000 of Category 1 funding	\$371,600,000	\$370,000,000						\$370,000,000					A		
Tarrant	13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	Jul-2018	Sep-2018	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds	\$0	\$25,000,000	\$0											B	
Tarrant	55176	0171-04-050	SH 199	South of FM 1886 to South end of Lake Worth Bridge	Reconstruct and widen 0 lane to 6 lane freeway; Reconstruct 4 lane to 6 lane frontage roads; Construct bridges over Lake Worth & traffic management system	Feb-2019	Feb-2020	2020		\$113,999,400	\$113,999,400	\$45,006,400					\$68,993,000						B	
Tarrant	55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Widen roadway from 4 lanes to 6 lanes, and reconstruct 4/6 lane to 4/6 lane frontage roads	Feb-2019	Feb-2020	2020		\$22,000,000	\$22,000,000					\$22,000,000							B	
Tarrant	13005	0171-05-068	SH 199	Azle Avenue to IH 820	Construct 0 to 6 freeway main lanes; Construct 0 to 4/6 lane continuous frontage lanes, and interchange at IH 820	Feb-2020	Feb-2024	2024		\$250,594,593	\$200,000,000	\$200,000,000												B
Tarrant	13037	0171-05-094	SH 199	IH 820 to West Fork of Trinity River	Reconstruct 4/6 to 4/6 lane divided urban	Aug-2020	Aug-2023	2023		\$100,000,000	\$100,000,000	\$100,000,000												C
Tarrant	13058	2266-02-150	SH 360	SH 183 to Post and Paddock Rd.	Operational improvements	Jun-2020	Jul-2020	2020		\$22,718,955	\$20,000,000	\$20,000,000												B
Tarrant	13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad through girder bridge and 4/8 lane to 4/8 lane continuous frontage roads	Apr-2016	Sep-2020	2021	Project is split out from TIP 51346	\$53,012,000	\$50,000,000	\$50,000,000												B
Tarrant	51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	Feb-2016	Feb-2018	2018	Project has let with a low bid amount of \$53,391,000; Leave excess funding on the project for change orders	\$53,391,000	\$55,000,000	\$55,000,000												B
Tarrant	55044	0172-06-080	US 287	IH 820 to Bishop Street	Reconstruct 6 to 6 main lanes with 4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	May-2020	Sep-2021	2022	Project is part of the Southeast Connector	\$40,000,000	\$40,000,000					\$40,000,000								B
Tarrant	55042	0172-09-028	US 287	IH 20 to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes	May-2020	Sep-2021	2022	Project is part of the Southeast Connector	\$30,000,000	\$30,000,000					\$30,000,000								B
Total Funding - Tarrant County																					\$2,252,446,495			
Wise	13004	2418-01-013	FM 1810	East of Public Road 1122 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation and retaining walls at realigned intersection at US 81/287 and BU 81D	Jan-2023	Jan-2025	2025		\$13,000,000	\$13,300,000	\$13,300,000												C
Wise	13004.1	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US81D, with addition of ramps and frontage roads	Jan-2023	Jan-2025	2025	Split from TIP 13004/CSJ 2418-01-013	\$16,700,000	\$16,700,000	\$16,700,000												C
Wise	13004.2	0013-09-012	BU 81-D	North of CR 1160 to North of CR 2090	Realign and widen roadway	Jan-2023	Jan-2025	2025	Split from TIP 13004/CSJ 2418-01-013	\$600,000	\$600,000	\$600,000												C
Wise	53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Widen and reconstruct from 2 lane to 2 lane urban for shoulders and safety, add turn lanes	Aug-2019	Feb-2022	2022	Original Prop 1 project	\$14,000,000	\$14,000,000					\$14,000,000								A
Total Funding - Wise County																					\$44,600,000			
Total Proposed Funding											\$7,744,633,772	\$1,197,836,266	\$2,243,320,919	\$50,000,000	\$570,793,000	\$957,775,908	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000	\$7,744,633,772			
Total Amount Remaining for Programming											\$659,577,945	\$105,282,134	\$401,037,107	\$0	(\$20,273,000)	\$173,531,704	\$0	\$0	\$0	\$0				
Total Allocation											\$8,404,211,717													

2019 UNIFIED TRANSPORTATION PROGRAM AND UPDATES TO THE REGIONAL 10-YEAR PLAN

Surface Transportation Technical Committee

July 27, 2018



North Central Texas
Council of Governments
Transportation Department

2019 UTP & 10-YEAR PLAN UPDATES

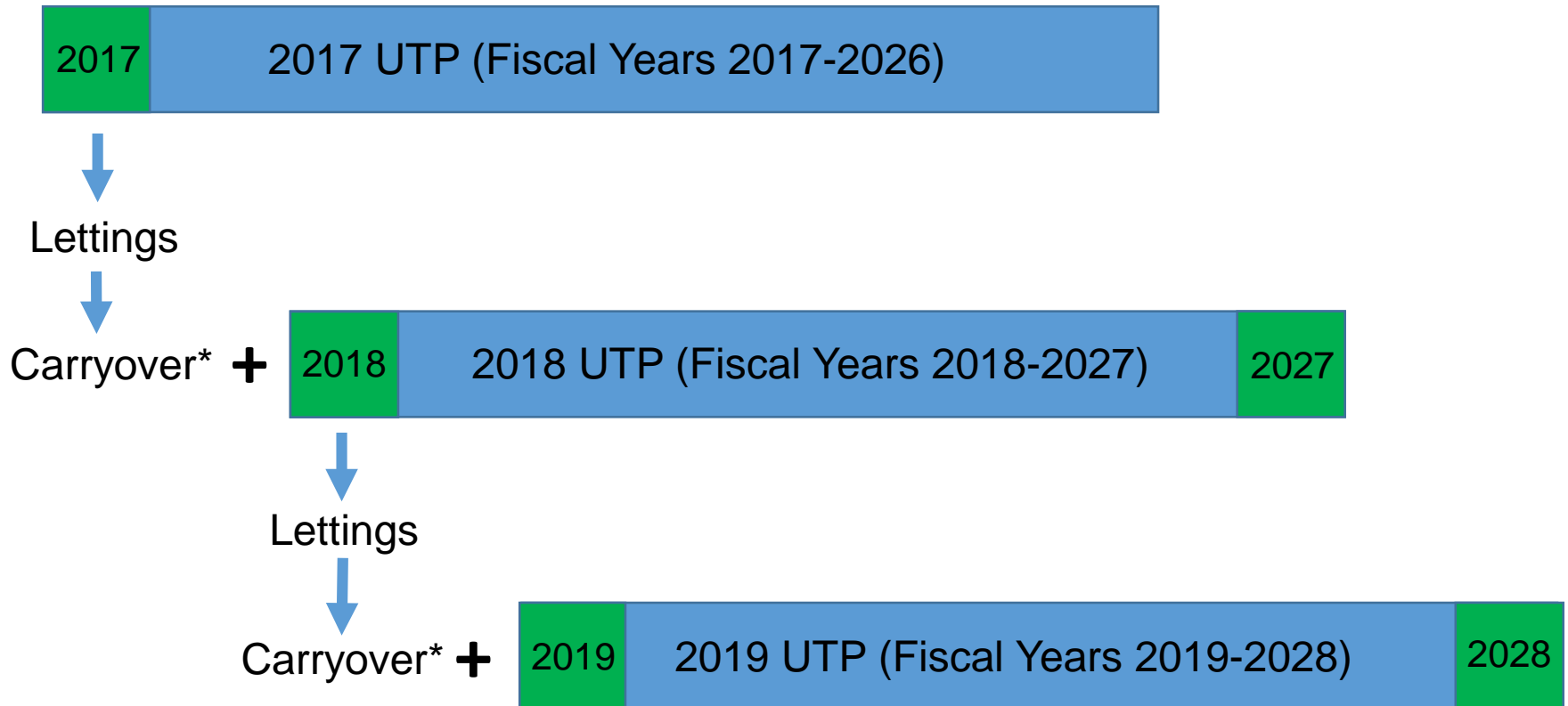
Ongoing Activities

- Review Funding Allocation changes since initial target setting **(Still underway)**
- Make Year-of-Expenditure/Total Project Cost updates **(Done)**
- Make adjustments due to revised construction costs **(Done)**
- Make adjustments due to changes in funding allocations **(Still underway)**
- Update with recent Regional Transportation Council (RTC) action on projects such as LBJ East and SH 183 **(Done)**
- Review project status and timing **(Done)**

RECENT SUCCESS STORIES

- Due to increased cash flow capacity, TxDOT requested that projects be advanced and funded with STBG instead of Category 2 funds:
 - Affected projects include FM 156 from US 81/287 to Watauga Road (\$32,000,000), US 377 from Johnson/Hood County Line to South of SH 171 (\$32,800,000), and SH 121 from Glade Road to SH 183 (\$25,000,000)
 - NCTCOG has been assured that no other projects will be impacted or delayed due to this action.
 - In addition, the action frees up Category 2 funds for other purposes.
- The draft 2019 UTP includes Category 12 funding for the SH 183 Interchange projects in Irving and additional Category 12 funding for part of the Southeast Connector project in Fort Worth.

REGIONAL 10-YEAR PLAN ALLOCATION PROGRESSION

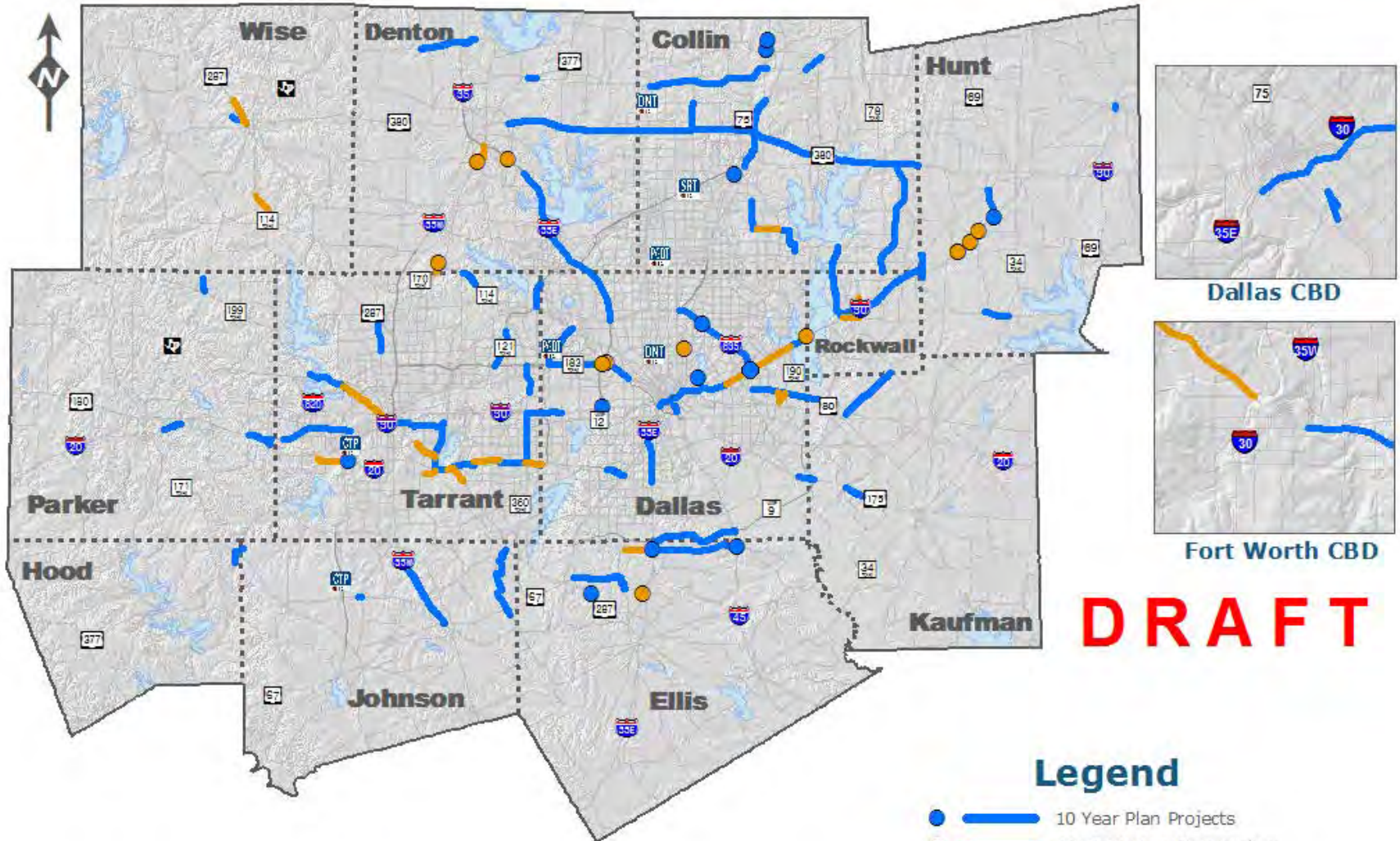


*Funds not obligated should carry over

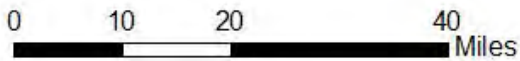
Anticipate that breakdown of allocations and carryover amounts will be provided at the time of the meeting

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2028



DRAFT



Legend

- — 10 Year Plan Projects
- — 2018 10 Year Plan Update
- Mobility 2045 Roadways
- County Boundary
- Lakes

Date: 7/5/2018

TIMELINE

MEETING/TASK	DATE
STTC Information	May 25, 2018
RTC Information	June 14, 2018
STTC Status Update	June 22, 2018
Public Meetings	July 2018
Partial RTC Action	July 12, 2018
STTC Action	July 27, 2018
RTC Final Action	August 9, 2018
TTC Action	August 30, 2018

ACTION REQUESTED

- Recommend RTC approval of:
 - The final Regional 10-Year Plan project listing
 - Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes

CONTACT/QUESTIONS?

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Transportation Planner III
Ph: (817) 704-5694
bdell@nctcog.org

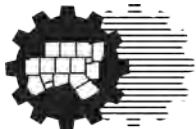
Wade Haffey
Transportation Planner II
Ph: (817) 695-9254
whaffey@nctcog.org

TRANSIT IMPLEMENTATION IN THREE AREAS OF THE REGION

Surface Transportation Technical Committee

July 27, 2018


Shannon Stevenson
Program Manager



North Central Texas
Council of Governments

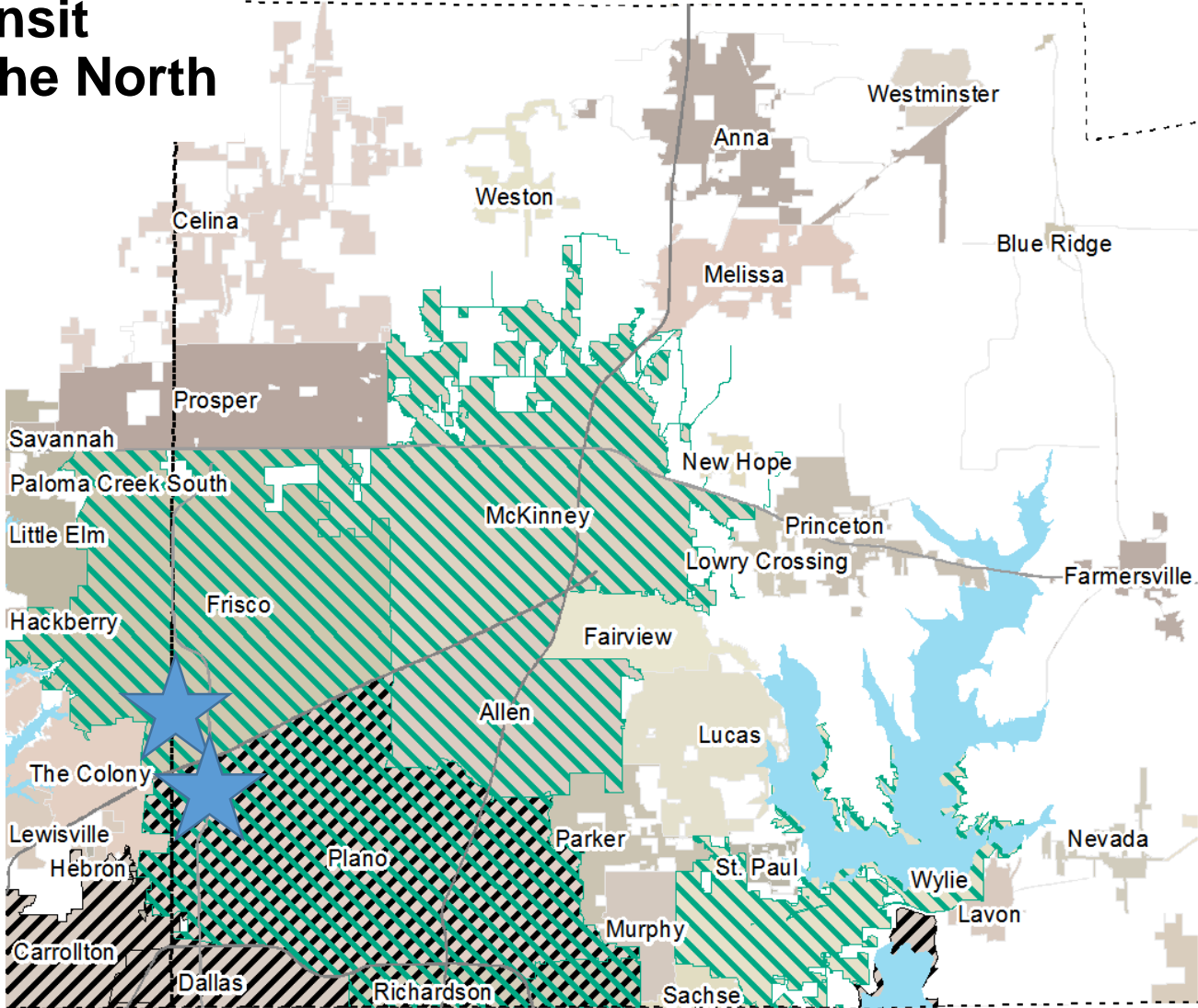


Collin County: Moving Transit Further to the North


Dallas Area
Rapid Transit
(DART)


Cities
Requesting
Planning
Assistance


Transportation
Management
Association
(TMA)

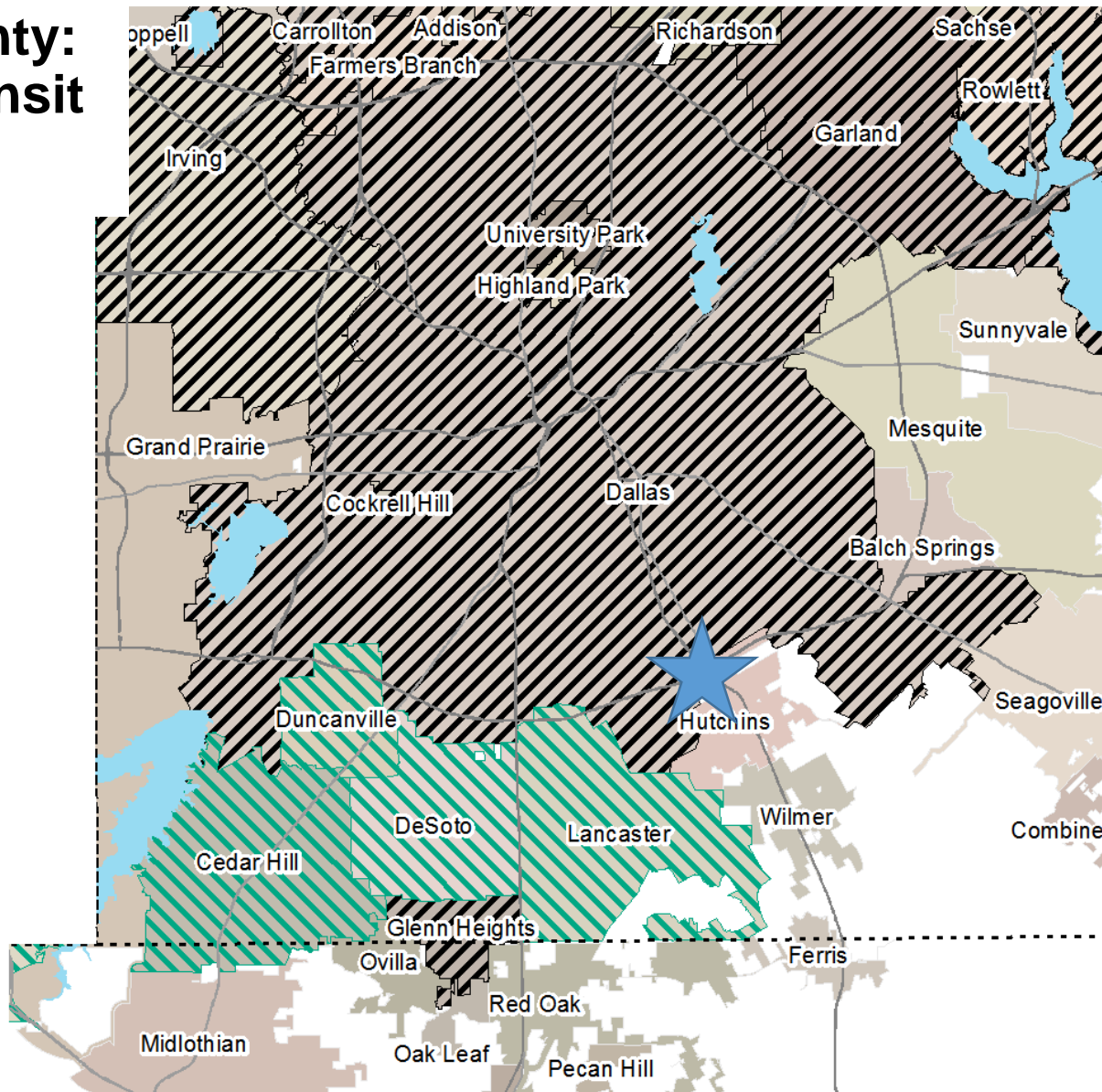


Dallas County: Infilling Transit Service


Dallas Area
Rapid Transit
(DART)


Cities
Requesting
Planning
Assistance


Potential
Transportation
Management
Association
(TMA)



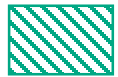
0 1.25 2.5 5
Miles



Tarrant County: Comprehensive Approach



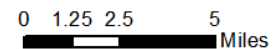
Fort Worth
Transportation
Authority (FWTA)



Cities
Requesting
Planning
Assistance



Pilot Cities with
RTC funding



Elements Considered in Transit Implementation Initiative

	Collin County	Dallas County	Tarrant County	Include in Combined Effort?
Internal and regional connections	✓	✓	✓	Yes
Focus on strategic implementation	✓	✓	✓	Yes
Near term (now to 10 years)	✓	✓	✓	Yes
Increase transportation options and innovation	✓	✓	✓	Yes
Funding options	✓	✓	✓	Yes
Private sector involvement	✓	✓	✓	Yes
People and goods	?	✓	?	Yes

Preliminary cost estimate of \$2M

Transit Implementation Initiative

STTC Action Requested

- Recommend RTC approval of \$2 million in Federal Transit Administration, Regional Toll Revenue, and Surface Transportation Block Grant funds to support the development of a comprehensive approach to planning and implementing transit services outside of transit authority service areas.
- Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include a comprehensive study in the three sub-regions following RTC approval.

