

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, October 4, 2019 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 August 23, 2019, Minutes and Recognition of Members**

Action       Possible Action       Information      Minutes: 5

Presenter: Bryan Beck, STTC Chair

Item Summary: Approval of the August 23, 2019, 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 – 1:40**

**2. Consent Agenda**

Action       Possible Action       Information      Minutes: 5

**2.1. Transportation Improvement Program Modifications**

Presenter: Rylea Roderick, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

Background: November 2019 revisions to the 2019-2022 TIP are provided as [Electronic Item 2.1](#) for the Committee's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed:

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

**2.2. FY2020 and FY2021 Unified Planning Work Program Modifications**

Presenter: Vickie Alexander, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2020 and FY2021 UPWP identifies the activities to be carried out between October 1, 2019, and September 30, 2021. Amendments to this document are being proposed to reflect project updates and funding adjustments. The proposed amendments have been posted on the North Central Texas Council of Governments website for public review and comment, and are also included as [Electronic Item 2.2.1](#). Additional information is provided in [Electronic Item 2.2.2](#). Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting.

Performance Measure(s) Addressed:

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

1:40 – 1:50

3. **AirCheckTexas Funding**

Action       Possible Action     Information      Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: In response to comments at last month's Committee meeting regarding funds generated from the AirCheckTexas Program, staff will highlight further communication recommended to the Texas Commission on Environmental Quality (TCEQ).

Background: Last month, staff provided an AirCheckTexas Program overview including accomplishments, statistics, and efforts to retain locally generated interest and rebates. On August 14, 2019, the TCEQ provided response, included in [Electronic Item 3.1](#), to the Regional Transportation Council's request that these funds remain in the region for further emission reductions. As specified in intergovernmental contracts between the TCEQ and the participating counties, funds generated through use of grant funding are treated as grant funds. Unexpended grant funding goes back into Clean Air Account 151.

Per Committee request, [Electronic Item 3.2](#) is a draft letter to the TCEQ asking for its continued review of all options. Feedback from the Committee is requested no later than October 18. [Electronic Item 3.3](#) provides additional details.

Performance Measure(s) Addressed:

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

1:50 – 2:00

4. **Air Quality Update: 2008 Ozone Air Quality Standard, Current Ozone Season, and Status Report on Volkswagen**

Action       Possible Action     Information      Minutes: 10

Presenters: Jenny Narvaez and Nancy Luong, NCTCOG

Item Summary: Staff will present an update on the 2008 ozone standard reclassification. Information on the progress of funding from the Texas Commission on Environmental Quality (TCEQ) Texas Volkswagen Environmental Mitigation Program (TxVEMP) will also be provided.

Background: The Dallas-Fort Worth (DFW) region did not meet the July 20, 2018, attainment date for the 2008 ozone standard. As a result, the Environmental Protection Agency recently took final action ([Electronic Item 4.1](#)) to reclassify the DFW area from “moderate” nonattainment to “serious” nonattainment.

Additionally, the TCEQ published the proposed State Implementation Plan (SIP) revision, available at [www.tceq.texas.gov/assets/public/implementation/air/sip/dfw/dfw\\_ad\\_sip\\_2019/DFWAD\\_19078SIP\\_pro\\_backup.pdf](http://www.tceq.texas.gov/assets/public/implementation/air/sip/dfw/dfw_ad_sip_2019/DFWAD_19078SIP_pro_backup.pdf), as required for the region’s reclassification. TCEQ approved the SIP revision on September 11, 2019, with a comment period of September 13 to October 28, 2019. Staff is preparing comments for the October 25, 2019, Committee meeting.

Lastly, approximately \$33.4 million was available to the DFW area for eligible mitigation actions under the TxVEMP, which was created as part of the Volkswagen Clean Air Act Civil Settlements. Funding will be made available for specific types of projects through different funding cycles. Thus far, \$11,684,806 has been made available for buses, and \$8,346,290 will be made available for refuse haulers in October. More information is available in [Electronic Item 4.2](#).