Contact Information

Shannon Stevenson

Program Manager

sstevenson@nctcog.org

817-608-2304

Jing Xu

Senior Transportation Planner

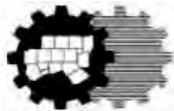
jxu@nctcog.org

817-608-2335

2018 METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE TDC AWARD

Surface Transportation Technical Committee

July 27, 2018



North Central Texas
Council of Governments
Transportation Department

MTP POLICY BUNDLE PROCESS 2018: Highlights From Round Two*

- All entities awarded in 2017 reapplied and met policy requirements for their entity type.
- All returning entities increased the number of their policies in 2018.
- One city who did not meet requirements in 2017, reapplied in 2018 and exceeded the policy requirement.
- Three new entities applied in 2018 and met the policy requirements.
- Five entities that did not meet requirements in 2017 did not reapply in 2018.

* Small transit providers not required to participate in Policy Bundle process to receive TDCs.

MTP POLICY BUNDLE PROCESS: TDC Allocation Process

- All entities awarded in 2017 will keep their TDCs awarded last round, minus what they have already used (i.e., staff proposes allowing a grace period for first year of Policy Bundle implementation).
- Annually, the TIP team will review federal funding availability for the upcoming year and determine the number of TDCs to be allocated to all new qualifying agencies.
 - In FY 2018, proposing to award 50% of the TDCs awarded last year to align with realistically available federal funding for projects using Policy Bundle TDCs
- TDCs will be available to program through the TIP team throughout the fiscal year as opportunities arise.
- All TDCs not used by the end of FY2019 will be returned for future programming.
- All entities will be required to re-qualify each year.

2018 MTP Policy Bundle Results Eligibility

Cities: Required 10 Policies

	<u>2017</u>	<u>2018</u>
City of Arlington	12	13
City of Coppell	--	11
City of Dallas	15	17
City of Duncanville	8	12
City of Farmers Branch	--	12
City of Fort Worth	14	16
City of Garland	--	14
City of Grapevine	12	16
City of Lewisville	10	13
City of McKinney	15	16
City of Mesquite	15	16
City of Plano	13	16
City of Richardson	12	13

Transit Agencies: Required 5 Policies

	<u>2017</u>	<u>2018</u>
DCTA	8	10
FWTA (Trinity Metro)	5	9

*First application in 2018

*Applied in 2018 but did not meet requirements

TDCs Available for FY 2019

Entity	Balance of TDCs Awarded in 2017 ¹	Proposed TDCs to be Awarded in 2018 ^{1,2}	Total TDCs Available Through FY 2019 ¹
City of Arlington	5.0	2.5	7.5
City of Dallas	7.6	4.0	11.6
City of Fort Worth	8.0	4.0	12.0
City of Grapevine	3.0	1.5	4.5
City of Lewisville	2.4	1.5	3.9
City of McKinney	3.0	1.5	4.5
City of Mesquite	3.0	1.5	4.5
City of Plano	4.8	2.5	7.3
City of Richardson	3.0	1.5	4.5
DCTA	1.3	2.5	3.8
FWTA (Trinity Metro)	7.1	4.0	11.1
City of Duncanville	N/A	1.5	1.5
City of Coppell	N/A	1.5	1.5
City of Farmers Branch	N/A	1.5	1.5
City of Garland	N/A	2.5	2.5

Notes:

1 Credits represents in millions

2 Awarded based on population

Next Steps

- What is the process for submitting projects?
 - Submit project ideas via email to Brian Dell at bdell@nctcog.org
 - Please submit ideas by August 31, 2018 for inclusion in next funding opportunity.
- What type of projects are eligible?
 - Must be used for new projects, not previously selected projects
 - Must be eligible for federal roadway or air quality funds
 - Projects will be vetted against typical RTC selection criteria
- Entities have one year to get their projects added to the TIP
- Once projects are selected for inclusion in the TIP, agencies have two years to meet the following requirements or the TDCs expire:
 - Sign a TDC agreement with the MPO
 - Begin project implementation

Next Steps, Cont.

- Process for Round 3 awards (for FY 2020):
 - To be considered, entities must submit new applications when process opens (fall 2018).
 - Current entities that applied this year will need to resubmit.
 - To request submission form, go to:
<https://www.nctcog.org/trans/plan/mtp/policy-bundle>
 - Additional information is located on the MTP Policy Bundle page at:
<https://www.nctcog.org/trans/plan/mtp/policy-bundle>
 - Will follow the process for awarding TDCs as outlined in slide 3 (i.e., TIP team will identify available TDCs in advance of application deadline)

CONTACTS

Dan Lamers

Senior Program Manager

817-695-9263

DLamers@nctcog.org

Brian Crooks

Senior Transportation/Air Quality Planner

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BCrooks@nctcog.org

Brian Dell

Transportation Planner

817-704-5694

bdell@nctcog.org

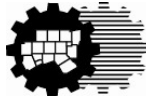
Airport Transit Access

Surface Transportation Technical Committee

July 27, 2018

Karina Maldonado

Senior Transportation Planner



**North Central Texas
Council of Governments**

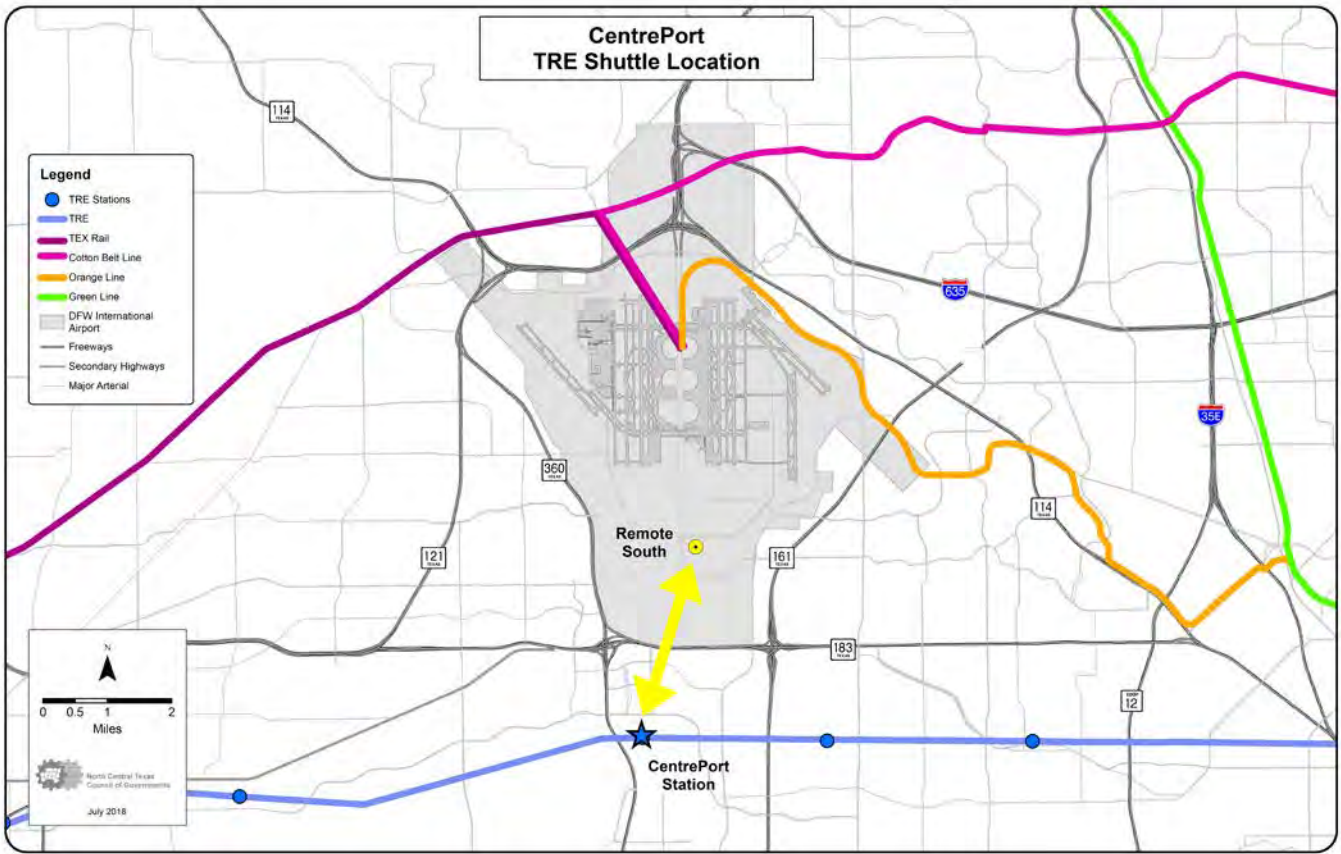
Background

- September 2009:** DFW Airport Awarded Transit Funds to Implement TRE Shuttle Service from CentrePort Station to Remote South Parking Lot
- March 2018:** DFW Airport Notified NCTCOG of its Intention to Discontinue Service Once TEXRail Service is Fully Operational
- April 2018:** NCTCOG Reached Out to DFW Airport, DART, and FWTA about the Future of this Service

TRE: Trinity Railway Express

FWTA: Fort Worth Transportation Authority, also known as Trinity Metro

TRE Shuttle Location



Proposed Solutions

Immediate

Continue Conversations with DFW Airport to Operate Shuttle

And/Or

Partner with FWTA

Incorporate into Existing Nearby Route

Future

Implement Advanced Technologies

Electric Vehicles

Automated Transportation System (People Mover)

For More Information

Karina Maldonado

Senior Transportation Planner

Transit Operations

kmaldonado@nctcog.org

817-704-5641



North Central Texas Council Of Governments

April 6, 2018

Mr. Paul Ballard
 President/CEO
 Trinity Metro
 801 Cherry Street, Suite 850
 Fort Worth, TX 76102

Mr. Sean Donohue
 CEO, DFWIA Airport Board
 DFW International Airport Board
 PO Box 619248
 DFW Airport, TX 75261

Mr. Gary Thomas
 President
 Dallas Area Rapid Transit
 PO Box 660163
 Dallas, TX 75266

Dear Mssrs. Ballard, Donohue and Thomas:

RE: Discontinuation of TRE Shuttle Service

In August 2015, the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC) awarded the Dallas/Fort Worth International Airport (DFW Airport) \$2,375,650 in federal funds, through NCTCOG's Fiscal Year (FY) 2015 Transit Call for Projects, for the continued implementation of a Job Access/Reverse Commute (JARC) project, *Trinity Railway Express (TRE) Centreport Shuttle Service*, under the Federal Transit Administration's (FTA) Urbanized Area Formula Program. The award includes operating funds to provide service between the TRE Centreport Station and the Remote South Parking Lot, and capital funds for preventive maintenance and the purchase of transit vehicles to be used in service. The table below summarizes the funding awarded to DFW Airport.

Eligible Activities	Federal	Local	Total
Capital – Vehicles	\$1,047,413	\$ 184,838	\$1,232,251
Capital – Preventive Maintenance	\$ 36,480	\$ 9,120	\$ 45,600
Operating	\$1,291,757	\$1,291,757	\$2,583,514
Total Award	\$2,375,650	\$1,485,715	\$3,861,365

With assistance from Dallas Area Rapid Transit (DART) and Trinity Metro through an existing partner agreement, DFW Airport has successfully operated this service and has provided an average of approximately 10,300 monthly trips, facilitating access to jobs and other employment-related activities.

April 6, 2018

However, via email notification on March 7, 2018, DFW Airport notified NCTCOG of its intention to return capital vehicle funds and discontinue the *TRE Centreport Shuttle* once operating funds are fully expended; Preventive Maintenance funds have been fully expended. In this notification, DFW Airport indicated that existing and future rail service from DART's Orange Line and Trinity Metro's TEXRail would decrease ridership to the point that the cost of service will be prohibitive. Nonetheless, with the termination of existing *TRE Centreport Shuttle*, NCTCOG estimates nearly half the users, including those living within the center of the metropolitan area, will not have their transportation needs met and would be impacted with a circuitous trip to arrive at DFW Airport if they elected to switch to either DART's Orange line or Trinity Metro's TEXRail line.

Prior to taking this to the RTC for action, NCTCOG requests the following information to ensure that involved partners are in agreement on the future of this service:

1. Confirmation from each of your respective agencies of the position to discontinue the TRE Shuttle Service project.
2. Confirmation to operate the service with remaining operating funds and to return capital funds intended for the purchase of transit vehicles.
3. Provide a transition plan for discontinuing the service, including a timeline for ending service, and full expenditure or return of federal funds.
4. Provide a communication plan outlining the methods for notifying riders and other affected stakeholders of the discontinuation of the service.

Thank you in advance for your cooperation and attention to this matter. Should you have any questions, please do not hesitate to contact me at (817) 695-9241.

Sincerely,



Michael Morris, P.E.
Director of Transportation

GG/KM:tmb

cc: Dan Lamers, PE, Senior Program Manager, NCTCOG
Christie Gotti, Senior Program Manager, NCTCOG
Karina Maldonado, Senior Transportation Planner, NCTCOG

April 26, 2018

Michael Morris
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

RE: Discontinuation of TRE Shuttle Service

Dear Mr. Morris:

Thank you for your letter of April 6, 2018. We greatly appreciate NCTCOG's financial support of this service for many years.

We are in agreement with DFWIA's Vice President Michael Plemister's email to Senior Transportation Planner Karina Maldonado of March 7, 2018, terminating this service and its funding when the TEXRail commuter rail line to the airport from Fort Worth enters passenger service in January.

We will coordinate with all concerned as to the precise date that TEXRail service will begin. We currently envision a VIP inspection train on New Year's Eve, and regularly scheduled service to begin the following Saturday, January 5, 2019.

Best regards,



Paul J Ballard
President/CEO



Burnett Plaza | 801 Cherry Street | Suite 850 | Fort Worth, Texas 76102
817.215.8700 | trinity-metro.org

RECEIVED

MAY 01 2018

TRANSPORTATION



May 7, 2018

Mr. Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
P. O. Box 5888
Arlington, TX 76005-5888

Dear Mr. Morris:

RE: Discontinuation of TRE Shuttle Service

Thank you for your letter dated April 6, 2018, subject as above. The following is provided as a summary of actions developed and agreed on by DFW Airport (DFW), DART, and Trinity Metro transportation professionals.

- DFW has informed the NCTCOG that we will continue to operate the service until such time as TexRail service is fully established. DFW conducted several service reviews along with possible service reductions and termination options in discussions with representatives of DART and the Trinity Metro (T) during February and March 2018.
- DFW will continue to operate service with remaining operating funds along with local funds provided by the transit partners. DFW will return any capital funds intended for the purchase of new transit vehicles.
- TRE daily service will be reduced from two (2) buses to one (1) effective Monday, June 4. TRE termination of service is currently planned for January 2019 once the TexRail service is fully established, exact date to be determined. DFW will continue to request reimbursement of eligible operating costs until the service is discontinued. However, it is likely that there will be operating funds remaining when service is terminated, at which point any remaining funds would be returned.
- DFW, DART, and Trinity Metro communication's plan has been coordinated. Such communication plans include overhead signs placed in buses, "seat drop" information flyers, and posted changes at CentrePort TRE station, DFW South Remote Parking, and on the TRE website. Details and timelines of the service termination will be disseminated to stakeholders a minimum of 30 days in advance.

Sincerely,



Sean Donohue

cc: Ken Buchanan, EVP DFW

Sean Donohue
Chief Executive Officer

sdonohue@dfwairport.com
T (972) 973 5200
F (972) 973 5751

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MAY 11 2018
TRANSPORTATION

Dallas Fort Worth
International Airport
P.O. Box 619428
DFW Airport, TX 75261-9428



Texas A&M Transportation Institute
The Texas A&M University System
110 North Davis, Suite 101
Arlington, TX 76013

817-277-5503
Metro: 817-261-1661
Fax: 817-461-1239
<http://tti.tamu.edu>

TECHNICAL MEMORANDUM

DATE: January 19, 2018

TO: Andy Oberlander, P.E., Texas Department of Transportation

FROM: Rajat Rajbhandari, P.E.
Jason A. Crawford, P.E.
Stephen E. Ranft

SUBJECT: SH 161 Peak-Hour Lanes Before/After Assessment

SUMMARY

The Texas Department of Transportation (TxDOT) opened peak-hour lanes (PHLs) on SH 161 in both directions in September 2016 as a way to relieve congestion on an approximately three-mile section of four-lane, divided access controlled highway connecting two segments of six-lane, divided toll lanes of President George Bush Turnpike (PGBT.) TxDOT allocated \$3.7 million to install new infrastructure including dynamic message signs, new pavement markers, static signs, illumination, and emergency pull offs. The North Central Texas Council of Governments (NCTCOG) supplemented the physical improvements to assist in the operation of the PHLs by contracting with a towing company to provide for visual inspection of the PHLs before each opening and incident clearance on all lanes during the PHLs operating hours.

TxDOT requested the Texas A&M Transportation Institute (TTI) analyze the Before/After performance of the PHL segments and the impacts on traffic operations such as speeds, vehicle volumes, queue jumping, crashes and PHL violations. This technical memorandum summarizes the results of the study, which showed significant improvements in speeds, vehicle volumes and queue jump reduction after the PHLs were implemented. The technical memorandum also discusses capital and operational costs associated with implementing the PHLs, as well as the day-to-day operational needs to maintain a safe roadway system.

SH 161 Peak-Hour Shoulder-Use Lane

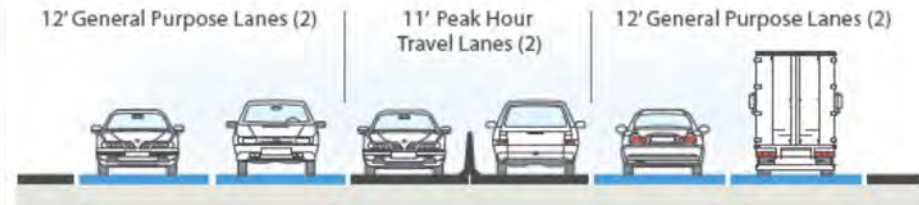
CLIFTON HALL

CONGESTION MANAGEMENT, NCTCOG

Surface Transportation Technical Committee
July 27, 2018



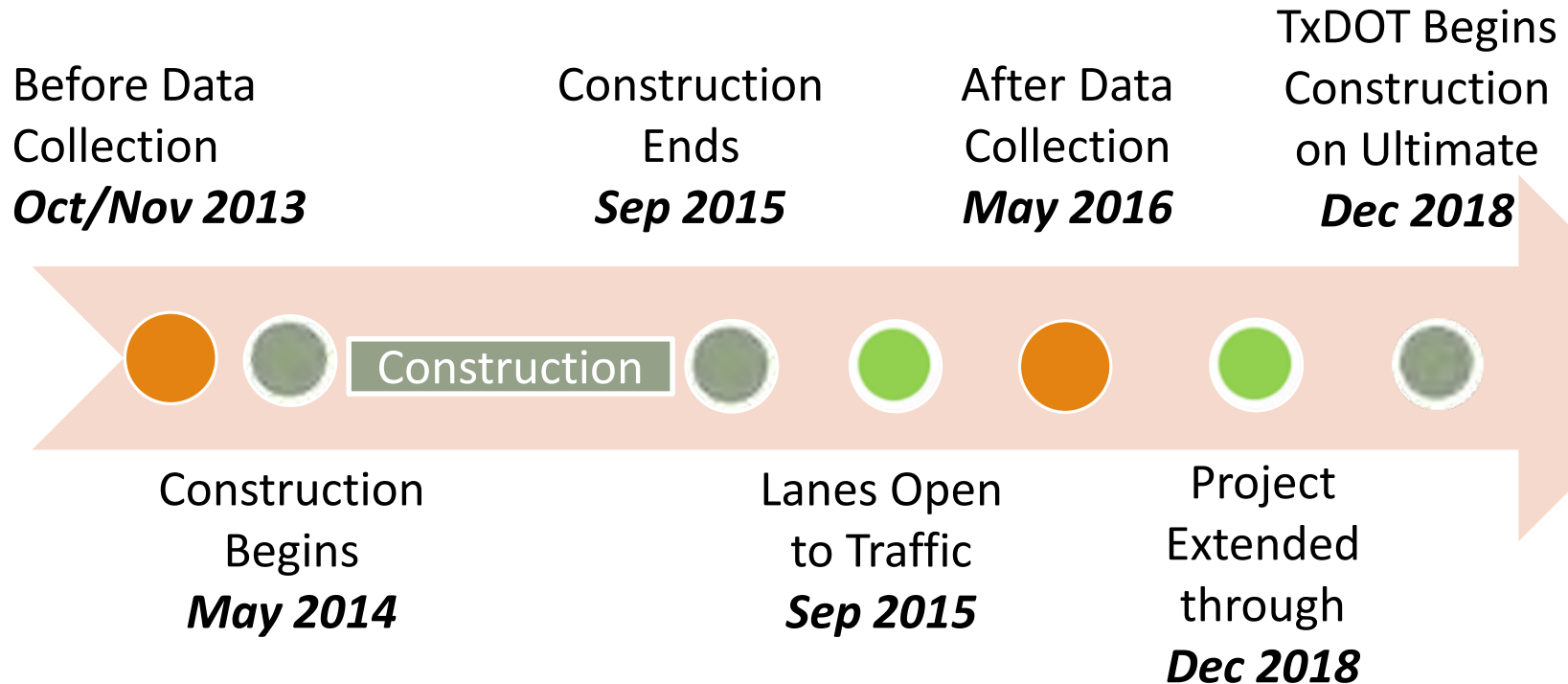
PEAK HOUR



OFF-PEAK HOUR



Project Timeline

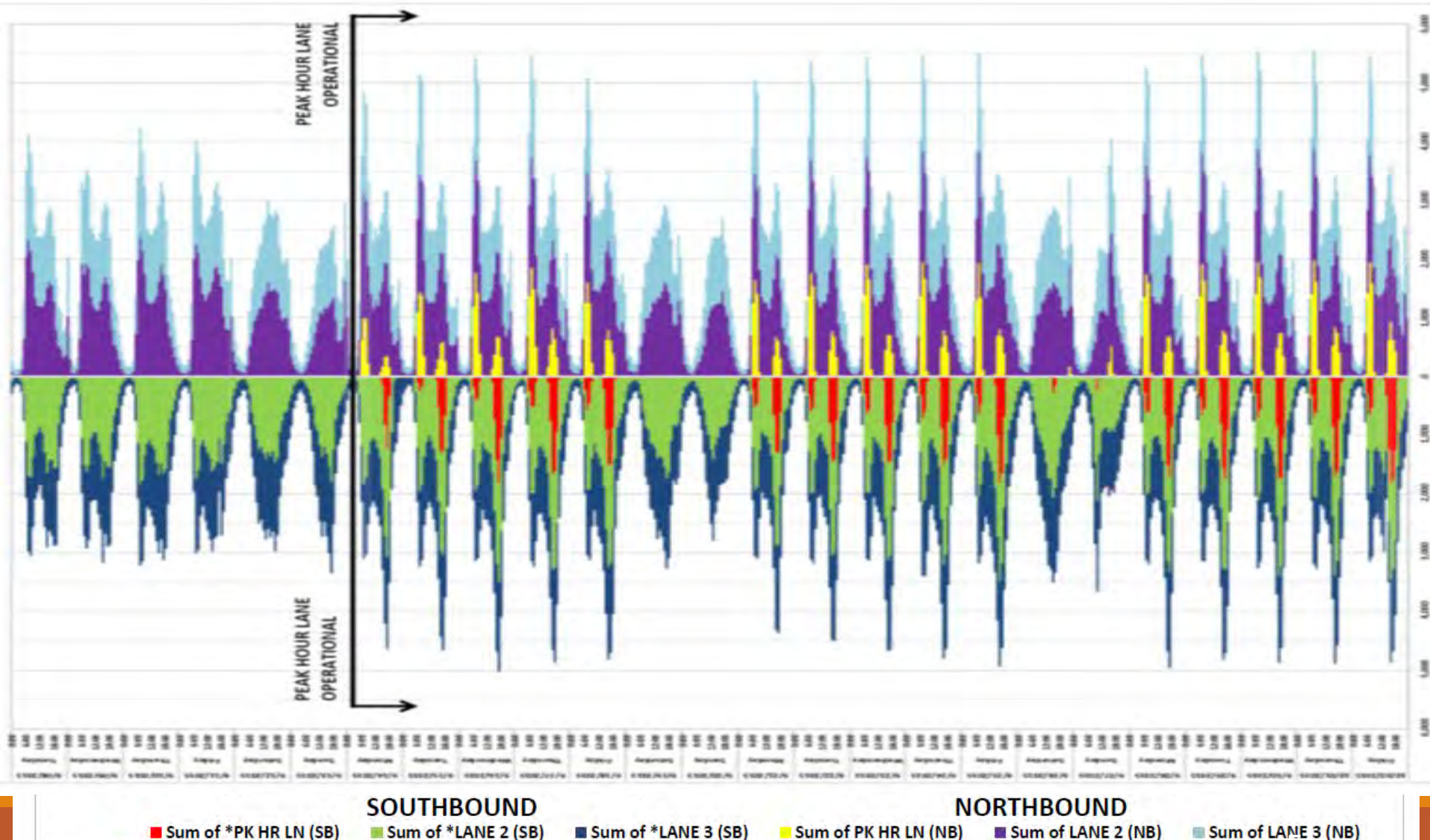


Daily Operations

- Assist Irving PD in Expedited Vehicle Removal
- DMS and Operations Management with DalTrans
- Lane Opened for Special Events in 2016-2018 through Coordination with DalTrans
- Emergency Parking Areas to Provide Refuge from Lane



Directional Hourly Volume by Lane, Belt Line Toll Plaza (9/8/15-10/2/15)



Before (8/3/15-9/11/15)

Open (9/14/15 -10/30/15)

After (11/2/15-12/31/15)

Table with columns: Day, DOW, Northbound Morning Peak, Northbound Afternoon Peak, Southbound Morning Peak, Southbound Afternoon Peak. Rows for dates August 3 to September 11, 2015.

Table with columns: Day, DOW, Northbound Morning Peak, Northbound Afternoon Peak, Southbound Morning Peak, Southbound Afternoon Peak. Rows for dates September 14 to October 30, 2015.

Table with columns: Day, DOW, Northbound Morning Peak, Northbound Afternoon Peak, Southbound Morning Peak, Southbound Afternoon Peak. Rows for dates November 2 to December 31, 2015.

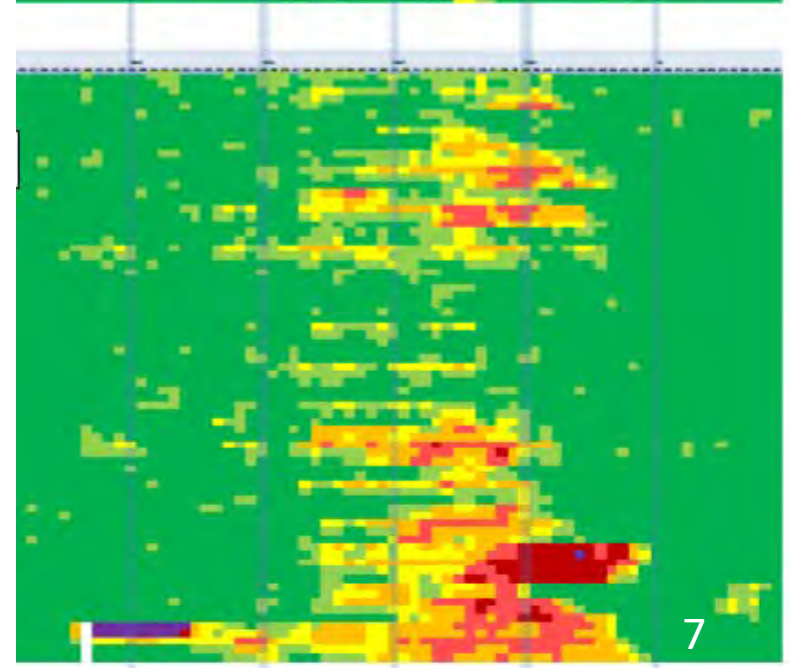
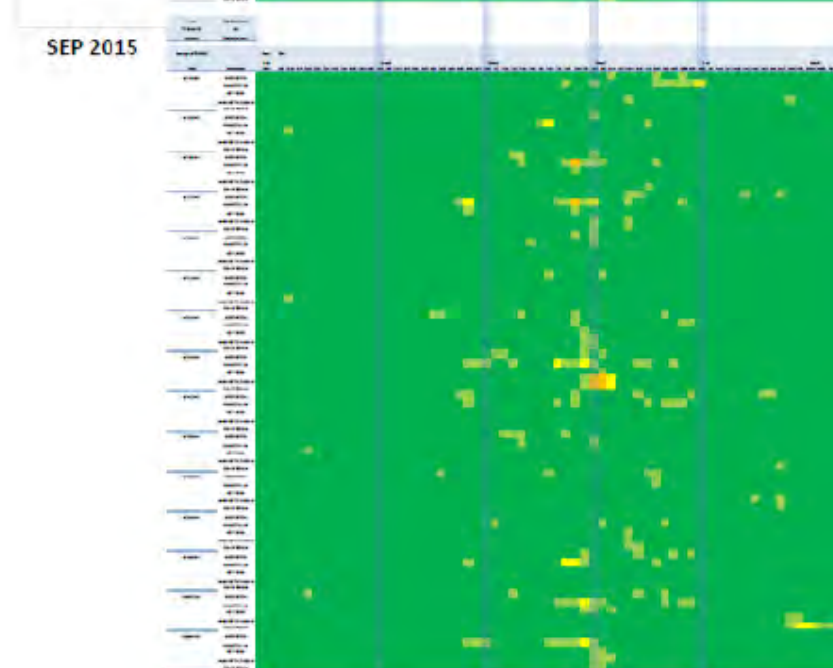
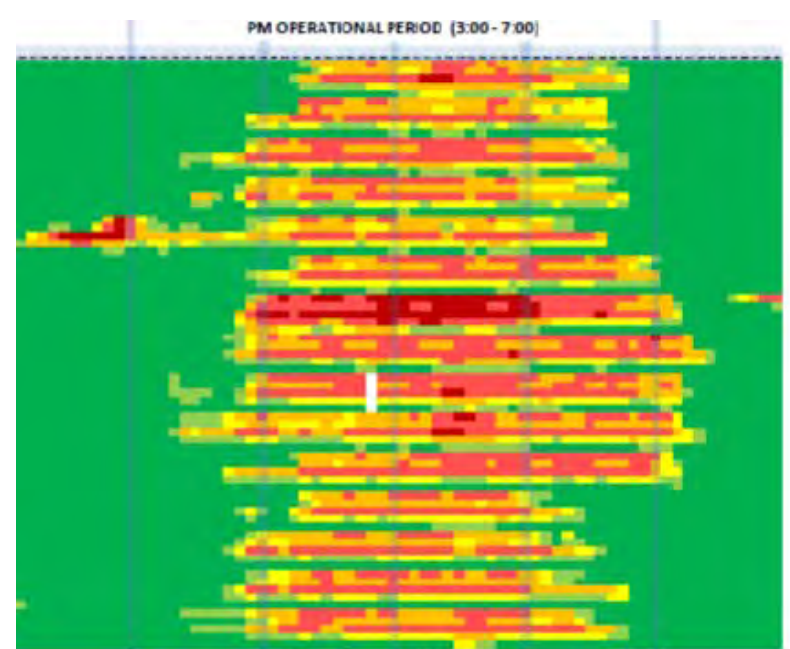
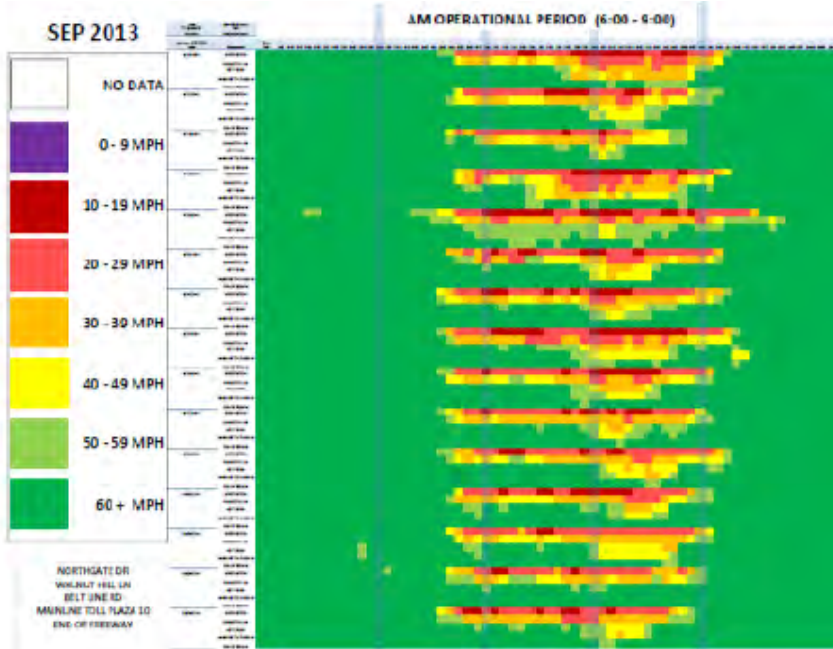
Table with columns: Day, DOW, Northbound Morning Peak, Northbound Afternoon Peak, Southbound Morning Peak, Southbound Afternoon Peak. Rows for dates November 2 to December 31, 2015.

Table with columns: Day, DOW, Northbound Morning Peak, Northbound Afternoon Peak, Southbound Morning Peak, Southbound Afternoon Peak. Rows for dates November 2 to December 31, 2015.

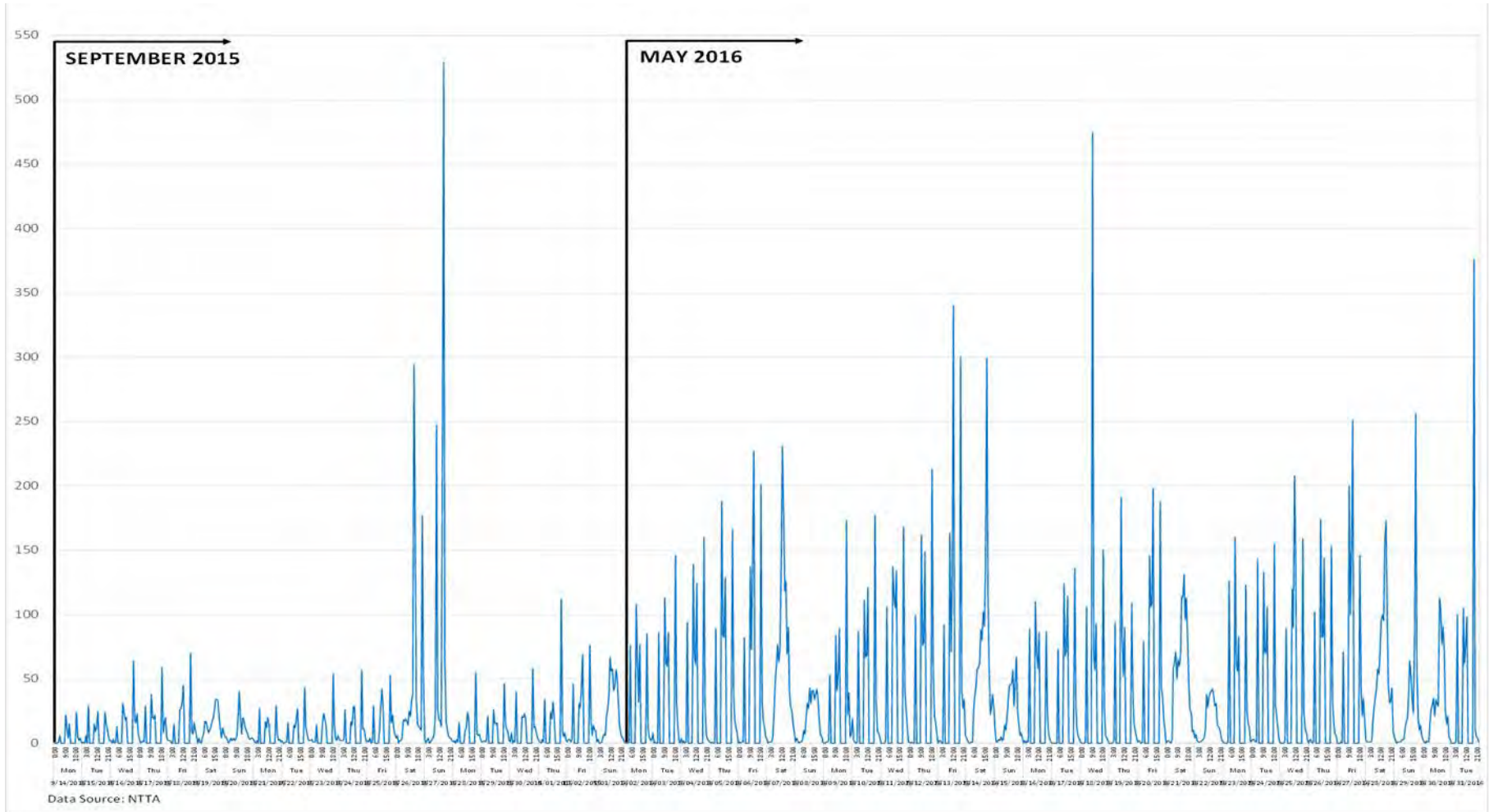
Table with columns: Day, DOW, Northbound Morning Peak, Northbound Afternoon Peak, Southbound Morning Peak, Southbound Afternoon Peak. Rows for dates November 2 to December 31, 2015.

AM, Northbound

PM, Southbound



Total Lane Violations by Hour at Belt Line Road Toll Plaza



Lessons Learned

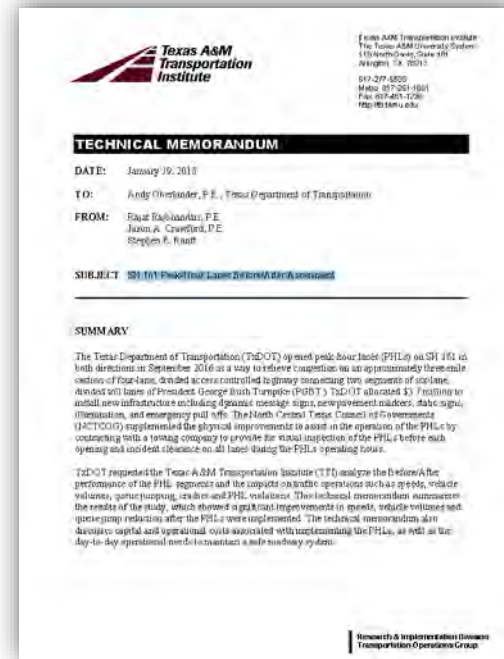
- The Peak-Hour Lane increased traffic volume through the bottleneck portion of SH 161 between the two segments of President George Bush Turnpike
- Faster speeds were observed after the opening of the lane, but as volume increased, speeds normalized
- Violations (driving in lane while closed) occurred frequently
 - Most frequently within approximately 30 minutes of opening/closing lane and on weekends
 - Enforcement v. safety was a major issue for first responders

Next Steps

- Lane scheduled to close once TxDOT construction on ultimate section commences December 2018
- Coordinate with Irving PD and URT Texas to amend wrecker contract to continue Peak-Hour Lane operations through December 2018
- Analyze performance data collected by towing agency
- Investigate areas of further application of Shoulder-Use Lane strategies

TTI Report: SH 161 Peak-Hour Lanes Before/After Assessment

The complete TTI report is available by contacting Clifton Hall at chall@nctcog.org or Jason Crawford, P.E., at TTI j-crawford@tti.tamu.edu.



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Clean Air Action Day Recognition

Surface Transportation Technical Committee

Whitney Vandiver, Communications Supervisor
July 27, 2018

What is Air North Texas?

- A public awareness campaign that encourages residents of North Texas to make clean air choices
- Composed of a coalition of regional organizations committed to improving the air in North Texas
- Aims to generate a consistent region-wide brand that promotes behavioral and lifestyle changes that impacts our health and the environment

Clean Air Action Day 2018

1,029 North Texans logged actions.