Performance Measure(s) Addressed:

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

2:00 – 2:10

5. **Public Comment Availability at Regional Transportation Council Meetings (HB 2840)**

Action       Possible Action     Information      Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: Staff will provide an overview of HB 2840 requirements from the 86<sup>th</sup> Texas Legislative Session.

Background: HB 2840 requires governmental bodies to allow a member of the public to give input on agenda items during open meetings. Input must be given before or during the consideration of the agenda item and not after. HB 2840 also permits governmental bodies to adopt reasonable rules regarding the public’s right to address the body, including rules regarding time limits. Non-English speakers with a translator must be given double time during open meetings to

address and communicate with the body. A governmental body may not prohibit public criticism of the body. This bill took effect on September 1, 2019.

Performance Measure(s) Addressed:

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

**2:10 – 2:20**

**6. Transportation 101**

Action               Possible Action     Information              Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: Staff will provide an overview of a public education campaign requested by the Regional Transportation Council (RTC) Chairman.

Background: The RTC Chairman has requested North Central Texas Council of Governments (NCTCOG) staff develop a Transportation 101 public education campaign. Previously, education campaigns have been developed on TEXpress Lanes and Funding 101. Elements of these prior efforts will be used. Additional presentation materials, brochures, and videos may be developed. An ongoing effort to develop an enhanced community engagement program that pairs education with seeking public comments earlier in the planning process, as outlined in the Public Participation Plan, will be expedited as part of the Transportation 101 campaign. Elements will be available to RTC and Committee members to use within their communities, as well as NCTCOG staff.

Performance Measure(s) Addressed:

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

**2:20 – 2:30**

**7. Hyperloop Certification Facility**

Action               Possible Action     Information              Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will present a status report on how the Dallas-Fort Worth region will respond to the anticipated Request for Proposals for a hyperloop certification facility.

Background: It is anticipated that Virgin Hyperloop One will request a partnership with a local entity to build a certification facility for the new hyperloop technology. Staff will engage the Greater Dallas Chamber to address non-certification requirements and the Regional Transportation Council will retain the presentation of potential certification track locations. Staff will also transmit a call for candidate locations to governmental entities within the Dallas-Fort Worth region.

Performance Measure(s) Addressed:

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

2:30 – 2:40

8. **High-Speed Rail Work Plan: Dallas/Arlington/Fort Worth**

Action       Possible Action       Information      Minutes: 10

Presenters: Michael Morris and Sandy Wesch, NCTCOG

Item Summary: Staff will present a draft work plan for advancing high-speed rail technology between Dallas, Arlington, and Fort Worth.

Background: The Tier 2 environmental document Request for Proposal is anticipated to be sent out for consultant assistance this fall. Staff would like to present the major work tasks to update the environmental work previously conducted by the Texas Department of Transportation.

Performance Measure(s) Addressed:

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

2:40 – 2:50

9. **Regional 10-Year Plan Commitments**

Action       Possible Action       Information      Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Committee on the status of funding commitments on several projects in the Regional 10-Year Plan.

Background: In the spring of 2019, the Committee and the Regional Transportation Council (RTC) approved a series of updates to the Regional 10-Year Plan. Among the changes were removal of funding from several projects in the region. Some of this funding was moved to other projects temporarily in order to help leverage additional Category 12 funding from the Texas Transportation Commission (TTC), while other funding was removed permanently. Staff will discuss which projects will be refunded in the next Regional 10-Year Plan update and which will remain unfunded.

Performance Measure(s) Addressed:

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

2:50 – 3:00

10. **Next Steps with the Texas Department of Transportation**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request the Regional Transportation Council (RTC) to reengage with the Texas Transportation Commission on innovative transportation funding policies.