Top actions:

- Take lunch to work
- Vehicle maintenance
- Drive efficiently
- Combine trips
- Reduce idling



STTC Clean Air Action Day Recognition

Air North Texas partner organizations held Clean Air Action Day challenges

July 12, 2018 - RTC approved Transportation Development Credits for top participating organizations

Top participants:

- City of Cedar Hill
- City of Denton
- City of Dallas



Air North Texas Partners



Brookhaven College
DALLAS COUNTY COMMUNITY COLLEGE DISTRICT



American Lung Association – DFW Region
 Brookhaven College
 City of Anna
 City of Arlington
 City of Bedford
 City of Cedar Hill
 City of Dallas
 City of Denton
 City of Fort Worth
 City of Grand Prairie
 City of Grapevine
 City of Kennedale
 City of Mesquite
 City of North Richland Hills
 City of Plano
 City of Richardson
 Cedar Valley College
 DART
 DCTA
 DFW Airport
 Health and Wellness Alliance for Children
 Hood County
 Insta-brite Technologies
 NCTCOG
 The North Texas Commission
 Dallas County
 Parker County
 Tarrant County
 Trinity Metro
 TxDOT – Dallas
 TxDOT – Fort Worth
 U.S. Green Building Council – North Texas Chapter
 University of North Texas Health Science Center
 University of Texas at Arlington
 UT Southwestern

Contacts

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wvandiver@nctcog.org



www.airnorthtexas.org

New Website – Fast Facts

- 1. Our new website system launched on June 29th 2018**
<https://www.nctcog.org/trans>.
- 2. The new website focuses on improving usability, navigation, and mobile response.**
- 3. Information is now organized for visitors by topics and search result autocomplete suggestion are enabled to improve response.**
- 4. Committee pages have a new consolidated look and feel with presentations organized into one file, and the links to the agenda, presentations and minutes easily accessed.**
- 5. We are continuing to improve the website and look forward to your thoughts and comments as you use it.**

← From To →
Transportation Home

← From To →
RTC Home

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North Central Texas Council of Governments

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Current as of July 16, 2018. For more current information, click link below:

<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>

Air Quality Funding

 <p>Funding for Vehicles</p>	 <p>Funding for Other Strategies That Improve Air Quality</p>
--	--

Funding for Vehicle Projects

Program/Incentive	Eligible	Funding	Eligible	Deadline
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- Regional Planning & Projects 
- Congestion Management 
- Maps, Models & Data 
- Quality of Life 

Description	Vehicles	Amount	Applicants	
AirCheckTexas Drive a Clean Machine Program Financial assistance for light-duty vehicles	Passenger Vehicles	\$600 for Repair Up to \$3,500 for Replacement	General Public	Until all funds are awarded
Clean Fleets North Texas 2018 Call for Projects Grants for replacement of heavy-duty diesel vehicles and equipment	Heavy-Duty Diesel Vehicles and Equipment	45% for Electric 35% CARB Low NOx Engines 25% for All Others	Local Governments; Private Entities that Contract with Local Governments	Last Friday of the Month (until all funds are awarded)
Federal Electric Vehicle Tax Credit Tax credit for the purchase of an electric vehicle (EV)	EV Passenger Vehicles and Light Trucks	\$2,500-\$7,500 Per New EV Purchased	Varies	Phases are based on market sales
Fleets for the Future Discounted prices through cooperative procurement to purchase alternative fueled vehicles and related infrastructure	Light, Medium, and Heavy-Duty Vehicles	Varies	Public Fleets	Varies
IC Bus Grant Program Grants for new purchases of propane-powered CE series school buses	School Buses	\$5,000 Per Purchase	School Districts	Until all funds are awarded
Propane Council of Texas Incentives Incentive to purchase propane-powered vehicles or convert vehicles to propane power	Light, Medium, and Heavy-Duty Vehicles	Up to \$7,000 Per Vehicle or Conversion	Private Companies	Until all funds are awarded

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<p>Texas Natural Gas Vehicle Grant Program Grants for replacement or repower of diesel or gasoline vehicles with natural gas or propane</p>	<p>Medium or Heavy-Duty Vehicles</p>	<p>Determined by Maximum Grant Amount Tables</p>	<p>Individuals, Corporations, Organizations, Governments, School Districts, or Any Other Legal Entity</p>	<p>May 31, 2019</p>
<p>Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDPLIP) Rebates for purchase or lease of an eligible new motor vehicle powered by alternative fuels</p>	<p>Light-Duty Vehicles</p>	<p>Up to \$5,000 for CNG or LPG Up to \$2,500 for Electric or Hydrogen</p>	<p>Anyone (Individuals, Businesses, Governments, etc.) with the Limitation of Only Vehicles Purchased or Leased in Texas are Eligible for the Incentive</p>	<p>May 31, 2019</p>
<p>Emissions Reduction Incentive Grants (ERIG) Program Grants for new purchase or lease replacement, repower, retrofit, or add-on of emissions reduction technology for on-road heavy-duty vehicles, non-road equipment, marine vessels, or locomotives or stationary engines</p>	<p>Medium or Heavy-Duty Vehicles (GVWR > 8,500)</p>	<p>Up to 80% of Eligible Cost, Not to Exceed \$12,500 Per Ton NOx Reduced for Locomotive or Marine Projects, or \$17,500 Per Ton of NOx Reduced for All Other Projects</p>	<p>Individuals, Corporations, Organizations, Governments, School Districts, or Any Other Legal Entity</p>	<p>August 15, 2018</p>

Funding for Other Strategies that Improve Air Quality

Program/Incentive Description	Eligible Projects	Funding Amount	Eligible Applicants	Deadline
The Climate Trust Programs Funding for new innovate projects that offset greenhouse gas emissions	Energy Efficiency	Varies	Public Private General Public	No Deadline
Database of State Incentives for Renewable and Efficiency Comprehensive listing of incentives and policies	Energy Efficiency	Varies	Varies	No Deadline
Federal and State Incentives and Laws (Including Tax Credits) Comprehensive listing of Federal and State incentives related to clean vehicles and fuels	Alternative Fuels and Vehicles	Varies	Varies	Varies
North Texas Airport Emissions Reducation 2017 Call for Projects Replace or repower diesel ground support equipment	Airport Ground Support Equipment	25-40% of the Incremental Cost	Public Private	Final Deadline September 29, 2018
Propane Council of Texas Incentives Incentives to purchase commercialized propane mowers, both dedicated and duel fuel	Lawn Equipment	\$1,000 Per Propane Mower of Propane Conversion	Public Private	Until all funds are awarded
Take a Load off, Texas Incentive Programs Incentives for	Energy Efficiency	Varies	Public Private General	No Deadline

energy-related retrofit projects provided by Oncor			Public	
Texas Loan STAR REvolving Loan Program Low-interest loans to finance energy-related, cost-reduction retrofit projects	Energy Efficiency	Up to an \$8 Million Loan	Public	August 31, 2018
Biofuel Infrastructure Partnership Grant via Protec Grants for purchase and installation of new fueling equipment	Infrastructure to Support Higher Ethanol Blend Utilization	Up to 85%	State and Local Governments; Businesses	August 31, 2018 Contact Andrew Greenberg at andy@protecfuel.com

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DFW Clean Cities Meetings

Current as of July 16, 2018. For more current informaton, click link below:
<https://www.dfwcleancities.org/dfw-clean-cities-meetings>

Upcoming

7/31/2018

NAFTC - Texas Propane Autogas Technician
Training

Register Now

8/21/2018

DFW Clean Cities Bi-Annual Meeting and Fleet
Recognition Awards

Register Now

9/8/2018

Drive Electric Week

Register Now

3/27/2018

Sustainable Landscaping Solutions Workshop

[Presentations](#)

4/5/2018

Clean Fleets North Texas CFP Workshop

[Presentations](#)

4/24/2018

National Drive Electric Week Planning Call

[Presentations](#)

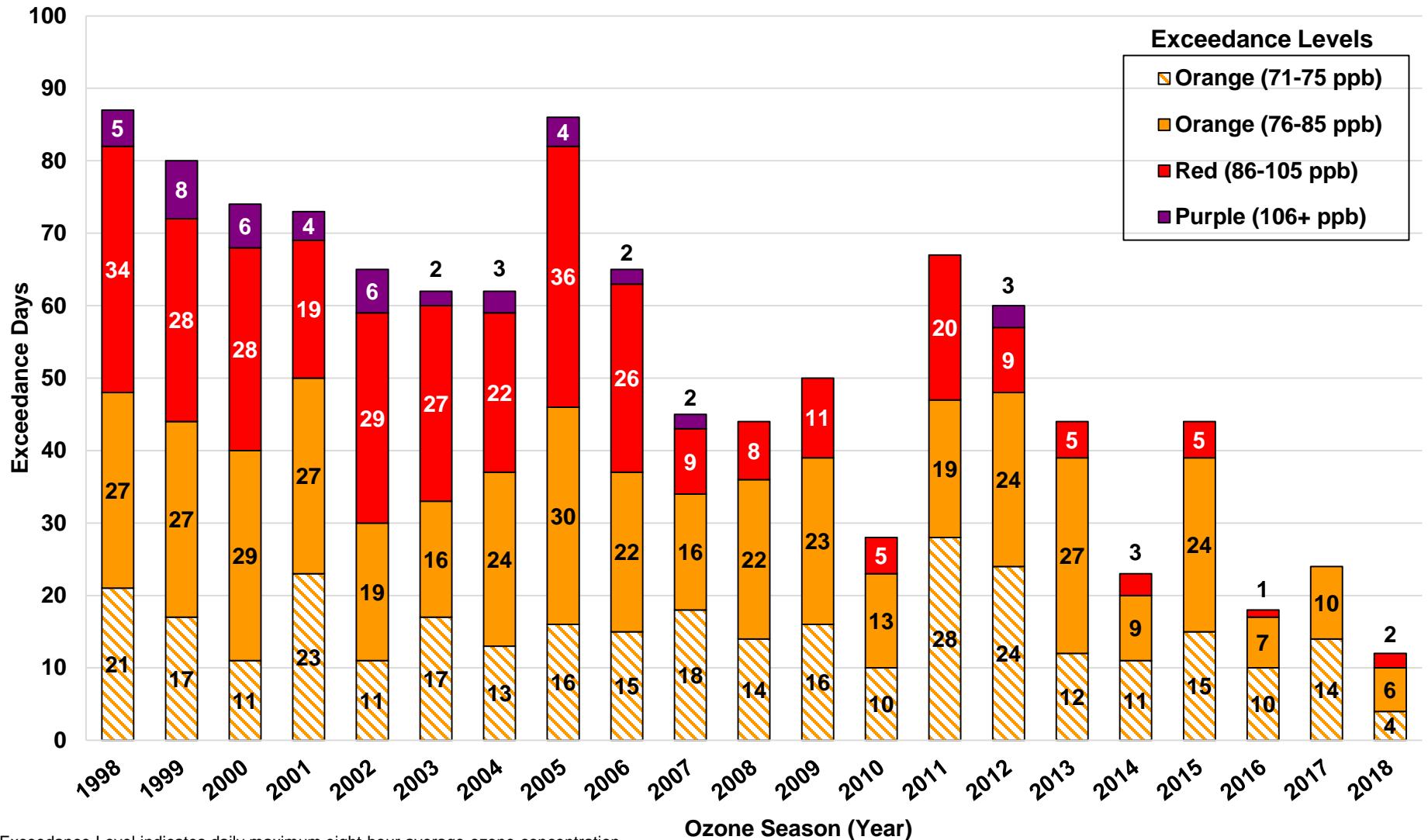
5/15/2018

Grant Funding and Fuel Cost Savings Luncheon

[Presentations](#)


8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of July 13, 2018)



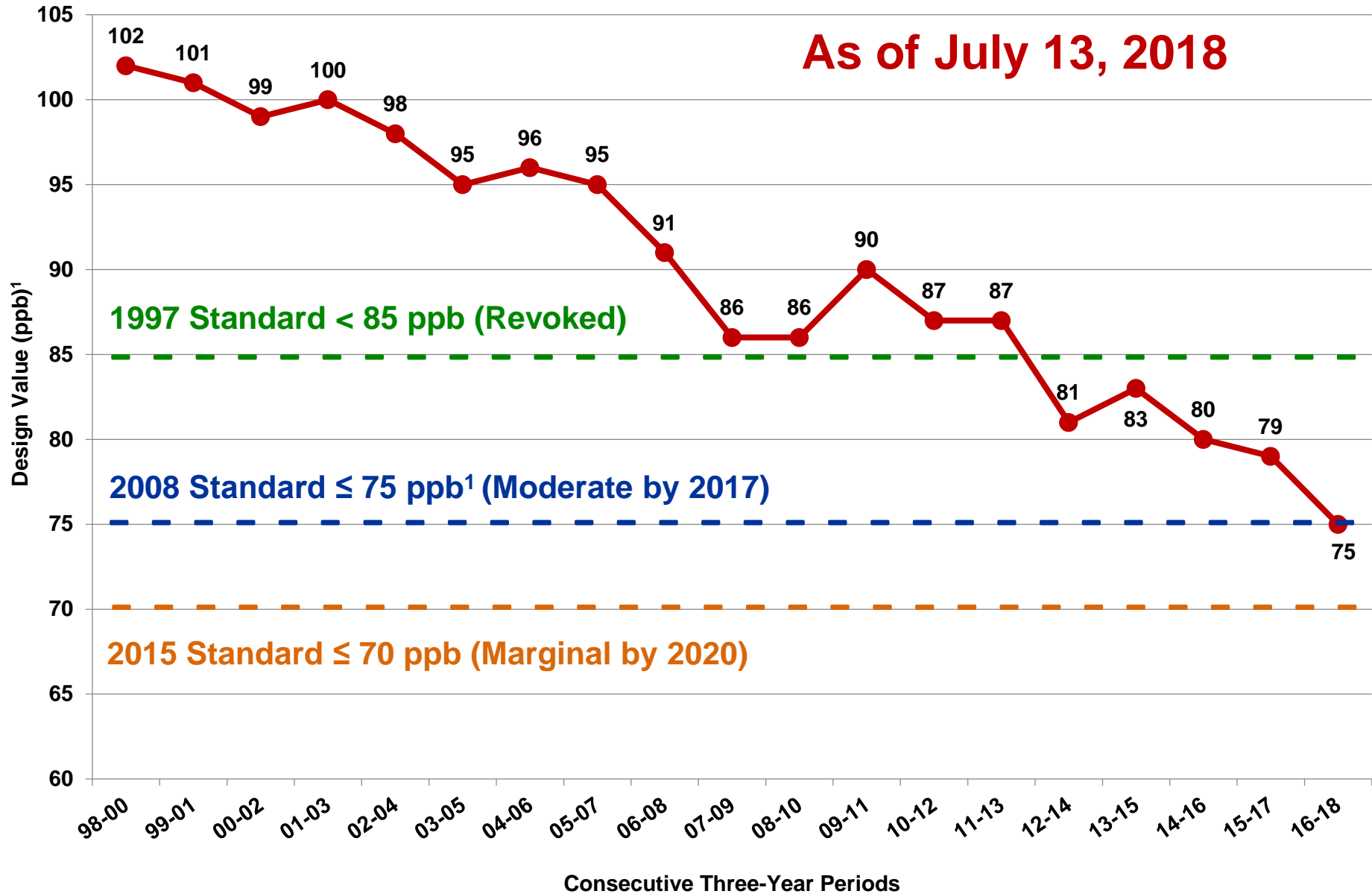
ELECTRONIC ITEM 13.4

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

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

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 75 parts per billion (ppb).

CONTACTS

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jnarvaez@nctcog.org

Outreach: **Whitney Vandiver**
Communications Coordinator
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wvandiver@nctcog.org

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

<https://www.airnorthtexas.org>





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- [Quality of Life](#)
- [Air Quality](#)
- [For Everyone](#)
- [High Emitting Vehicle Program](#)
- [Regional Smoking Vehicle Program](#)

Regional Smoking Vehicle Program



The Regional Smoking Vehicle Program is designed to inform vehicle owners their vehicle may be creating excessive smoke and emitting pollutants, which are harmful to our health and environment.

Introducing Our New Logo!

We are excited to announce that the program has been

- [Regional Planning & Projects](#)
- [Congestion Management](#)
- [Maps, Models & Data](#)

administered under the North Central Texas Council of Governments for over 10 years, so we are celebrating the milestone with a new logo.

Implementation Area

The North Central Texas region, encompassing Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant, and Wise counties.

Report a Smoking Vehicle

Reported Vehicle Survey

Quality of Life	▼
Funding & Businesses	▼
Plans, Studies, Reports	▼
Get Involved	▼
About Transportation	▼

- Program Description
- How to Report
- Frequently Asked Questions
- Common Causes for Smoking Vehicles
- Resources

Driving a vehicle with excessive smoke in Texas is a violation of the state's **Smoking Vehicle Statute**. This statute defines a smoking vehicle as one that either emits smoke for ten or more consecutive seconds, or whose suspended smoke does not fully dissipate within ten seconds. Texas law enforcement agencies may issue citations, punishable by fines up to \$1,000, to drivers operating a smoking vehicle on any roadway. Accordingly, the North Central Texas Council of Governments (NCTCOG) informs registered owners of vehicles suspected of emitting excessive smoke.

The registered owner will receive the following by mail:

- Letter explaining when, where, and description of the vehicle reported anonymously to NCTCOG for emitting excessive visible emissions (smoke)
- Information highlighting the various possible causes of vehicle smoke
- Reference to possible financial assistance, such as the **AirCheckTexas Drive a Clean Machine Program**, where qualified applicants may be eligible for up to \$600 to cover emission-related repairs (for more information, call 1-800-898-9103 or visit <https://www.airchecktexas.org/>)

Foundation for Support

House Bill 2134 passed by the 77th Texas Legislature; House Bill 1611 passed by the 79th Texas Legislature; **Transportation Code, Title 6, 547.605**; the **Texas Commission on Environmental Quality (TCEQ)**; the North Central Texas Council of Governments; and participating counties.

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THE FUTURE IS ELECTRIC

LEARN

DRIVE

OWN

NATIONAL DRIVE ELECTRIC WEEK

9.8.18 + Grapevine Mills + DriveElectricDFW.org + #texasEV



PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Sunday, May 20, 2018, through Tuesday, June 19, 2018. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments received were regarding air quality and participation in Clean Air Action Day.

Air Quality

Twitter

1. How North Texas Ozone Season can Affect your Health <http://www.nadallas.com/DAL/May-2018/How-North-Texas-Ozone-Season-can-Affect-your-Health/#.Wwcrf0VUwew.twitter> ... @NCTCOGtrans – Natural Awakenings (@NaturalDallas)

The screenshot shows a tweet from @NaturalDallas. The tweet text reads: "How North Texas Ozone Season can Affect your He... The ozone season in North Texas runs from March 1 through the end of October. However, the height of the season typically occurs in May, when temperatures b... nadallas.com". To the left of the text is a small image of a webpage titled "Air Quality - Actions to Protect Your Health" with a table of actions.

2. Join @CityOfDallas and @dallas_air in making a pledge for #cleanair in #DFW for Clean Air Action Day 2018. <https://bit.ly/2M5x339> #CAAD2018 @NCTCOGtrans @GreenDallas – James McGuire (@JamesBMcGuire)

The screenshot shows a tweet from @GreenDallas. The tweet text reads: "Clean Air Action Day Challenge The City of Dallas is a regional partner with Air North Texas, a non profit organization through North Central Texas Council of Governments, to promote a consistent greendallas.net". To the left of the text is a small image of a webpage titled "ACTION DAY CHALLENGE" with a photo of people and text about the challenge.

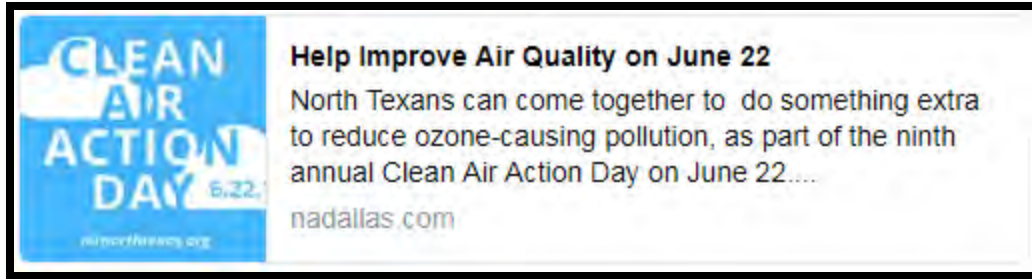
3. Happy #flagday! Air quality alert flags show current air pollution levels. For more info and to get air pollution alerts go to <http://www.airnorthtexas.org> . Celebrate Clean Air Action Day on June 22. Take a clean air pledge on the same website. #CAAD2018 @NCTCOGtrans – Green Dallas (@GreenDallas)



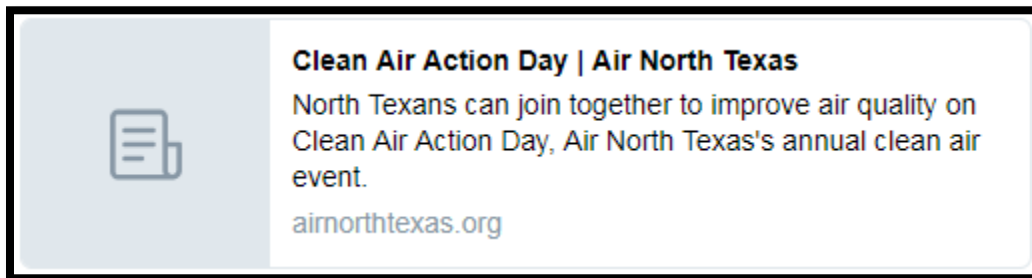
4. Clean Air Action Day vendor: DART will have an electric bus on the City Hall Plaza on 6/22 from 11 am - 2 pm. The zero-emission, all-electric bus will be for D-Link, connecting arts & entertainment destinations in downtown. #CAAD2018 @NCTCOGtrans – Green Dallas (@GreenDallas)



5. Help Improve Air Quality on June 22 <http://www.nadallas.com/DAL/June-2018/Help-Improve-Air-Quality-on-June-22/#.WyWeNOV-hB4.twitter> ... @NCTCOGtrans #AirQuality – Natural Awakenings (@NaturalDallas)



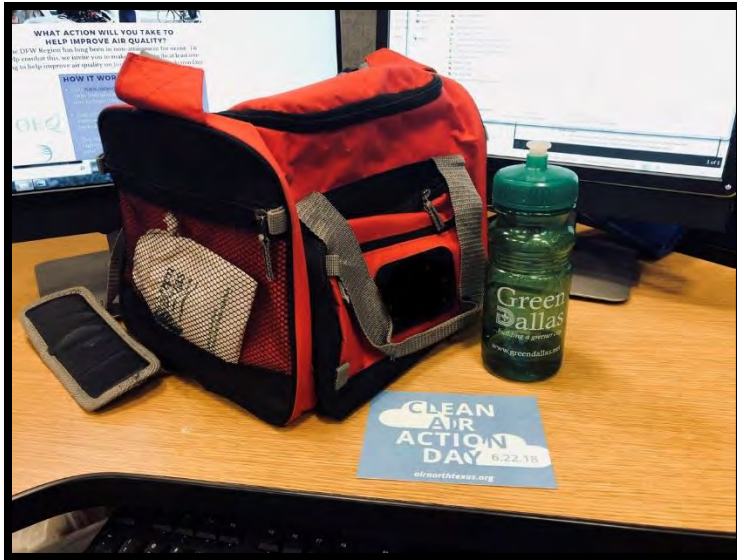
6. Take the Clean Air Action Day Pledge at <https://www.airnorthtexas.org/cleanairactionday> ... with Air North Texas @NCTCOGtrans – Heather Buen (@heatherkbuen)



7. Show us how you're helping air quality with a photo each day leading up to Clean Air Action Day, 6/22. Tag @GreenDallas and @NCTCOGtrans and use #CAAD2018 & #CleanAirDallas. We all breathe the same air. – Green Dallas (@GreenDallas)



8. Today, I am helping improve air quality by bringing my lunch to work instead of driving somewhere. What is the one thing you will do to help improve air quality in Dallas? #CleanAirDallas #CAAD2018 @NCTCOGtrans – Dallas Air Quality (@dallas_air)



9. Sharing the Clean Air Action Day message at #Mindbender STEAM camp. Students made pledges for #CAAD2018 that we will share. @FriscoISDTech @NCTCOGtrans – Green Dallas (@GreenDallas)



10. The kiddos are excited about Clean Air Action Day! What will you pledge to do for air quality? #CAAD2018 #CleanAirDallas @NCTCOGtrans – Dallas Air Quality (@dallas_air)



11. Want more happiness? Take the Clean Air Action Day Pledge. Here's your invitation to join us on 6/22. <http://WWW.Airnorthtexas.org> #CAAD2018 #CleanDallasAir @NCTCOGtrans – Green Dallas (GreenDallas)



Facebook

1. The North Central Texas Council of Governments (NCTCOG) maintains policies and programs intended to help residents and businesses participate in clean air efforts... – Natural Awakenings Dallas Metroplex Magazine

Air Quality	Actions to Protect Your Health
good	None necessary
moderate	Unusually sensitive people should consider limiting prolonged outdoor exertion
unhealthy for sensitive groups	Active children and adults and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion
unhealthy	Active children and adults and people with respiratory disease, such as asthma, should avoid prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion
very unhealthy	Active children and adults and people with respiratory disease, such as asthma, should avoid all prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion

NADALLAS.COM

How North Texas Ozone Season can Affect your Health

The ozone season in North Texas runs from March 1 through the end of October. However, the height of the season typically occurs in May, when temperatures begin rising.

2. Happy #flagday! Air quality alert flags show the current air pollution levels. For more info and to get air pollution alerts go to www.airnorthtexas.org. Celebrate Clean Air Action Day on June 22. Take a clean air pledge on the same website. #CAAD2018 NCTCOG Transportation Department – Green Dallas



3. Spotlight on a Clean Air Action Day vendor, DART. Jump on the electric bus parked on the City Hall Plaza June 22 from 11 am - 2 pm. Come inside City Hall and cool off with live music and cake and ice cream!

Reducing our Carbon Footprint

This summer, DART expects to receive seven zero-emission, all-electric buses. Made by Proterra, the agency will use the buses on D-Link, a route connecting arts and entertainment destinations in downtown Dallas'. The new battery-electric vehicles will offer clean, quiet transportation.

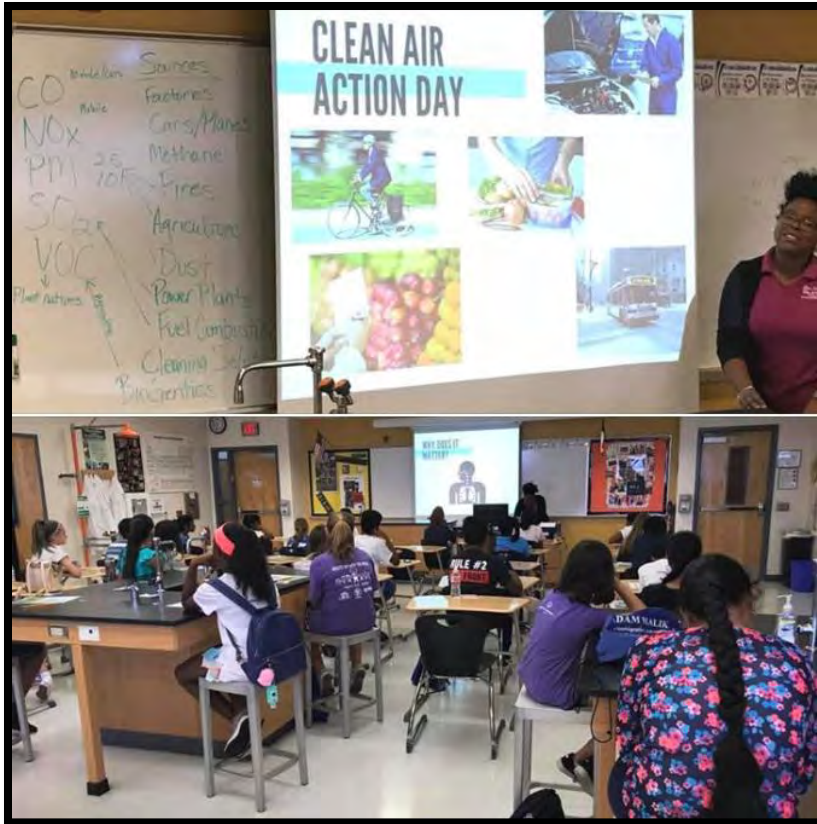
These Proterra buses join DART's electric light rail trains and the Dallas Streetcar vehicles as zero-emission vehicles.

#CAAD2018 NCTCOG Transportation Department – Green Dallas



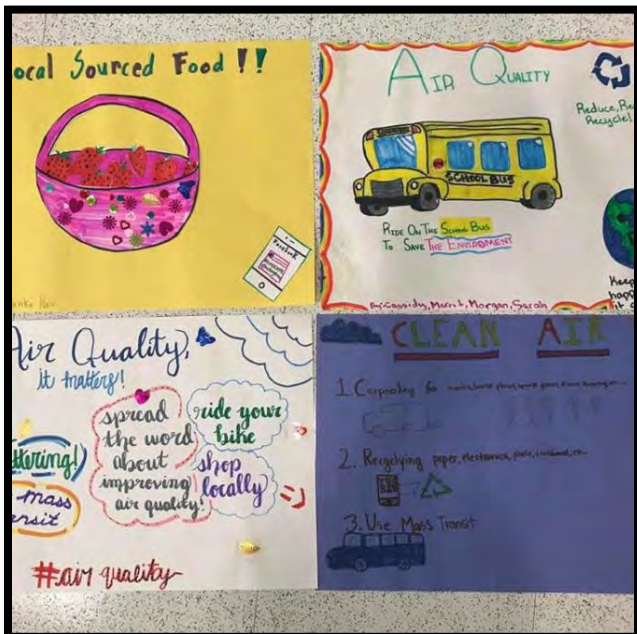
4. With more than 20 possible clean air choices, there are several actions you can take to do your part... – Natural Awakenings Dallas Metroplex Magazine

5. We're excited to be a part of #Mindbender STEAM Summer Camp talking about Clean Air Action Day and air quality. #CAAD2018 #CleanAirDallas NCTCOG Transportation Department – Green Dallas



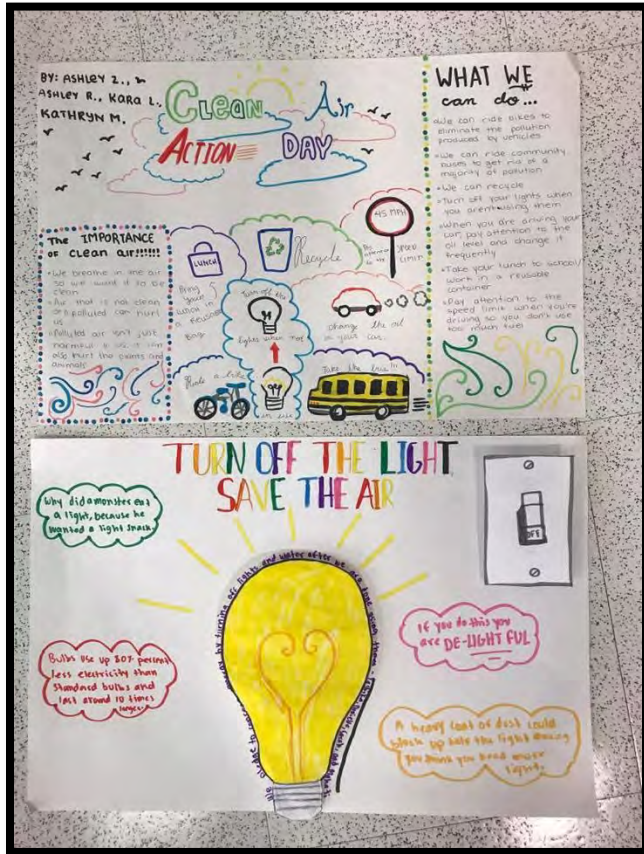
6. Here are some of the student pledges for Clean Air Action Day. See pledge videos on Twitter @GreenDallas & @dallas_air

#CAAD2018 #CleanDallasAir NCTCOG Transportation Department – Green Dallas



7. More Clean Air Action Day pledges from talented students. What is your Clean Air Action for Friday, June 22?

#CAAD2018 #CleanAirDallas NCTCOG Transportation Department – Green Dallas



8. For Clean Air Action Day, we pledge to walk to the park to enjoy the lunch we packed.

#CAAD2018 #CleanAirDallas NCTCOG Transportation Department – Green Dallas



9. *movie trailer voice* IN A WORLD... WHERE ROCKS, PAPER AND SCISSORS COLLIDE... just kidding! But check out our awesome Clean Air Action Day video trailer and join us in doing at least one clean air action next Friday! <https://www.airnorthtexas.org/cleanairactionday> – NCTCOG Transportation Department



THIS IS GREAT!! – Jackie Tien

Thanks, Jackie! We think so, too! Doing anything for #CAAD2018? – NCTCOG Transportation Department

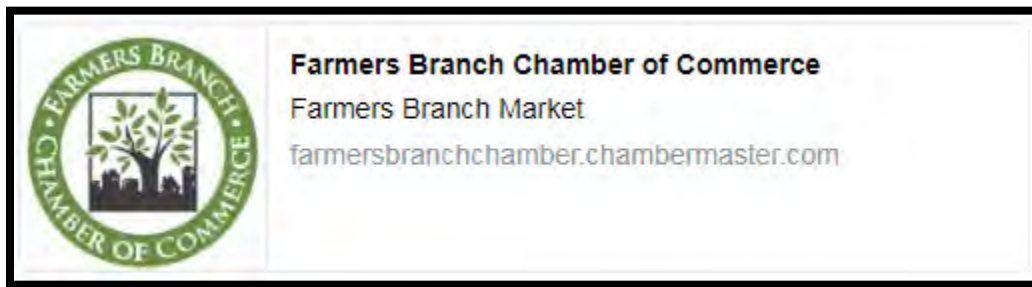
Yes! Will be taking the bus to work and back! 😊 – Jackie Tien

10. What are you doing to improve air quality on Clean Air Action Day? <https://www.airnorthtexas.org/cleanairactionday>. #CAAD2018 #AirNTX – Keep Bedford Beautiful

Bicycle & Pedestrian

Twitter

1. .@WalkBikeSafeTX looks forward to attending! We'll be presenting at 5:45 on 6/9. Look forward to an interactive presentation and come join in!
<http://farmersbranchchamber.chambermaster.com/events/details/farmers-branch-market-06-09-2018-7561> ... @BikeDFW @NCTCOGtrans – WalkBikeSafeTx (@WalkBikeSafeTX)

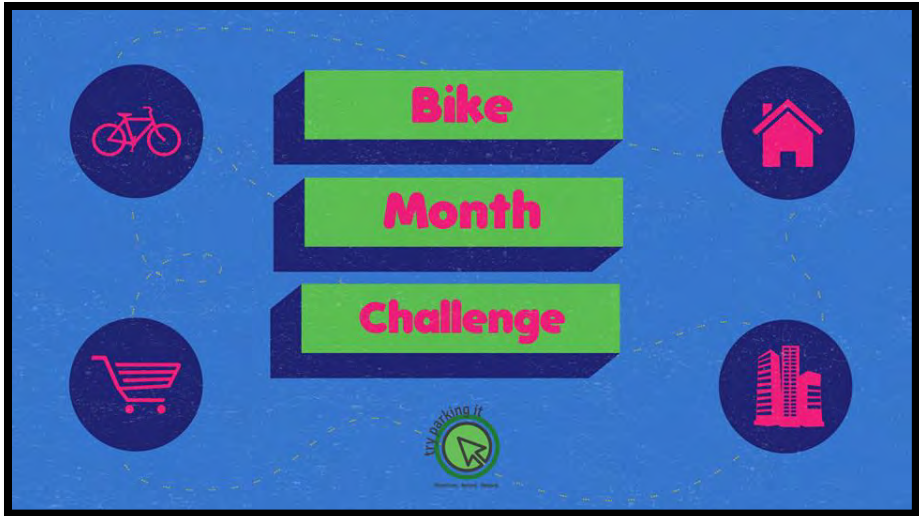


Facebook

1. Have you registered for the NCTCOG Transportation Department's 2018 Bike Challenge? Do it! It's May - which means it's Bike Month! – Walk Bike Safe Texas



2. Bike Month is coming to an end. Who participated in the NCTCOG Transportation Department Bike Challenge? – TRWD – Tarrant Regional Water District



Electric Vehicles

Twitter

1. @NCTCOGtrans @CarrolltonTX @cityofplanotx @CityofFortWorth @LewisvilleTexas @GrapevineTXCity @CityOfFriscoTx @CityOfDallas @CityofAllenTX @CityOfArlington @CityOfMcKinney @cityofmesquite @CityofAnna @CityofSouthlake @cityofdentontx @thecityofirving maybe worth reading? – Shawn Eric Gray

2. @NCTCOGtrans - Shawn Eric Gray (@ShawnEricGray)

3. Good news for Texas! @LoneStarCFA @NCTCOGtrans – TBCCC (@TBCleanCities)



Texas reinstates incentives for electric and alternative fuel cars

After a three-year hiatus, Texas has reinstated purchase rebates for plug-in electric and other alternative-fuel vehicles. Texans who buy electric cars a...

greencarreports.com

Innovative Vehicles & Technology

Twitter

1. @HyperloopOne with #MichaelMorris exploring #HighSpeed options for #NorthTexas @alltoobusy #Katheryn Wileman @CityOfArlington @CityOfDallas @CityofFortWorth @Williamwmeadow2 @DFWAirport #SeanDonahue @Bethvandyne @CityofIrving – Lee M. Kleinman (@LeeforDallas)



Programs

Twitter

1. @NCTCOGtrans

A Win-Win for Carpoolers

Waze Carpool has introduced a pilot program to the Dallas-Fort Worth area allowing commuters to utilize Waze Carpool for a flat rate of \$2. Waze will pay for the three-month pilot or up to \$50,000 in monetary incentives, whichever comes first.

The North Central TX Council of Governments (NCTCOG) and Try Parking It, the region's ride-matching and commute-tracking website, have partnered with Waze to allow carpoolers to log commutes to earn points that can be used to enter contests, purchase rewards and earn milestone prizes.

The Waze Carpool app is available for Apple and Android devices. It allows passengers that wish to carpool with a Waze driver to request a ride. The carpool app is separate from the Waze Navigation app. Riders chip in to cover the cost of gas. The result is that passengers get an affordable and convenient ride, while drivers get gas money and enough passengers to use carpool lanes.

All Carpool rides in Dallas-Fort Worth are **only \$2!**

For more information and get the app, visit TryParkingIt.com.

Cool! Where did you see this? – NCTCOGTransportation (@NCTCOGtrans)

Natural Awakening Dallas edition – Shawn Eric Gray (@ShawnEricGray)

2. A Win-Win for Carpoolers <http://www.nadallas.com/DAL/June-2018/A-Win-Win-for-Carpoolers/#.WylQUAMfz0M.twitter> ... @NCTCOGtrans @waze #carpool #Dallas – Natural Awakenings (@NaturalDallas)



Facebook

1. All carpool rides in Dallas Fort-Worth are only \$2 – Natural Awakenings Dallas Metroplex Magazine



Project Planning

Letter

1. Attachment 1 – Daniel J. Raudebaugh

Email

1. **Randall Duty**

Why isn't the Kansas City Southern line that runs mostly parallel to TX 78 from Wylie to East Dallas being considered as a commuter rail corridor for the mobility plan?

2. **John Lowery**

I would like to voice my desire for the creation of a rail line from McKinney to Dallas. I read an article that indicated it may be a possibility, and I feel considering the rapid growth of the area and the dreadful commute choices to Dallas, this would be an excellent idea for the longterm.

3. **Bud Melton**

Please consider the following comments as you're finalizing the draft long range mobility plan:

Some of the alignments shown on the Regional Veloweb map don't appear to be updated per recent CIP elections. For example, the fully-funded Trinity Forest Spine alignment in SE Dallas. This may impact totals of those Funded and those Planned.

In light of increased designations of shoulders as bikeways, particularly in the more rural areas, please ensure these are described and budgeted sufficiently to ensure a finer grade of chip-seal so that the quality of the experience is less impacted by roadway vibration.

The proposed \$.4B cut in Sustainable Development funding partnerships does not seem consistent with concerns conveyed in the Appendix B. Social Considerations. Why cut one of the best-leveraged public/private partnership program?

Given the constrained financial reality, it seems that much more funding would be allocated for Land Use Strategies that lead to less reliance on individual motor vehicles.

There also doesn't seem to be enough emphasis on emerging mobility technologies. Are we as a region willing to be 'drawn into these' or would we better be situated to become drivers of these emerging trends? Already, several local cities are rolling out new traffic safety technologies that should be viewed as disrupters of traditional transportation planning.

4. Debbie Fisher, Lucas City Council

At the May Public Hearing in Richardson, I expressed my displeasure with your plan solving all your transportation problems through the City of Lucas. Our City is not the area generating the massive increase in the traffic in Collin County, yet you expect us to be the ones bearing the burden. As a result of that meeting, our council will be voting on June 7 to rescind our previous support.

I propose the following:

1. Areas where the population and job increases are creating the need for this transportation plan should be required to resolve these issues within their own boundaries and through the use of unincorporated areas, not taking over smaller cities like Lucas.
2. Areas of approved Municipal Utility Districts should be required to produce a plan for traffic exit through their region.
3. Include in your planning the increased burden for emergency services, particularly in smaller cities such as Lucas.

The increased traffic in Lucas is due to pass through traffic only. That traffic is not coming here to work or shop as we are a bedroom community. Our taxpayers are already bearing an undue burden for the increase in emergency services due to the additional traffic. We will vigorously oppose this attempt to further increase this burden.

5. Paul Ridley, Greater Dallas Planning Council

Overall, the GDPC Mobility Task Force sees much to applaud in this plan. The breadth and depth of considerations of the mobility landscape are impressive. The narrative texts and appendices are thorough, leaving only a few of our questions untreated, if not answered (please see those below).

That said, we find a substantial dissonance between the plan's many "considerations" and its final budgetary commitments.

The "Financial Reality" chapter implies that we will be continuing a low-density, car-centered development model (suburban sprawl), despite the extensive evidence in the plan document itself that a radical re-appraisal of such a model is in order. A plan should be based on observation and prediction, and its action steps are what shape the future. Any plan must be measured, not by what it says, but by where it commits resources. This plan commits the largest single chunk of resources, \$52B, to additional roadway occupancy and capacity.