Background: With the completion of this year's Unified Transportation Program (UTP) in August 2019, staff would like to reinstate previously successful policies that led to an aggressive combination of projects in the Dallas-Fort Worth region. Efforts are underway to develop these policy elements in order to influence project programming for next year's UTP. Such policy items as the importance of partnership, innovative funding,

and formula allocation, as well as good government principles to advance tolled managed lanes will be discussed.

Performance Measure(s) Addressed:

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

**3:00 – 3:10**

**11. Safety Program Performance Measures Report**

Action               Possible Action       Information              Minutes: 10

Presenter: Camille Fountain, NCTCOG

Item Summary: Staff will provide an update on items included in the 2018 Safety Program Performance Measures Report.

Background: The North Central Texas Council of Governments (NCTCOG) Safety Program Performance Measures Report provides an annual report on the performance of various NCTCOG safety programs, projects, and statistics such as regional crash and fatality data, regional bicycle and pedestrian data, top 10 contributing factors for regional crashes, county-level crash rates, attendance statistics for Traffic Incident Management and Photogrammetry training courses, and Mobility Assistance Patrol Program statistics. Also included in the performance report are updates to the Safety Performance Targets and the Wrong-Way Driving Mitigation Pilot Project. The 2018 NCTCOG Safety Program Performance Measures Report is included as [Electronic Item 11](#).

Performance Measure(s) Addressed:

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

**3:10 – 3:30**

**12. Fast Facts**

Action               Possible Action       Information              Minutes: 20

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

1. *Nancy Luong* – Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle))
2. *Nancy Luong* – Dallas-Fort Worth Clean Cities Events ([www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings))
3. *Anthony Moffa* – Car Care Clinics 2019 ([www.ntxcare.org/](http://www.ntxcare.org/))
4. *Huong Duong* – Environmental Protection Agency Recognition of SmartWay Affiliation ([www.nctcog.org/trans/quality/air/for-fleets/smartway#EarthDay2019](http://www.nctcog.org/trans/quality/air/for-fleets/smartway#EarthDay2019))
5. *Brian Wilson* – 511DFW Fact Sheet ([Electronic Item 12.1](#))
6. *Nicholas Allen* – 86<sup>th</sup> Texas Legislature Bill Summary ([Electronic Item 12.2](#))
7. *Whitney Vandiver* – Air North Texas Clean Air Action Day 2019 Results ([Electronic Item 12.3](#))
8. *Brian Wilson* – July Online Input Opportunity Minutes ([Electronic Item 12.4](#))
9. *Brian Wilson* – October Public Meeting Notice ([Electronic Item 12.5](#))

10. *Victor Henderson* – Public Comments Report ([Electronic Item 12.6](#))
11. *Evan Newton* – East/West Equity Update ([Electronic Item 12.7](#))
12. Written Progress Report:
  - Local Motion ([Electronic Item 12.8](#))
  - Transportation Partner Progress Reports ([Electronic Item 12.9](#))
13. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on October 25, 2019, at the North Central Texas Council of Governments.***