In our view, a better plan for the region would provide more of the available funds to:

- prepare for unpredictable yet inevitable technological disruption.
- increase social justice by mitigating the severe and growing racial and economic inequality across the region.
- allow us to better adapt to inevitable environmental change.

Transportation Technology (Chapter 7)

It is critical that the plan fund preparations for the technological disruption we can expect (though not precisely predict) in the next 20 years.

- Data-based, network technologies have already disrupted traditional taxi services (Lyft, Uber) and are shifting public attitudes toward car ownership. They invite a re-thinking of bus transit (frequent bus service, optimized intermodal transportation) and even land use (parking). Similar disruptions are emerging in retail (grocery and parcel delivery, regional malls) and ride-sharing.
- Automated vehicle technology (connected and automated) appears to be emerging at an increasing tempo. It could have profound impact on how we value our vehicles and the time spent in them.
- Via, Uber and other platforms including flying vehicles may be much closer to reality than many believe. Dallas will be one of two markets where this new form of transportation will be implemented.
- Freight lanes have been dedicated in several states, reducing congestion and improving air quality. Combined with autonomous technology, they could further reduce environmental impacts and obviate additional road construction.
- Intelligent transportation systems (ITS) are demonstrating huge increases in the utility of existing lane space in both urban and suburban areas, suggesting less demand for new lane construction, even with continued population growth.
- Tech-driven disruptions are hard to predict. An Innovation Technology component could be incorporated into the plan that allows it to be adaptive, dynamic and responsive when such disruptions occur in the marketplace. One possible action: development of a funded "mobility learning lab."
- NCTCOG could work with private industry firms to study/develop ITS infrastructure for the adoption of connected and automated vehicles.

Social Considerations (Chapter 3)

Across the NCTCOG region, vast **inequalities** of income, housing, school quality and access to work persist and are increasing. As such, they threaten the well-being of the regional population. Inequality costs us all through health care, remedial education, criminal justice and forfeited economic development. **The plan needs to directly address equity issues that are prevalent in the region.**

Tolling lanes does seem a fairer way of distributing the cost of new highways to users. The proposed restriction of tolled lanes to the center of the region runs counter to social justice and encourages sprawl.

Improvement of mobility for the poor and underserved will clearly depend on better public **transit**, which, impacts their access to work, health care, housing and schools. The dollars allocated for “Growth, Development and Land Use Strategies” seem disproportionately low, *per capita*, to impacted individuals across the region. What is the priority for funding for that development?

Environmental Considerations (Chapter 4)

This plan needs to help the region adapt to the environmental impacts it acknowledges.

-Widely accepted climate forecast projections mean hotter summers and more extreme weather in Texas through the rest of the century. Extreme drought and more powerful storms pose nonlinear increases in costs of energy, road maintenance, disaster recovery and hardened infrastructure. The 2045 plan does speak of “resilience” (Ch 4.4 P. 24) but again, such efforts do not appear in the cost model.

-Air quality and related health costs can be directly tied to traffic density. Although “improved air quality” is an explicit goal of the plan, it does not seem to figure in the development plans or the cost model.

-The carbon footprint of low-density development is substantially larger than for higher-density. This fact does not seem to be reflected in the implicit development model.

-The Wildlife Habitat exhibit in the slide deck does not address ecological corridors along creeks and rivers, some of the most sensitive to new construction of highway infrastructure.

-Concrete is truly the “floor” of the Mobility 2045 low-density model. Concrete paving is energy-intensive and, once in place, adds to the urban heat sink effect. It is also getting more expensive as global supply/demand for riverine sand changes.

Development Paradigm

The plan needs to shift priorities from a low-density paradigm to a more sustainable higher density, multimodal approach.

-Mobility 2045 seems premised on an extension of the suburban low-density, car-centric model, one in which highways remain unquestioned as the most efficient means of transportation.

-Recent real estate valuation trends suggest that the core and outlying town centers are urbanizing (McKinney, Legacy, Southlake). Young workers prefer to live closer to work, while retired folks want to downsize in denser housing forms near urban amenities.

-Current commercial real estate returns suggest denser development is more profitable than low-density.

-New, multi-family construction is inherently more likely to support affordable housing options than more land-intensive housing.

-Investments in walkability, bicycling and other active transit (last mile) would seem to offer higher leverage on “mobility” in general than added motor vehicle infrastructure.

-Building more lane miles when future demand is so unpredictable makes less sense than to provide for more conventional mass transit, active transit and other innovative forms of mobility adapted to higher density land use.

-2045 SD Program budget is cut by \$400M – hitting the most needed of all programs to help drive land use decisions that favor transit, walking and bicycling.

-In this plan, environmentally impacted cities have not been allocated funds to support densified land use.

-Investment in active transportation and innovative mobility technologies might offer a better ROI than building more lane miles.

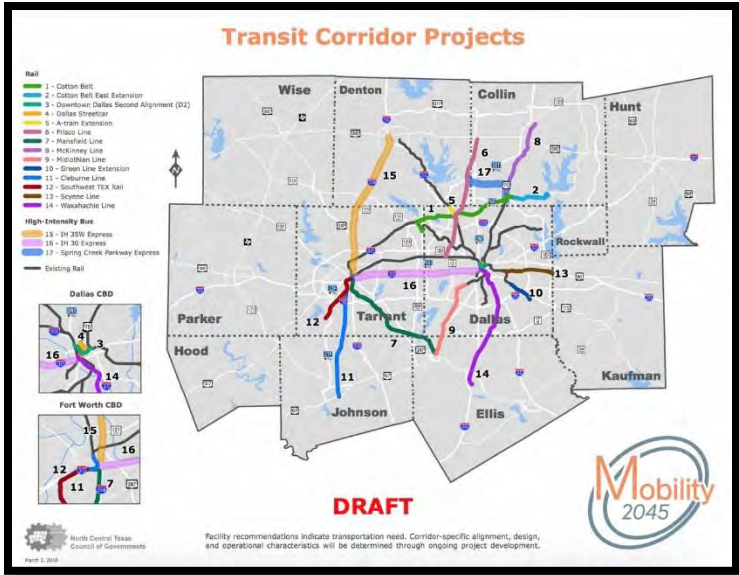
*CityMAP: per the GDFC’s previous engagement and feedback on this groundbreaking and innovative approach to transportation planning, why it is not incorporated into Mobility 2045?

Finally:

What are NCTCOG’s legislative priorities related to this plan?

Twitter

1. Here's the draft map of @NCTCOGtrans's 2045 high-capacity transit expansion projects (<https://www.nctcog.org/trans/mtp/2045/documents/14MAY2018PACKET.pdf> ...). BRT = thick lines; existing rail = black lines; thin, colored lines: new rail (light-rail, regional/commuter, streetcar) – RAIL Magazine (@RAILMag)



2. Thank you @TxDOTCommission for making, while delayed, the decision to release the RFQ. We need #LBJEAST to support growth for this region and move people and goods safely and efficiently. Now to turn the page and ensure that design meets 2024 needs. @LBJ_Now @TxDOT @NCTCOGtrans – Mark Holmes (@markbholmes)

RayDMN @RayLeszcynski

The Texas Transportation Commission has advanced the LBJ East project, I-635 through Lake Highlands and Garland into Mesquite. Construction summer 2019-2024. @dallasnews

3. @NCTCOGtrans doubles down on highways, continues to ignore mass transit – Wylie H Dallas (@Wylie_H_Dallas)



Transit

Twitter

1. Here's a sneak peek at the inside of the train. #AllAboard



Thank you for the footage – Francois Wegscheider (@classicfrancois)

Thanks for watching and sharing! 😊 – NCTCOGTransportation (@NCTCOGtrans)

No problem I need that train in a heartbeat – Francois Wegscheider (@classicfrancois)

We can't wait for it either! – NCTCOGTransportation (@NCTCOGtrans)



2. #Arlington is the largest city in the country without a mass transit system. Via doesn't even serve residents on the south side. – Fish Creek Monitor (@Fishcreek1269)



3. Shameful! Rail passengers are thrown out of Dallas Union Station after 5:30pm.
@LeeforDallas @Mike_Rawlings @dartmedia @Amtrak @TXRailAdvocate @narprail
@NCTCOGtrans <http://texasrailadvocates.org/2018/06/09/shameful-dallas-union-station-pulls-the-welcome-mat-for-passengers-and-for-parking/> ... – Peter J LeCody (@railadvo)



4. We encourage you to #DumpThePump tomorrow! What do we mean? If you can, we want you to take public transit to your destination instead of driving a car. Saves gas and it's great for the environment! – NCTCOGTransportation (@NCTCOGtrans)

Other

Email

1. Gary Hogan

I am the President of a very active and involved City of Fort Worth Neighborhood Association who for years have been the voice of this community. The Chapel Creek Neighborhood Association. I have several new concerns regarding Proposed Near-Term Improvements IH 20/ IH 30 (Tarrant / Parker County). WE last looked at this area in 2013 and presented to community meeting on 5/25/2016. The Chapel Creek Blvd I-30 bridge is well under construction AMEN.

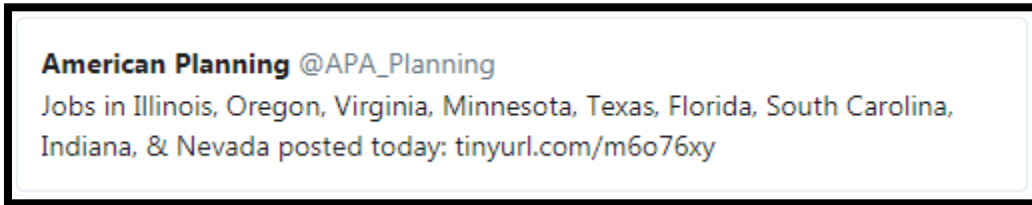
However, the area now has concerns about mobility being directed solely to the Chapel Creek Blvd corridor to the future above plan 1,100 homes are currently planned and started on prior vacant land East of Chapel Creek Blvd. About another 1,000 homes are underway also West of Chapel Creek Blvd. and we recently heard of a new Charter School also planned near there. Current mobility plans for I-30 corridor West of Loop 820 to Hwy 580 appears to direct all traffic

through Chapel Creek Blvd. NCTCOG , TXDOT and City of Fort Worth need to review the mobility transportation planning in light of this growth.

Please advise as to best contact with NCTCOG for me to discuss.

Twitter

1. The North Central Texas Council of Governments (@NCTCOGtrans) is looking for transportation planners to assist with regional and corridor transportation planning and transit operations! Apply online: <https://mycogcareer.silkroad.com/> – WTS San Antonio (@WTSsanantonio)



2. We are very excited to join so many leaders of the San Antonio region in their quest to end the epidemic of traffic deaths and serious injuries.

Looking forward to working with @CAMPOTexas @HGACmpo @NCTCOGtrans @EPMPO and other MPOs to follow in their lead. – Vision Zero Texas



3. @TheGinaMiller I've been daydreaming about Dallas hosting the #WorldCup2026 Championship, International Broadcast Center, FIFA headquarters and the referees' HQ. @DFWAirport will have most direct flights to other host cities. Use the Olympic Village model to commit to building... – MD (@MDretweets)

office space for FIFA that can be privatized later or as a hub non-profits. Lastly, get the @NCTCOGtrans to drop the high-speed rail fantasy and have a TRE/TEX Rail line a long the I-30 corridor, connecting the downtown's and @ATTStadium. @SportsSturm – MD (@MDretweets)

*I forgot to mention that this would be integrated into the Fair Park redevelopment. – MD (@MDretweets)

Facebook

1. Tarrant County Commissioner Gary Fickes is the new chair of the Regional Transportation Council. He was elected last Thursday at the RTC meeting. Congrats, Commissioner Fickes! – NCTCOG Transportation Department



Congrats! Know you will do a great job. – Cinde Weatherby

Congrats Commissioner

Thank you for your service to our region – Tito Rodriguez

2. Looking forward to serving in this new role! – Commissioner Gary Fickes





CENTER FOR TRANSPORTATION AND THE ENVIRONMENT
7301 Reservoir Street
Suite 700
Dallas, Texas 75249
Phone: 972-449-4160
Fax: 972-449-4157

June 6, 2018

Mr. Kevin Feldt, AICP
Program Manager
North Central Texas Council of Governments
616 Six Flags Drive, Centerpoint Two
Arlington, TX 76005-5888

Dear Mr. Feldt,

The Center for Transportation and the Environment (CTE) appreciates the opportunity to comment on the draft Mobility 2045 long-range transportation plan. CTE is a 501(c)(3) not-for-profit with a mission to improve the efficiency and sustainability of the United States' energy and transportation systems. CTE collaborates with federal, state, and local governments, fleets, and vehicle technology manufacturers to advance clean, sustainable, innovative transportation and energy technologies. As such, there are several initiatives included in the Mobility 2045 plan that are of particular interest to CTE:

Sections 4.2, Air Quality; 5.3, Sustainable Development; 6.1, Public Transportation; 6.5 Roadway; and Section 7.0, Transportation Technology collectively address air quality, sustainability, and technological advancements that can also be achieved through the deployment of zero-emission transit buses. While the plan specifically discusses the implications of electrification specific to light-duty vehicles and future, automated shuttle and "pod" vehicles, CTE would encourage inclusion of zero-emission bus deployments within the long-range plan. According to the Department of Transportation, the United States has over 300 individual zero-emission buses operating in transit fleets throughout the nation. Both battery electric and fuel cell options are available to help with pollutant emissions reduction and fuel efficiency for bus fleets.

Successful deployments of zero-emission technology in the transit market supports the following goals included in Mobility 2045, including:

- Preserve and enhance the natural environment, improve air quality, and promote active lifestyles. (Section 3.0, Section 5.0, Section 4.0)
- Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system. (Section 5)
- Encourage livable communities which support sustainability and economic vitality. (Section 3.0, Section 4.0, Section 7.0)
- Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system. (Section 2.0, Section 5.0, Section 7.0)

However, successful deployments of zero-emission buses benefit from adequate pre-deployment planning. CTE has provided technical assistance and project management services on many battery and fuel cell electric bus deployment projects. Collectively, CTE has assisted more than 50 transit agencies that have either deployed, or will soon deploy, more than 200 zero-emission buses. The lack of widespread deployments can present challenges for transit agencies unfamiliar with zero-emission technology, as they include new specific operating characteristics and fueling requirements. CTE strives to minimize these challenges and reduce the risk associated with these vehicles by helping end users match the technology to



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

July 2018

Inside

Fickes to chair RTC

Tarrant County Commissioner Gary Fickes was elected chair of the Regional Transportation Council in June. Read more about Fickes and the officers who will join him for the next year on page 3.

Calendar

July 12, 1 pm

Regional Transportation Council
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

July 23, 6 pm

Public Meeting
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

July 27, 1:30 pm

Surface Transportation
Technical Committee
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

RTC approves Mobility 2045 transportation plan

Last month, the Regional Transportation Council approved Mobility 2045, the Metropolitan Transportation Plan for the Dallas-Fort Worth area. The plan outlines \$135.4 billion in spending, including increased highway capacity, infrastructure maintenance, expanded passenger rail, bus, bicycle and pedestrian facilities and technological enhancements to the existing transportation system.

Mobility 2045 reflects the pressures on transportation in North Texas. Demographic forecasts indicate the population will climb from 7.2 million today to approximately 11.2 million people by 2045. In light of these forecasts and transportation funding shortfalls, planners first sought to maximize the existing system through maintenance and operations improvements such as traffic signal retiming. Planners also seek to expand bicycle and pedestrian facilities and programs that encourage commuters to avoid driving to work alone. Then, planners considered ways to strategically invest in the region's infrastructure by adding passenger rail, bus or highway capacity.

While previous mobility plans have incorporated performance-based planning, recent federal requirements have identified new performance measure targets, which formally established goals such as safety and emissions reduction. Another policy initiative establishes a Toll Managed Lane System Policy area. The policy recognizes the need to efficiently manage the region's most congested areas while limiting the use of tolled managed lanes to an area including parts of Collin, Dallas, Denton, Rockwall and Tarrant counties. This area contains only 13 percent of the region's land area, but 79 percent of its vehicle hours of congestion delay. The Federal Highway Administration and Federal Transit Administration will now determine whether Mobility 2045 meets emissions requirements for ozone nonattainment areas. A decision is expected in November. To learn more about Mobility 2045, visit www.nctcog.org/mobility2045.

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.



RTC awards \$50 million to strategic transportation projects



The Regional Transportation Council approved \$50 million in federal air quality and mobility funding in June as part of the second round of a strategic partnerships program.

NCTCOG staff's primary considerations when selecting projects for this program were whether the projects had multiple local government partners and if the local stakeholders were contributing more than the standard 20 percent match typically required with federal funding.

Seven projects throughout the Dallas-Fort Worth area were awarded funds as part of the program, including a stretch of East Bear Creek Road in Glenn Heights, which will receive \$15.46 million in federal funding to help pay for widening of the road between South Hampton Road and Interstate 35E. A bicycle-pedestrian facility will also be added as part of the \$25.6 million project, which received a 40 percent match from partners. The widening of Merritt/Sachse Road from south of Creek Crossing Lane to Pleasant Valley Road was awarded \$10 million in federal funding. This road project, which is receiving \$5 million in local match from partners, is expected to help improve north-south traffic flow through rapidly growing Collin County.

The strategic partnership program also funded \$15 million in improvements to Meandering Road near Naval Air Station Fort Worth Joint Reserve Base. The improvements include the addition of sidewalks and bicycle lanes along that roadway, as well as a roundabout at LTJG Barnett Road and various intersection improvements at Roberts Cutoff to reduce congestion at those locations.

With local and state funding added to the awarded federal funding, the projects in this strategic initiative are worth an estimated \$72 million. For a list of all projects and more details, visit <https://www.nctcog.org/trans/about/committees/regional-transportation-council>.

Progress North Texas 2018 available from Transportation Department

NCTCOG recently published Progress North Texas 2018, the annual transportation state of the region. The theme of this year's report is Healthy Communities: Transportation and the Natural Environment.

The report provides an update on the improvements being made to the region's transportation system and explains how NCTCOG is meeting the current needs of the ever-growing Dallas-Fort Worth area. With 10 counties in the region in nonattainment for ozone pollution, NCTCOG has established multiple programs aimed at improving air quality throughout the region.

Not only does Progress North Texas provide insight to the current transportation system plans, but the report also contains the top illustrations of what a healthy community looks like from the perspective of local Cedar Hill ISD middle school students.

To obtain a copy of Progress North Texas 2018 contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Read the report online at www.nctcog.org/trans/about/publications/progress-north-texas/progress-north-texas-2018.

CLEAN VEHICLES

Rebates available for clean vehicles

The Light-Duty Motor Vehicle Purchase or Lease Incentive Program is offering rebates for the purchase and lease of environmentally friendly vehicles as part of the TCEQ's Texas Emissions Reduction Plan.

The rebates cover vehicles leased or purchased in Texas and powered by compressed natural gas, propane, hydrogen or electricity.

Almost \$8 million is available in rebates until May 31, 2019, but the program will be capped at 1,000 natural gas and propane vehicles, and 2,000 electric or hydrogen vehicles until funds are spent.

Up to \$5,000 is available for natural gas or propane vehicles and up to \$2,500 for electric or hydrogen vehicles. Apply for the rebate at www.terpgrants.org.

Are you a vehicle manufacturer? You can apply to get your vehicles on the eligibility list. As part of this program, TCEQ is accepting Manufacturer Information Request Forms.

The downloadable form and instructions can be found on the grants webpage at www.terpgrants.org.

REGIONAL News

SECO program aims to boost energy efficiency

The State Energy Conservation Office (SECO) announced the Remote Energy Audit Pilot Program earlier this year.

The goal of this voluntary program is to improve energy efficiency in Texas public buildings. Audits are conducted remotely and identify opportunities for capital and energy savings, at no cost to select entities.

SECO has contracted with the consulting firm CLEAResult, which will analyze electric usage to identify energy saving strategies. Eligible entities include public K-12 schools, State agencies, municipalities and State universities. SECO is particularly interested in providing this service to rural public schools. For more information, visit the comptroller's website at <https://comptroller.texas.gov/programs/seco/programs/schools/rea.php>.

Tarrant County's Fickes to lead RTC

Tarrant County Commissioner Gary Fickes is the new chair of the Regional Transportation Council after the 44-member transportation policymaking body elected him in June. Fickes replaces Cedar Hill Mayor Rob Franke, who led the RTC for the past year.

Denton County Commissioner Andy Eads will serve as vice chair, while Johnson County Judge Roger Harmon handles the duties of secretary. Fickes spent the past year as vice chair; Eads served as secretary. The new officers will serve in their positions through June 2019.

Fickes was first elected Precinct 3 commissioner in 2006 and has been a primary member of the RTC since 2010. Prior to his appointment as a primary member, Fickes served as an RTC alternate. Each year, Fickes holds the Northeast Tarrant Transportation Summit, an event he started to help businesses and residents understand the implications of transportation projects. In February, the ninth annual summit, which focused on the future of transportation, was held in Hurst.

Fickes will lead the RTC during the 86th Session of the Texas Legislature, which begins in January. The RTC is currently discussing transportation-related topics it will support during the 140-day session.