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
August 23, 2019**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 23, 2019, at 1:30 pm, in the Media Press Box room at AT&T Stadium. The following STTC members or representatives were present: Joe Atwood, Melissa Baker, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Shon Brooks, Tanya Brooks, Jonathan Browning (representing Curt Cassidy), John Cordary Jr., Clarence Daugherty, Chad Davis, Luis Tamayo (representing Arturo Del Castillo), Brian Jahn (representing Pritam Deshmukh), Greg Dickens, David Disheroon, Phil Dupler, Claud Elsom, Jeremy Williams (representing Eric Fladager), Chris Flanigan, Ann Foss, Ricardo Gonzalez, Robyn Root (representing Gary Graham), Tom Hammons, Brian McNulty (representing Ron Hartline), Matthew Hotelling, Terry Hughes, Tony Irvin, Daniel Burnham (representing Paul Iwuchukwu), Gus Khankarli, Chiamin Korngiebel, Alonzo Liñán, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Susan Alvarez (representing Kevin Overton), Tim Palermo, Dipak Patel, Todd Plesko, Jim Dulac (representing Shawn Poe), John Polster, Tim Porter, Bryan G. Ramey II, Lacey Rodgers, Greg Royster, Lori Shelton, Rama Dhanikonda (representing Brian Shewski), Ray Silva-Reyes, Randy Skinner, Angela Smith, Cheryl Taylor, Mike Galizio (representing Joe Trammel), Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Emily Beckham, Natalie Bettger, Chris Bosco, Jason Brown, Molly Carroll, Dave Carter, Christie Gotti, Jeff Hathcock, Chris Hoff, Bethany Hyatt, Tim James, Rajaneesh Jandhyam, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Alberto Mares, Mickey McGuire, Paul Mitchell, Erin Moore, Michael Morris, Jeff Neal, Vercie Pruitt-Jenkins, Aaron Russell, Ben Torres, Brittany Wells, and Cody Wildoner.

1. **Approval of June 28, 2019, Minutes:** The minutes of the June 28, 2019, meeting were approved as submitted in Reference Item 1. Daniel Vedral (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 2.1. **Fiscal Year 2020 Advertising for Transportation Initiatives:** Support for the Regional Transportation Council to recommend North Central Texas Council of Governments Executive Board approval of up to \$1.3 million in funding for advertising for transportation initiatives that will initiate in Fiscal Year 2020 was requested. Benefits of the initiative were explained in Electronic Item 2.1.1 and more information on the FY2020 advertising costs was provided in Electronic Item 2.1.2.

A motion was made to approve the item on the Consent Agenda. Tom Hammons (M); Daniel Vedral (S). The motion passed unanimously.

- 3.1. **Endorsement of Funding for Preliminary Engineering Study of AT&T Way in Arlington:** Michael Morris discussed funding recently approved by the Regional Transportation Council (RTC) for a preliminary engineering study to determine options to build a grade separation over the Union Pacific main line track. A map of the area, AT&T Way between East Division Street and East Abrams Street, was highlighted at the meeting



and provided in Electronic Item 3.1. He noted that a public comment had been received regarding the location and clarified that the image provides an example of the concept, not the exact design. A motion was made to endorse Regional Transportation Council approval of \$3 million in Surface Transportation Block Grant Program funds for a preliminary engineering study around AT&T Way in the City of Arlington. John Polster (M); Katherine Beck (S). The motion passed unanimously.

- 3.2. **Uber Relocation to the Dallas-Fort Worth Region:** Michael Morris discussed approval of the mobility partnership program for Uber to come to the Dallas-Fort Worth region. He noted that he had been working under proprietary agreement with Uber on mobility components that would assist Uber in deciding to locate within the Dallas-Fort Worth region. Five transportation elements were proposed and represent mobility links in the community, or "Uber-Links." Reference Item 3.2 detailed the proposed transportation elements. The first element is to provide annual transit passes to the first wave of Uber employees through a pilot study. Uber will be located at a rail station, and the pilot will help determine if an annual transit pass is enough incentive to have employees locate near a rail station. The second element is to evaluate the quality of sidewalks and bicycle connections to and from the Uber headquarters location. Third, staff will review with City of Dallas Traffic Operations the quality of the signalized intersections to determine necessary updates to equipment and include a pedestrian component for signal progression. The fourth suggestion is to replicate work with Trinity Metro using electric buses to connect Downtown Fort Worth to the 7<sup>th</sup> Street area as an option to connect Deep Ellum to Downtown Dallas. Coordination with Dallas Area Rapid Transit (DART) to identify the specific route would be necessary. The final element is the use of the land under IH 345 to create a technology station that allows technology vehicles to access Deep Ellum during busy times. In addition, the World Cup will come to the region in 2026 and there may also be an option to use the land for World Cup-related events. Mr. Morris noted that staff requests \$10 million in new money for the effort to add to the approximate \$5 million already approved and available for this purpose. In addition, flexibility is needed regarding the source of funds and details of the partnership with DART for the transit pass program. Brian Moen asked if there is any interest by Uber to share transportation data with the region. Mr. Morris discussed current efforts for data sharing related to Uber Air but noted that this element should be added. John Polster asked if there has been any discussion with the transportation authorities regarding the transit circulator proposal. Mr. Morris requested that anyone opposed to buying transit passes or providing electric transit shuttles please contact staff. Todd Plesko discussed the proposed location of the Uber Headquarters which is next to the Deep Ellum DART station. He asked if staff was suggesting that there should be additional electric shuttles to the downtown area. Mr. Morris noted that there may be locations of interest that are unknown, such as the Farmer's Market, that the rail line is not currently servicing. Mr. Plesko noted that he liked the transit pass program, but that the additional items needed further discussion. Gus Khankarli asked if any additional detail was known about the assignment of funds. Mr. Morris noted that since the details of each of the items is not known, flexibility is requested with regard to funding. Bryan Beck asked when additional details were expected to be presented to the Committee. Mr. Morris noted that if approved by the Regional Transportation Council, staff will move forward to begin conversations on each of the five elements with the details of each brought back to the Committee. However, he noted that he does not believe that each of the elements will come back at the same time. A motion was made to approve the mobility partnership program for Uber outlined in Reference Item 3.2, including \$10 million in new funding and the flexibility to determine the funding source and program details. Action also included a request that Uber share transportation-related data with the region. John Polster (M); Matthew Hotelling (S). The motion passed unanimously.

3.3. **Director Status Reports:** Michael Morris provided status reports on several activities within the region. He highlighted the recent Virgin Hyperloop One Roadshow event held at the AT&T Stadium, including meetings with the private sector, public sector, and the STEM outreach event for students in the region. Some details presented to the public and private sector were discussed. He noted hyperloop is not being considered in the Houston to Downtown Dallas corridor. Both high-speed rail and hyperloop technologies are being considered for the Fort Worth/Arlington/Dallas corridor and in the Fort Worth to Laredo study. He noted that the three-station concept is not only about providing access to the Arlington entertainment district but providing a gateway to the two air carrier airports. The work plan for both Phase 1 and Phase 2 of the Fort Worth/Arlington/Dallas corridor was highlighted. Phase 1 will include public involvement and alternative analysis to reduce the number of reasonable alignment options prior to the environmental analysis of Phase 2. By summer 2020, the region should know if hyperloop or high-speed rail technology is the technology of choice between Dallas, Arlington, and Fort Worth. By winter, details from the Fort Worth to Laredo study should also be known. In addition, the potential location of an 8-9 mile certification facility for hyperloop technology was discussed and phases and timing of the certification facility were highlighted. Details were included in Reference Item 3.3.1. Option 0 is an east/west corridor in the region that is not a throw-away project. Potential considerations are the corridor between Dallas and Fort Worth if hyperloop technology will be used on the corridor. This may not be considered feasible because Virgin Hyperloop One may want to continue testing on the certification facility, which would not be an option if it is part of an operating facility. Option 1 is a north/south facility that is a certification track only. Option 2 is north/south facility that is used as a certification track, as well as for goods movement allowing more functionally. Option 3 is a north/south certification facility, as well as movement of both goods and people. A hybrid cross section of a potential elevated facility was shown, with hyperloop on the outside and next generation people mover technology in the center. In addition, considerations for Option 1 were also presented. Members with a proposed 9-mile section that could be considered for a certification facility were asked to contact Kevin Feldt.