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

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
FWTA.org

By the Numbers

\$50 million

The approximate award by the RTC to a series of strategic transportation partnerships across the region.

PUBLIC *Involvement*

Public to get look at regional 10-year plan update

Do you have questions or comments about the RTC 10-year plan for improving mobility in the region?

The North Central Texas Council of Governments is hosting a public meeting at 6 p.m. July 23 to review an updated project list and prioritization process. The meeting will be held at NCTCOG's Arlington offices, 616 Six Flags Drive.

A second presentation will focus on the designation of highway corridors for various alternative fuels, how NCTCOG is involved in the process and what drivers can expect in the future.

Information on proposed modifications to the list of funded projects, AirCheckTexas Drive a Clean Machine and the Regional Smoking Vehicle Program will also be highlighted at the meeting.

Typically, NCTCOG presents topics in series of three public meetings, but in July, there will be one opportunity.

The meeting will be streamed live at www.nctcog.org/trans/involve/meetings/video-recordings, and a recording will be available following the session at www.nctcog.org/trans/involve/meetings.

Got an idea? Tell @NCTCOGtrans on social media

Social media is a valuable tool for the Transportation Department because of its speed and far-reaching capabilities. It is also an effective way to connect with North Texans looking for additional public involvement opportunities.

Do you have questions about programs or projects? Or maybe you have a suggestion that would make a transportation project more effective.

You can let us know now by finding us on social media. Follow us on Twitter and Instagram at @NCTCOGtrans; "like" the NCTCOG Transportation Department on Facebook; and subscribe to the NCTCOGtrans YouTube channel to keep up to date on all things transportation.

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.

DFW CONNECTOR

TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

OVERVIEW

The initial \$1 billion DFW Connector project simultaneously designed and built 8.4 miles in Grapevine, Southlake and Irving, and it doubled the size of the existing highway system around the north DFW International Airport entrance.

Funding constraints required some original DFW Connector segments to be deferred. However, since 2013, TxDOT has been able to identify funding for FM 2499, new SH 121/360 ramps, the SH 121/360 interchange, and the I-635/SH 121 interchange.

FM 2499 work included rebuilding the mainlanes from SH 121 to Denton Creek. The SH 121/360 ramps project constructed new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360.

The SH 121/360 interchange was completed in May 2018, and construction is estimated to begin in late summer 2018 on the I-635/SH 121 interchange.



May 1, 2018 — SH 121/360 interchange ribbon cutting

PROJECT HISTORY

- **March 2006** – Texas Transportation Comm. authorized request for CDA proposals.
- **March 26, 2009** – CDA conditionally awarded to NorthGate Constructors.
- **Oct. 6, 2009** – CDA executed.
- **Jan. 2013** – TxDOT identified \$90 million in funding for FM 2499.
- **Aug. 2013** – FM 2499 construction began.
- **Sept. 2014** – TxDOT signs \$17 million contract for the SH 121/360 ramp project.
- **Feb. 2016** – SH 121/360 interchange project approved for Texas Clear Lanes congestion relief funding.
- **Aug. 30, 2016** – SH 121/360 interchange groundbreaking held.
- **March 2017** – I-635/SH 121 interchange approved for Texas Clear Lanes congestion relief funding.

FM 2499 PROGRESS

- All lanes of traffic were opened in summer 2016, six months ahead of schedule.

SH 121/360 RAMP PROGRESS FROM WILLIAM D. TATE AVE.

- The new ramps from southbound William D. Tate Avenue to SH 121 and SH 360 opened to the public on Nov. 12, 2015, more than a year ahead of schedule.

SH 121/360 INTERCHANGE PROGRESS

- The new direct connectors were opened in April 2018, seven months ahead of schedule.

I-635/SH 121 INTERCHANGE PROGRESS

- Preconstruction activities are underway with major construction beginning in late summer 2018.

FM 2499 PROJECT FACTS

LENGTH: 1 mile

NUMBER OF LANES

- Two mainlanes in each direction built below the existing grade level, allowing commuters to bypass two intersections
- Two frontage road lanes in each direction at grade level

COST: \$92 M (FUNDED ENTIRELY BY TXDOT)

- Cat. 12 (Texas Transportation Commission approval in Jan. 2013)

CONSTRUCTION DATES

- Construction start: Aug. 2013
- Substantial completion: Summer 2016

SH 121/360 RAMP FACTS

COST: \$17 MILLION

CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: Nov. 2015

SH 121/360 PROJECT FACTS

LENGTH: 1.6 miles

SCOPE: New direct connectors for SH 114, SH 121 and SH 360

COST: \$61 MILLION

CONSTRUCTION DATES

- Construction start: Aug. 2016
- Substantial completion: May 2018

I-635/SH 121 PROJECT FACTS

LENGTH: 1 mile

SCOPE: Widen SH 121 to accommodate new interchange at I-635 and direct connectors for FM 2499 and SH 26

COST: \$370 MILLION

CONSTRUCTION DATES:

- Construction start: Late Summer 2018
- Est. substantial completion: 2022

TRAFFIC COUNTS (VEH PER DAY, 2016)

- SH 121 north of SH 114: 106,000
- SH 121 north of I-635: 119,000
- I-635 east of SH 121: 74,000

ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

LENGTH: 8.4 miles

NON-TOLL LANES (WIDEST POINTS)

- 6 to 8 WB, 6 EB between William D. Tate Avenue and International Parkway
- 4 to 7 NB and 3 to 6 SB at SH 121 near DFW Airport's north entrance

TEXPRESS LANES

- Four miles, two in each dir. on SH 114

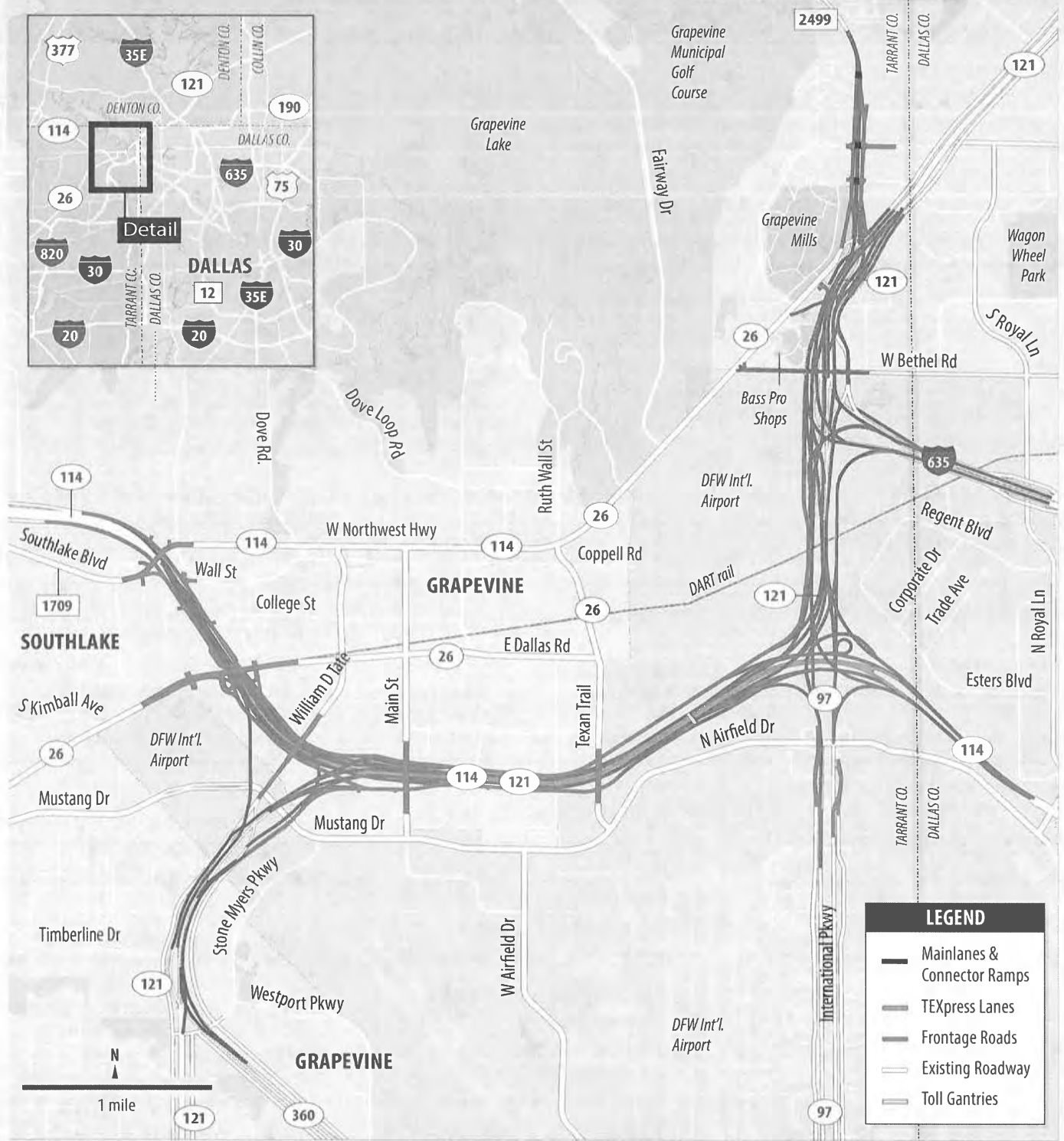
COST: \$1 B (FUNDED BY TXDOT)

– TxDOT: \$696 million; ARRA funds: \$261 million; Prop. 14 bonds: \$17.2 million; Prop. 12 bonds: \$32 million

- ROW: \$127 million (Prop. 14 funds)

CONSTRUCTION DATES

- Construction started: Feb. 2010
- Final acceptance: March 2014



NOTE: Project area is not drawn to scale in order to emphasize details.

PROJECT CONTACTS



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www.dfwconnector.com
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INTERSTATE 35W

TxDOT PROJECT TRACKER

FORT WORTH DISTRICT



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number 23 on the state's most congested roadway list. Plans to reduce the congestion by doubling capacity include interim projects to reconstruct the existing lanes and add two TEXpress Lanes in each direction.

The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) is constructing Segment 3A, from north of I-30 to north of I-820 including the I-35W/820 interchange. The Texas Department of Transportation (TxDOT) constructed Segment 3B, from north of I-820 to US 81/287. TxDOT has received a proposal from NTEMP3 to rebuild Segment 3C.

I-35W currently carries 119,000 vehicles daily near downtown Fort Worth and 142,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



I-35W in Downtown Fort Worth

PROJECT HISTORY

- **January 29, 2009** – CDA conditionally awarded to NTEMP
- **July 6, 2011** – NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B
- **April 24, 2012** – The U.S. Department of Transportation announced that TxDOT has entered the final stage in the process for a \$531 million Transportation and Infrastructure Finance and Innovation Act (TIFIA) loan to help construct Segment 3A
- **Sept. 2012** – TxDOT awarded a contract for 3B to Lane Construction
- **March 1, 2013** – A facility agreement between TxDOT and NTEMP3 was signed
- **Sept. 19, 2013** – 3A financial close

PROJECT PROGRESS

THE 3A PORTION: (I-30 to I-820)

- 97% complete
- Placing final layer of asphalt on the southern section of the project
- Four miles of TEXpress Lanes from SH 183 (28th Street) to I-820 opened to traffic in April
- In the upcoming months:
 - Substantial completion and service commencement on Segment 3A
 - Grand Opening on July 19

THE 3B PORTION: (I-820 to US 81/287)

- This segment is substantially complete with all lanes in their final location.
- A section of the TEXpress Lanes north of I-820 opened to traffic in July 2017.

THE 3C PORTION: (US 81/287 to Eagle Parkway) TxDOT has received a proposal from NTEMP3 to rebuild Segment 3C.

PROJECT FACTS

LENGTH

- Segment 3A (I-35W from N of I-30 to N of I-820 including the I-35W/I-820 interchange) 6.5 miles
- Segment 3B (I-35W from N of I-820 to US 81/287) 3.6 miles
- Segment 3C (I-35W from US 81/287 to Eagle Parkway) 8 miles

TEXPRESS LANES

- Segments 3A, 3B, & 3C: Two SB lanes (3C Proposed)
- Max. initial travel cost: 88 cents per mile

COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$255 million
- Segment 3C: \$762 million (proposed)

FUNDING

- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$430 million developer equity; \$274 million Private Activity Bonds (PABS); \$127 million provided by Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$245 Public Funding; \$8.4M developer equity; \$2.4M PABS

RIGHT OF WAY

- Segment 3A: Complete
- Segment 3B: Complete

CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; estimated completion - 2018
- Segment 3B: Construction start - April 2013; substantial completion - Dec. 2016



NOTE: Highlighted areas are not to scale.

* Segments identified by number do not denote priority or sequence. **All segments will include one-way frontage roads at identified locations and connections to all existing and proposed improvements. ^^Discontinuous. ^^^Potential deferment of additional mainlanes. ^^^^Currently not funded. Ultimate capacity remains a priority to the region.

SEG* Roadway and Limits

3C	3C - I-35W from US 81/287 to Eagle Parkway
Existing lanes (Each dir.)	2
Frontage lanes (Each dir.) ^^	2 - 3

Interim Configuration**

Mainlanes (Each dir.)	2
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2 - 3

SEG* Roadway and Limits

3B	I-35W from north of I-820 to US 81/287
Existing lanes (Each dir.)	2
Frontage lanes (Each dir.)	2

Interim Configuration

Mainlanes (Each dir.)	2
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2

Ultimate Config. as Proposed in Regional Mobility 2030 Plan**

Mainlanes (Each dir.) ^^^	4
TEXpress Lanes (Each dir.)	2 - 3
Frontage lanes (Each dir.)	2 - 3

SEG* Roadway and Limits

3A	I-35W from north of I-30 to north of I-820
Existing lanes (Each dir.)	2 - 3
Frontage lanes (Each dir.) ^^	2

Interim Configuration

Mainlanes (Each dir.)	2 - 3
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.) ^^	2

Ultimate Config. as Proposed in Regional Mobility 2030 Plan**

Mainlanes (Each dir.) ^^^	4
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2 - 3

SEG* Roadway and Limits

3A II	SH 121 Interchange ^^^^
--------------	--------------------------------

TxDOT graphic

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OVERVIEW

The Midtown Express Project (SH 183 Managed Lanes Project) is an interim project that will increase the capacity and reconstruct portions of State Highway (SH) 183, SH 114 and Loop 12. SH 183 has served North Texas' growing transportation needs since the 1940s. The current roadway dates back to 1959, and has remained relatively unchanged since 1973 when an additional mainlane in each direction was added. Today, the highway serves as a primary artery between Dallas and Fort Worth, but it can no longer adequately meet the demand of 150,000 to 170,000 vehicles per day. Plans include increasing the capacity of SH 183 and portions of SH 114 and Loop 12, with the addition of TExpress (toll managed) Lanes. The TExpress Lanes will feature dynamic tolling managed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



TxDOT photo archive

MAY 2018: Final paving and striping on SH 183 west of SH 161

PROJECT HISTORY

- **1998-2000** – Major Investment Study for future expansion
- **2002** – Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E
- **February 20, 2013** – A Request for Qualifications (RFQ) issued
- **November 7, 2013** – TxDOT issued a final Request for Proposals (RFP)
- **May 29, 2014** – Southgate Mobility Partners given conditional award
- **June 24, 2014** – Financial Public Hearings held simultaneously in Dallas County and in Tarrant County
- **November 20, 2014** – Contract between TxDOT and SouthGate executed
- **December 2, 2014** – Project reached Notice to Proceed 1 (NTP1) and **February 5, 2015** – Notice to Proceed 2 (NTP2)

PROJECT PROGRESS

- **SH 114**
 - Major construction is complete on SH 114.
 - TExpress Lanes west of Rochelle Blvd./Riverside Dr. opened on November 4, 2017.
- **SH 183 – Recent milestones**
 - The project is 90% complete with substantial completion anticipated this fall.
 - The last bridge beam was placed on the project for a total of 1,896 beams.
 - The Story Rd. and MacArthur Blvd. intersections are in their final traffic pattern.

• SH 183: Current Construction

- Eastbound SH 183 from Carl Rd to the Trinity River moves into its final location in late July.
- Final paving and striping operations continue throughout Euless, Irving and Dallas for the remainder of the project.
- Eastbound SH 183 off ramp to Mockingbird Ln. to be completed in early August.

• Loop 12: Current Construction

- Work continues on the new direct connect bridges between Loop 12 and SH 183. TExpress Lane wishbone ramps (bridges) are nearing completion.
- Northbound Loop 12, north of the Trinity river, to shift towards the center in early August.

• Right Of Way

- Acquisition is 99% complete

• Project

- Obtain right of way/ relocate utilities
- Reconstruct portions of frontage roads
- Reconstruct portions of mainlanes
- Construct TExpress Lanes in each direction on SH 183 and Loop 12.
- Construct one TExpress Lane in each direction on SH 114 from SH 183 to SH 161 and one WB TExpress Lane on SH 114 from SH 161 to Int'l. Pkwy.

ULTIMATE PROJECT

(ESTIMATED OPERATION: TBD)

• Cost

- \$2.5 billion (funding not identified)

• Project

- Add one mainlane in each direction in some locations
- Up to three TExpress Lanes in each direction in some locations
- Continuous frontage roads where applicable
- Diamond Interchange (roadways around the former stadium site) completion

MIDTOWN EXPRESS PROJECT

(ESTIMATED OPERATION: 2018)

• Length

- SH 183 from SH 121 to I-35E: 14.8 miles
- SH 114 from SH 183 to International Parkway: 10.5 miles
- Loop 12 from SH 183 to I-35E: 2.5 miles

• Cost

- \$847.6 million (Design and Construction)

• Funding

- Funding sources include CAT 2, 7, 10 and 12. TxDOT has applied for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

SCHEDULE

- Construction Start: April 2015
- Substantial Completion (Est.): Fall 2018
- Ultimate construction to begin when funds become available.



NOTE: Not to scale.

TxDOT graphic

**SH 183:
(BETWEEN SH 121 AND I-35E)**

	TEXpress Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	2 - 3
Midtown Express (Interim)	1 - 2	3	2 - 3
Ultimate Project Config.	2 - 3	4	2 - 4

SH 114: (BETWEEN INT'L. PARKWAY AND ROCHELLE BOULEVARD)

	TEXpress Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	2 - 4	0 - 4
Midtown Express (Interim)	1*	2 - 4	0 - 4
Ultimate Project Config.	2	4	2 - 4

**LOOP 12:
(BETWEEN SH 183 AND I-35E)**

	TEXpress Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	0 - 3
Midtown Express (Interim)	1	3	0 - 3
Ultimate Project Config.	2R	4	2 - 3

* Managed lane in WB direction only from SH 161 to International Pkwy.

TxDOT graphic

PROJECT CONTACTS



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SH 360 SOUTH

TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



OVERVIEW

SH 360 has mirrored the growth of southern Tarrant County for decades. The Texas Department of Transportation (TxDOT) first developed and opened portions of SH 360 in 1958, and the department has regularly improved and expanded one of the region's major north-south arteries ever since. South of Interstate 20, TxDOT has completed four projects since 1994 that extend mainlanes to Green Oaks Boulevard SE and extend frontage roads to US 287. Construction on the SH 360 toll lanes south of I-20 to US 287 began in November 2015 as part of a public-public partnership between TxDOT, the North Texas Tollway Authority (NTTA), and the North Central Texas Council of Governments (NCTCOG). The new toll lanes opened to traffic on May 11. The initial SH 360 project added two toll lanes in each direction from approximately two miles south of I-20 near East Sublett Road to US 287. Construction on the cross streets is estimated for completion this summer.