Mr. Morris also highlighted recent congestion performance measure data provided in Reference Item 3.3.2. He noted the performance of the region compared to Houston, Austin, and San Antonio that are a result of transportation efforts implemented within the region. In addition, he noted a new member of the Texas Department of Transportation, Commissioner Robert C. Vaughn who replaces former Commissioner Jeff Austin III. Also reviewed was the success of the SH 360 project and the partnership with the Texas Department of Transportation (TxDOT) and the North Texas Tollway Authority (NTTA). The project was constructed by TxDOT and is nearing transfer to NTTA. NTTA currently operates the facility from Green Oaks to US 287. The Regional Transportation Council (RTC) holds the financial risk for the project by backstopping the \$300 million loan to TxDOT. To date, there have been over 10 million transactions on the corridor and a 74 percent toll tag penetration. In addition, Mr. Morris discussed the decision by the mayors of Arlington, Grand Prairie, and Mansfield to use trailblazing signs in the corridor versus mass signage. Mr. Morris also discussed the decision during the project negotiations to build the ultimate intersection enhancements and front road improvements as part of the original contract. NCTCOG staff are completing simulations for options to build direct connections from SH 360 to SH 161 or other solutions on IH 20 to resolve the weaving movements in the area. In addition, NCTCOG staff are monitoring the SH 360/US 287 Interchange to determine when the addition of direct connections is warranted. He noted that simulations and additional details will be presented at a future meeting. Additional information was provided in Reference Item 3.3.3. Also highlighted were the recent Federal Transit

Administration Triennial Review and Texas Department of Transportation Audit, both of which were successful and had positive findings. A copy of the report will be provided to members. In addition, he noted that a portion of the bridge projects submitted for the 2019 Infrastructure for Rebuilding America Grant Program have been awarded funding. Details were provided in Reference Item 3.3.4.

4. **Fiscal Year 2020-2022 Disadvantaged Business Enterprise Goal Update:** Emily Beckham presented a recommendation for Regional Transportation Council approval of the Fiscal Year 2020-2022 Disadvantaged Business Enterprise (DBE) Goal Update. As a direct recipient of Federal Transit Administration (FTA) funds, the North Central Texas Council of Governments (NCTCOG) is required to develop and maintain a DBE goal, which must be updated every three years. The current DBE goal of 25 percent expires September 30, 2019. Over the last few months, as part of the process to review and update the goal for FY2020-2022, staff has initiated public and stakeholder involvement with the DBE community, collected information from subrecipients about their projected contract awards for the next three years, and compiled data necessary for development for the proposed goal. In addition, the proposed goal has been published for public review and comment. A table identifying projected contract awards over the next three years for NCTCOG, as well as its subrecipients, was highlighted. Categories represented include NCTCOG activities and subrecipient activities and are estimated to be approximately \$32 million over the next three years. A preliminary DBE availability analysis was also conducted to determine the total firms and DBE firms from each of the procurement categories to establish the proposed DBE goal. The total weighted goal, based on the total potential contract awards, is 19.4 percent. Of this total, the NCTCOG DBE goal is 28.4 percent and the subrecipient portion is 5 percent. The difference is based on the different market areas of the NCTCOG contracts versus subrecipient contracts. Next staff looked at historical DBE implementation over the last several years as a reference, as well as the amount of DBE participation that would be achieved through DBE contract goals (race conscious) versus DBE participation that would be achieved without establishing DBE contracts goals (race neutral). Details were provided in Electronic Item 4. Based on the data reviewed, staff proposed a 2020-2022 DBE goal of 19.4 percent, with 10.67 percent established through contracting goals and 8.73 percent as race neutral allowing the market to naturally facilitate the DBE participation on those projects. The schedule for this effort was reviewed, and it was noted that the public comment period for the proposed goal ends August 30, 2019. To date, no comments have been received. If approved, staff will begin implementing the FY2020-FY2022 goal on October 1, 2019. Clarence Daugherty asked if NCTCOG staff have discussed the proposed goal with the Federal Highway Administration or the Federal Transit Administration (FTA) and if any comment has been received from them regarding the lowered goal. Ms. Beckham noted that development of the goal is a data-driven process which now includes both NCTCOG and subrecipient contract opportunities. There have been initial discussions with the FTA and its consensus on the lowered goal is expected. A motion was made to recommend Regional Transportation Council approval of the 19.4 percent Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2020-2022 for United States Department of Transportation contracting opportunities. John Polster (M); Matthew Hotelling (S). The motion passed unanimously.
5. **Endorsement of Historical Joppa Neighborhood Improvements:** Jeff Hathcock presented safety improvements approved by the Regional Transportation Council (RTC) in the historic Joppa neighborhood located in southeast Dallas. The Committee was asked to endorse Regional Transportation Council (RTC) approval of the improvements. The proposed projects support policies adopted as part of Mobility 2045 to implement bicycle

and pedestrian facilities that meet accessibility requirements and provide safe, convenient, and interconnected transportation, balance transportation investment across the region to provide equitable improvements, and the implementation of programs, projects, and policies that assist in reducing serious injuries and fatalities. The Joppa neighborhood is bordered by the Trinity River on the east, the Miller Rail Yard on the west, Linfield Road on the north, and Loop 12 is located to the south. The Union Pacific railroad has funded, and nearly completed, the construction of a new bypass track through the Miller Yard. There are two current crossings. One is an at-grade crossing at Linfield Road and the other is an elevated grade-separated vehicular bridge directly above the at-grade crossing. A potential safety concern arises because of the obstructed sight lines that could be caused by the varying speeds of the moving trains through the bypass track and rail yard. North Central Texas Council of Governments staff has coordinated with the City of Dallas since 2016, with the City of Dallas proposing that the Linfield Road at-grade crossing be closed based on neighborhood feedback. However, this would require construction of a pedestrian bridge since there are no pedestrian amenities to move from Carbondale Street to the other side of the rail yard. Proposed improvements included: a pedestrian bridge over the rail line adjacent to Linfield Road, Loop 12 intersection roadway improvements on the southern end of the neighborhood in conjunction with sidewalk improvements on Loop 12, as well as discussions with the Texas Department of Transportation (TxDOT) on the Loop 12 improvements. RTC and City of Dallas would be responsible for the \$8 million cost of the pedestrian bridge and the RTC and TxDOT would be responsible for the \$1.25 million improvements to Loop 12. Surface Transportation Technical Committee Chair Bryan Beck asked if the current roadway would be expanded to allow for pedestrians on the bridge. Mr. Hathcock noted that there would be a separate overpass adjacent to the vehicular bridge due to the geometry of the of the existing bridge. Chiamin Korngiebel, City of Dallas, noted that the City did look at the possibility of adding pedestrian components to the existing bridge but that it was prohibited due to a transmission tower and the way the bridge was constructed. A motion was made to request Committee endorsement of Regional Transportation Council approval of the funding recommendation for the Joppa Neighborhood improvements identified in Electronic Item 5. Action also included endorsement for staff to amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents to include the recommended projects and funding. Chiamin Korngiebel (M); John Polster (S). The motion passed unanimously.

6. **North Texas Freight Terminal Electrification 2019 Call for Projects:** Jason Brown presented a recommendation to open a new, competitive call for projects to subaward funds through the North Texas Freight Terminal Electrification 2019 Call for Projects. He noted that the proposed call for projects addresses the air quality emphasis areas of high-emitting vehicles/equipment, idling, and energy/fuel use. In June 2018, the North Central Texas Council of Governments (NCTCOG) submitted a grant proposal to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program. EPA awarded funding, and approximately \$1 million is available (\$960,225 to award, \$39,775 for NCTCOG administration) for projects that identify locations and install EPA-verified electrified parking spaces and related infrastructure at truck terminals and distribution centers. These would be the locations that primarily receive heavy-duty trucks with transport refrigeration units within the 10-county ozone nonattainment area. Mr. Brown noted that the parking spaces and infrastructure allow the refrigerated trucks and trailers to no longer idle in order to run the refrigeration unit on the trucks. Projects are expected to provide 53.69 tons of nitrogen oxides (NO<sub>x</sub>) reductions and 11.88 tons of particulate matter (PM) reductions over the lifetime of the projects. Eligible activities, as well as the funding