May 11, 2018 — SH 360 South ribbon cutting

PROJECT HISTORY

- **1994** – First frontage road project south of I-20 (I-20 to New York Avenue)
- **1997** – Frontage road project (New York Avenue to East Broad Street)
- **2003** – Frontage road project (East Broad Street to US 287)
- **2006** – Interchange project at Green Oaks Blvd. including mainlanes from I-20 to Sublett Road
- **Dec. 5, 2013** – The Regional Transportation Council (RTC) approved a resolution to financially backstop TxDOT's \$300 million loan to develop, finance and construct SH 360
- **Jan. 16, 2014** – Environmental clearance received
- **Feb. 19, 2014** – NTTA's Executive Board approved the TxDOT/NTTA Project Development Agreement (PDA)
- **Feb. 27, 2014** – The Texas Transportation Commission (TTC) approved the PDA and authorized TxDOT to issue a Request for Qualifications (RFQ)
- **Mar. 11, 2014** – TxDOT issued an RFQ
- **Sept. 8, 2014** – TxDOT released the final Request for Proposals (RFP)
- **Feb. 26, 2015** – The Texas Transportation Commission conditionally awarded the development contract to Lane-Abrams Joint Venture
- **May 2015** – The contract between TxDOT and Lane-Abrams Joint Venture was executed.
- **Oct. 21, 2015** – Groundbreaking held

- **Oct. 2, 2017**: TxDOT issued the Need to Proceed for the Comprehensive Maintenance Agreement with Lane-Abrams Joint Venture
- **May 11, 2018**: Ribbon cutting held

PROGRESS

BRIDGE OPENINGS

- Lynn Creek Parkway/Webb Lynn Road: Opened May 2017
- Broad Street: Opened June 2017
- Heritage Parkway: Opened July 2017
- Debbie Lane/Ragland Road: Opened September 2018
- Sublett Road/Camp Wisdom Road: Opened February 2018
- Lone Star Road: Opened May 2018
- New York Avenue: Opened May 2018
- Holland Road: Opens July 2018
- US 287 over SH 360: Opens July 2018

PROJECT FACTS

LENGTH

- Green Oaks Boulevard to US 287: 9.7 miles

COST

- Initial project cost: \$340 million with the partnerships

INITIAL PHASE

- Sublett Road/Camp Wisdom Road to US 287: two toll lanes each direction
- Continuous non-tolled frontage roads
- US 287 NB and SB mainlane bridges over SH 360 frontage road

- A portion of US 287 NB frontage road and ramps
- Cross street improvements

ULTIMATE PHASE

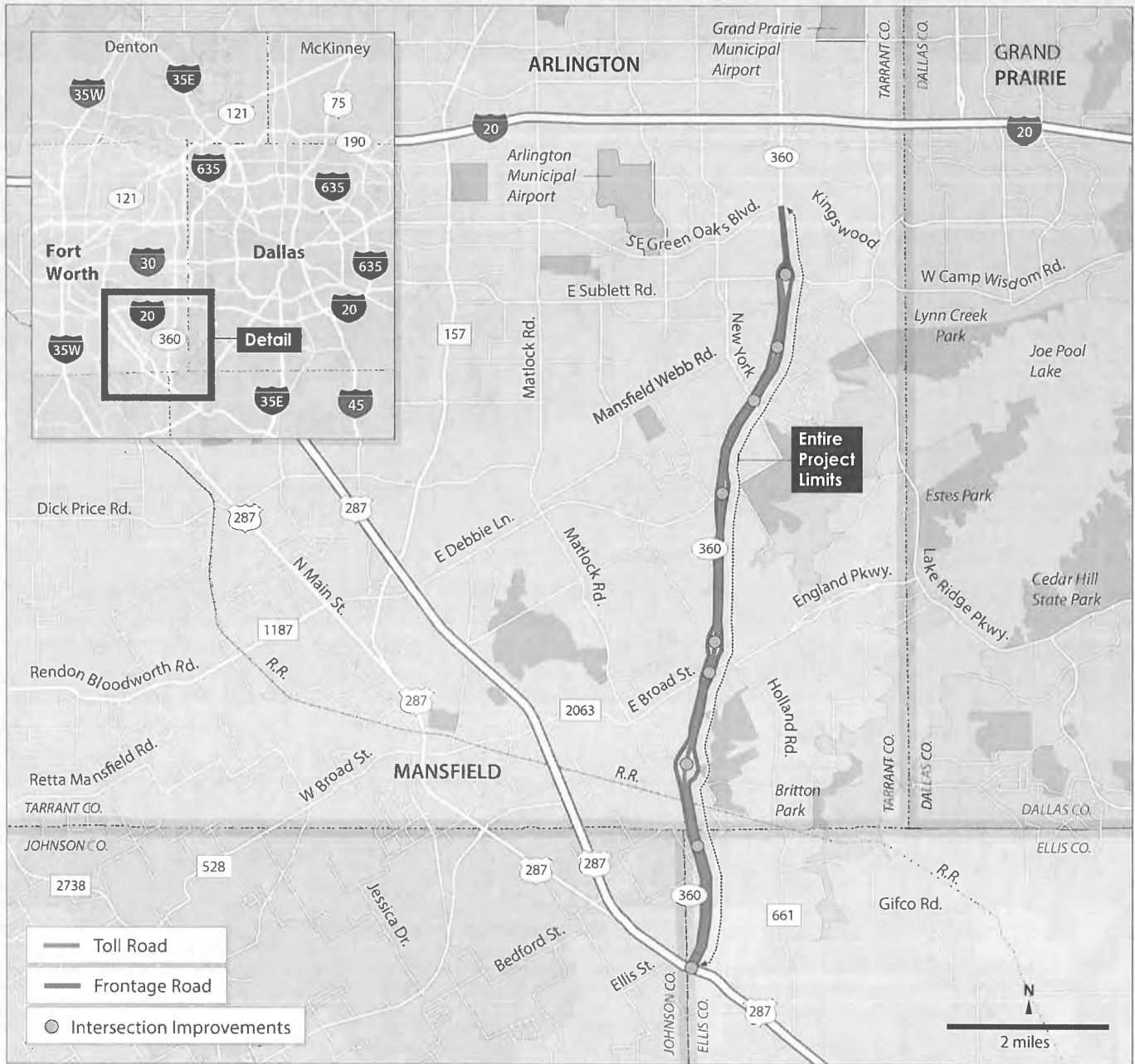
- Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road: Four toll lanes each direction
- Debbie Lane/Ragland Road to US 287: Three toll lanes each direction
- US 287 interchange improvements, will include direct connectors to and from SH 360 northbound
- Funds for the ultimate phase have not been identified

TRAFFIC COUNTS (VEHICLES PER DAY, 2016)

- At Bardin Road: 94,000
- At Southeast Parkway: 56,000
- At Holland Road: 32,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

ANTICIPATED SCHEDULE (INITIAL)

- Start of construction: November 2015
- Project opening: May 2018
- Final completion: Summer 2018



NOTE: Project area is not drawn to scale in order to emphasize details.

Roadway and Limits	Existing frontage road lanes (Each direction)	Initial frontage road lanes (Each direction, late 2017)	Initial toll lanes (Each direction, late 2017)	Ultimate toll lanes (Each direction)
SH 360 from Sublett Road/Camp Wisdom to East Broad Street	2	2	2	4
SH 360 from East Broad Street to US 287	1-2	2	2	3

SOURCE: Texas Department of Transportation.

TxDOT graphic

PROJECT CONTACTS



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I-30/SH 360 INTERCHANGE PROJECT

TxDOT PROJECT TRACKER

www.keep30360moving.org/

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



OVERVIEW

Recognizing the growing transportation needs of the Metroplex, the Texas Department of Transportation (TxDOT) started construction on the \$233 million Interstate 30/State Highway 360 Interchange Project in Spring 2016. The improvements to the area will increase safety, connectivity and mobility for motorists. The project will transition the original 1950s Dallas-Fort Worth Turnpike cloverleaf design into a modern, fully-directional interchange with connection ramps for all movements between I-30 and SH 360.

The I-30 and SH 360 mainlanes will also be built with additional auxiliary lanes added to I-30, one lane in each direction added on SH 360 within the project limits, and the Six Flags Drive bridge over I-30 will be rebuilt from two lanes to five lanes (three southbound and two northbound lanes), extending Six Flags Drive north to Avenue H. The construction project limits are on I-30 between Ballpark Way and Great Southwest Parkway and SH 360 between Brown Boulevard/Avenue K and Road to Six Flags Street.



Construction on the I-30/SH 360 Interchange Project in Arlington. The \$233 million project will increase safety, connectivity and mobility for motorists.

PROJECT HISTORY TIMELINE

1957 – The Dallas-Fort Worth Turnpike (later to become I-30) completed from Fort Worth to Dallas.

1959 – SH 360 (formerly Watson Road) was constructed from SH 183 to SH 180, crossing the then Dallas-Fort Worth Turnpike.

2007 – TxDOT completed the original schematic and received environmental clearance for improvements to SH 360 from Brown Boulevard/Avenue K to Green Oaks Boulevard (including the I-30/SH360 interchange).

2010 – Cooper Street to Ballpark Way (2.8 miles) in Arlington - reconstruction of the I-30 mainlanes and construction of I-30 frontage roads, collector-distributor roads, ramps, and cross street bridges at Center Street, Collins Street and Baird Farm Road/AT&T Way.

2010 – Center Street to the Dallas County line - construction of two HOV lanes on I-30 (one lane in each direction).

2015 – TxDOT issued environmental clearance on the reevaluation for the ultimate improvements to I-30.

March 2, 2016 – I-30/SH 360 Interchange Project groundbreaking event.

PROJECT FACTS

LENGTH

- I-30 - Approx. 2 miles
- SH 360 - Approx 1.5 miles

PROGRESS

- Work continues on the SH 360 southbound frontage road between Avenue K and Road to Six Flags Street.

- Completed SH 360 southbound frontage road bridge over Johnson Creek. Continuing to work on southbound bridge approaches at Johnson Creek. Anticipating traffic shift to new southbound frontage road alignment in fall 2018.
- Began reconstruction of westbound Ballpark Way clover-leaf exit ramp. Anticipate first SH 360 bridge demolition over I-30 in fall 2018. I-30 will be closed over a weekend for demolition.
- Continued constructing new direct connector ramps for (1) I-30 eastbound to SH 360 north and southbound (2) SH 360 southbound to I-30 east and westbound, and (3) I-30 westbound to SH 360 southbound. Work is focused on safety rail.
- Continued building I-30 mainlane and collector-distributor structures over Johnson Creek.
- Continue installing city of Arlington water lines.

Cost

- \$233 million

FINAL CONFIGURATION

- Fully-directional interchange with connection ramps for all movements between I-30 and SH 360
- I-30 and SH 360 mainlanes will be rebuilt with additional auxiliary lanes added to I-30 and an additional lane in each direction on SH 360 within the project limits.
- Rebuilding the Six Flags Drive bridge over I-30 from two lanes to five lanes extending Six Flags Drive north to Avenue H.

2016 TRAFFIC COUNTS (project area)

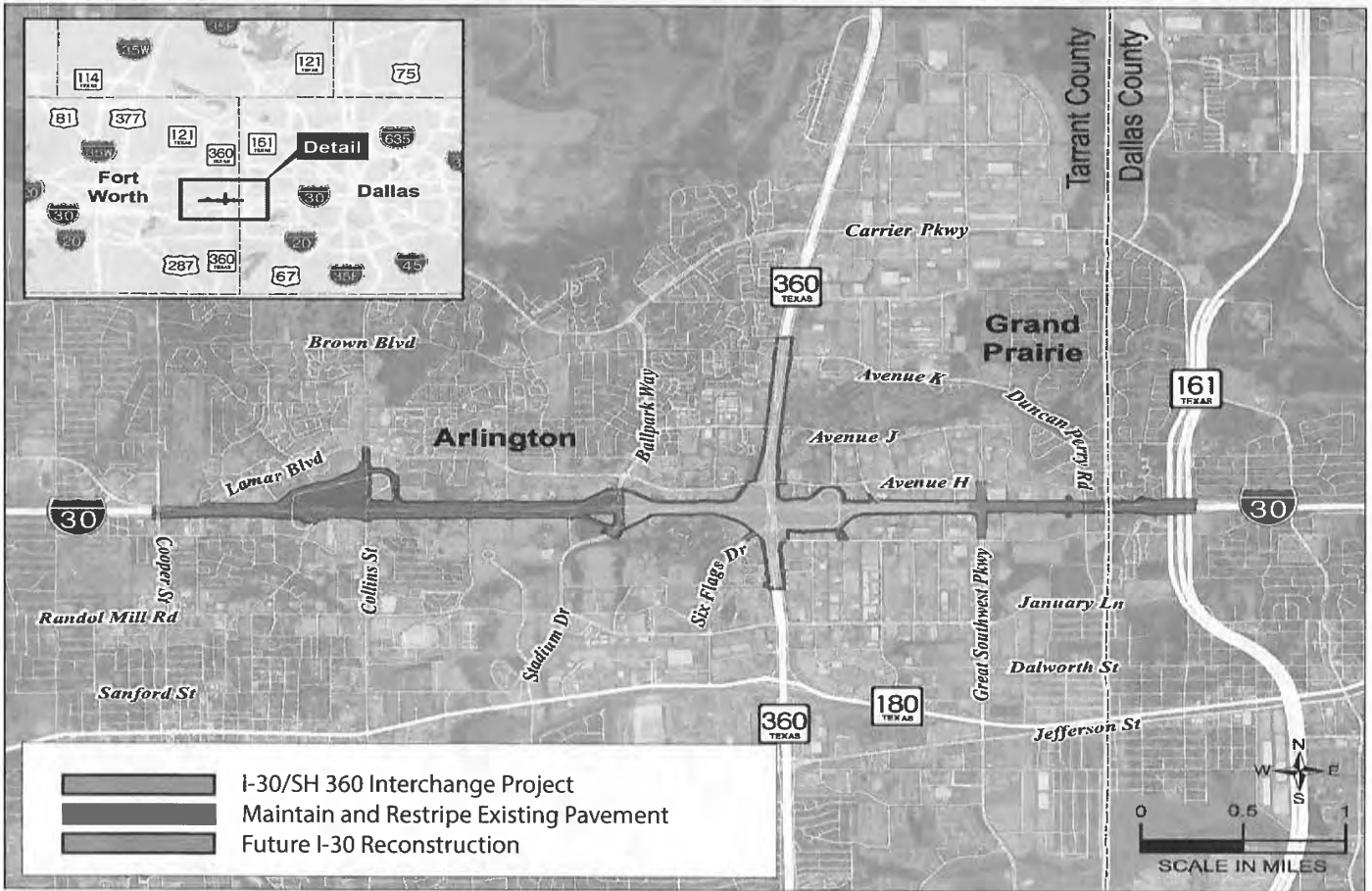
- I-30 - 135,000 vehicles per day
- SH 360 - 158,000 vehicles per day

ANTICIPATED COMPLETION

- 2020

2035 PROJECTED TRAFFIC

- I-30 is 234,000 vehicles per day
- SH 360 is 235,000 vehicles per day



Roadway and Limits	Existing Facility	Proposed Facility
I-30 from Cooper Street to SH 161		
General Purpose Lanes in Each Direction	3 lanes	3 lanes (plus aux. lanes)
Frontage Road/Collector-Distributor Lanes in Each Direction – from Cooper St. to Ballpark Way – from Ballpark Way to SH 161	2 to 3 lanes discontinuous 2 to 3 lanes discontinuous	2 to 3 lanes discontinuous 2 to 3 lanes discontinuous
Managed Toll/HOV Lanes in Each Direction	1 concurrent lane	1 concurrent lane interim / 2 reversible lanes in ultimate
SH 360 from Brown Blvd./Ave. K to Road to Six Flags St.		
General Purpose Lanes in Each Direction	3 (plus aux. lanes)	3 to 4 (plus aux. lanes)
Frontage Road Lanes in Each Direction	2 to 3 lanes	3 lanes

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SOUTHERN GATEWAY

TxDOT PROJECT TRACKER

DALLAS DISTRICT



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

OVERVIEW: The Southern Gateway project will add capacity, replace aging pavement and improve safety along I-35E and US Highway 67 in southern Dallas. As one of the major highways into and out of downtown Dallas, the roadway carries about 218,000 vehicles per day on pavement that was first built in the 1950s. The reconstruction project has been supported since before 2003, when the project was first environmentally cleared but left unfunded. With improvements complete just to the north with the Horseshoe Project, the next step to further improve congestion in downtown is to rebuild this major urban highway.

Goals: Improve safety by rebuilding the highway, which will improve entrance and exit ramps, improve cross street bridges and add full shoulders within the

right of way along the I-35E section.

Full reconstruction and widening of I-35E to include five general purpose lanes in each direction and two reversible non-tolled express lanes from Colorado Boulevard to US 67. I-35E will have seven lanes into downtown each morning and seven lanes out of downtown each evening. The US 67 scope will save the existing paving and widen to provide a third general purpose lane in each direction from I-35E to I-20.



Work has begun on the \$666 million, 11-mile Southern Gateway project. Pictured below is an aerial view of the HOV lanes at the I-35E/US 67 split that were closed in February to begin construction on the project. The lanes will open back up as non-tolled managed express lanes.

TxDOT photo

The existing concurrent US 67 HOV lane will be reconstructed to be one reversible non-tolled express lane in the center median.

PROJECT HISTORY

- **Public Meetings** – June 23 & 25, 2015; July 7 & 9, 2015, January 26 & 28, 2016
- **FHWA Schematic Approval** – Spring 2016
- **Public Hearing** – July 2016
- **FHWA Environmental Clearance** – December 2016
- **Design-Build Contract** Executed with Pegasus Link Constructors (PLC) - June 2017

PROJECT PROGRESS

- **Design began** - Fall 2017
- **Construction began** - Winter 2018
- **HOV lanes** on I-35E south and US 67 closed on March 30, 2018 until 2021

PROJECT DETAILS

- **Limits:** I-35E from Colorado Blvd. to south of Kiest Blvd.; on US 67 from I-35E/US 67 split to I-20.
- **Length:** 11 miles
- **Estimated completion:** Late 2021

PROJECT DESCRIPTION

- **I-35E:** Full reconstruction and widening to include five general purpose lanes in each direction and two reversible, non-tolled managed express lanes from Colorado Blvd. to US 67 and infrastructure for a deck plaza.
- **US 67:** Add a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be rebuilt to become one reversible, non-tolled managed express lane in the center median.

ESTIMATED COSTS

Construction	\$530.3 M
Utilities	\$16.3 M
Design/QA/CM	\$79.0 M
Total Design/Build Contract*	\$625.6 M
ROW (state costs)	\$40.0 M

*Subject to change.

TxDOT graphic

ESTIMATED FUNDING

CAT 2	\$50 M
CAT 5 (CMAQ)	\$54.3 M
CAT 7	\$54.1 M
CAT 11	\$260 M*
CAT 12	\$168 M
RTR Funds	\$39.6 M
Strat 102 (ROW Cost)	\$40 M
Total Funding	\$666 M

* Congestion Relief Funding

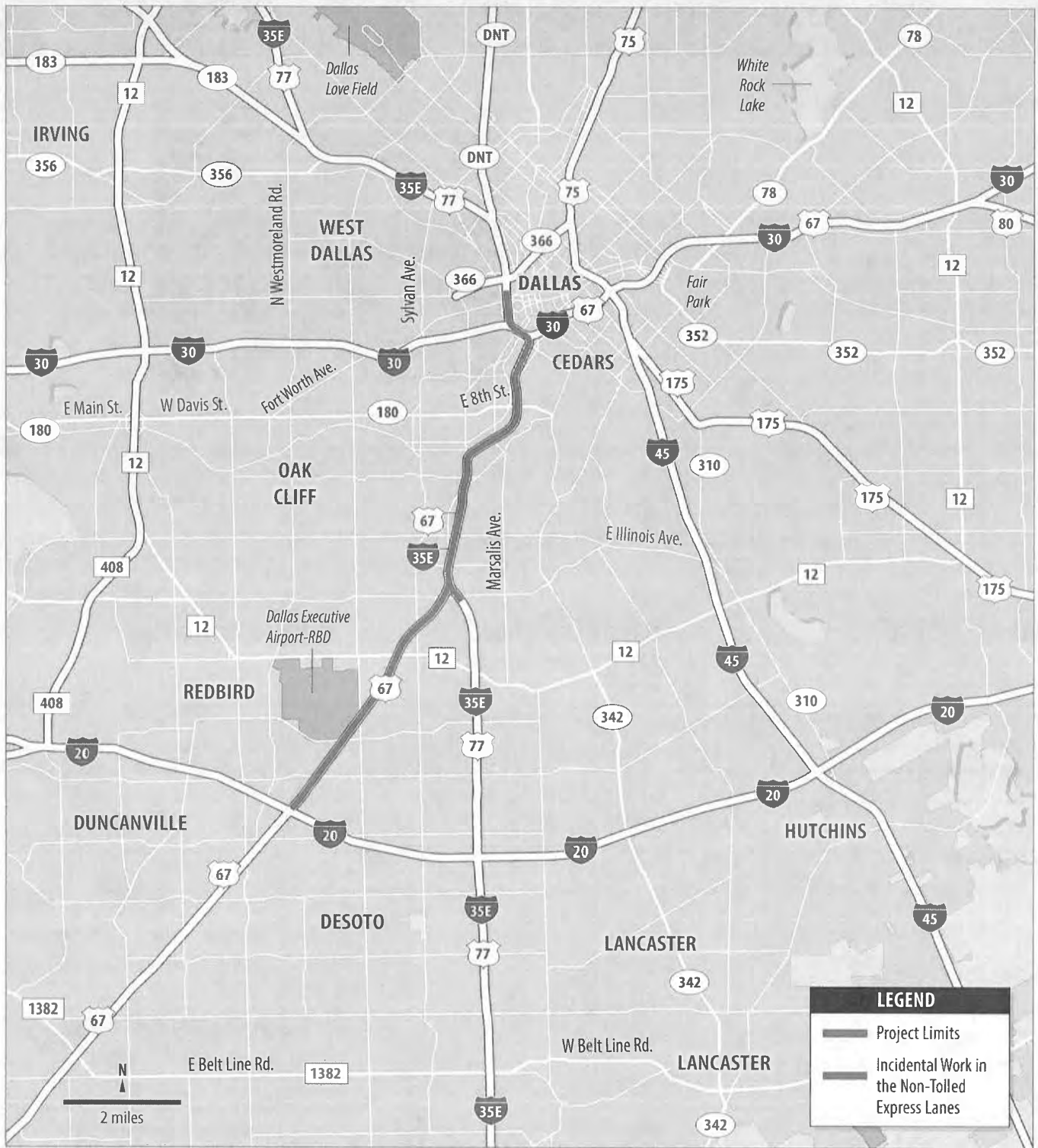
TxDOT graphic



Official 2018 logo design for TSG project.



A Texas Clear Lanes project: www.TexasClearLanes.com



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

PROJECT CONTACTS



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