threshold for each activity were highlighted and details in Electronic Item 6. Allocation of funding is proposed as a competitive application process with selection criteria based on cost per ton of NOx emissions reduced and subrecipient risk and oversight. In addition, a minimum allowable award of \$100,000 will be established to reduce the administrative burden of the call for projects. Mr. Brown noted that staff proposed to relax the minimum allowable award amount or reopen the call for projects, if needed, to fully expend funds. The schedule for the effort was reviewed. Pending approval, the call for projects is estimated to open September 13, with an application deadline of December 13. A motion was made to recommend Regional Transportation Council approval of the call for projects details, selection criteria, and schedule, including approval to relax the minimum award threshold and reopen the call for projects if necessary, to fully award funds. Stanford Lynch (M); John Polster (S). The motion passed unanimously.

7. **Interstate Highway 45 Zero-Emission Vehicle Corridor Plan and Alternative Fuel**

**Updates:** Bethany Hyatt presented an update on Federal Highway Administration (FHWA) alternative fuel corridor designations, electric vehicle trends, and upcoming National Drive Electric Week events. In addition, approval to submit an application to the FHWA Solicitation for Alternative Fuels Corridor Deployment Plans was requested. As a reminder, the United States Department of Transportation is required to designate alternative fuel corridors as part of the Fixing America's Surface Transportation Act. Since 2016, FHWA has been designating segments of highways as alternative fuel corridors through three rounds of submissions. The next round of nominations will open in Fall 2019. In 2018, the Regional Transportation Council (RTC) recommended the submittal of five corridors and subsequently the FHWA designated the metro loops of IH 635 and IH 820 for compressed natural gas, propane, and electric. She noted that 16 interstates, 1 state highway, and 1 US highway are designated as alternative fuel corridors in the State of Texas. Also highlighted were the FHWA-designated gaseous alternative fuel corridors. These are increasingly important for medium and heavy-duty vehicles and are utilized frequently in the freight industry. There are also zero-emission vehicle corridors for hydrogen fuel cell electric vehicles and electric vehicles. Ms. Hyatt also discussed the growth of electric vehicles in the region, as well as the upcoming National Drive Electric Week event September 21, and an upcoming planning workshop on September 20. Additional information is available at [www.driveelectricdfw.org](http://www.driveelectricdfw.org), and details were also provided in Electronic Item 7. For the new FHWA alternative fuels corridor solicitation, staff proposed to collaborate with the Houston-Galveston Area Council to develop an electric and hydrogen plan along IH 45 creating a zero-emission vehicle corridor. Applications are due September 9, 2019, and staff proposed to request full funding of \$60,000-\$80,000 and the required local match. A motion was made to recommend Regional Transportation Council approval to submit an application to develop a corridor deployment plan that will establish Interstate Highway 45 as a zero-emission vehicle corridor, including both electric vehicle charging and hydrogen refueling infrastructure. This plan will be developed in collaboration with the Houston-Galveston Area Council. Melissa Baker (M); Tom Hammons (S). The motion passed unanimously.

8. **2020 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti provided an update on the latest developments regarding the Regional 10-Year Plan update and 2020 Unified Transportation Program (UTP). She noted the updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) at its May 9, 2019, meeting. Staff worked with the Texas Department of Transportation (TxDOT) to submit project lists to TxDOT Headquarters in the June 2019 timeframe. In July 2019, TxDOT Austin produced a draft 2020 UTP listing and held a public meeting. Most of the projects the RTC approved with Category 2 funds were proposed to be funded in the draft

2020 UTP, with exceptions for projects that do not have control-section-job numbers (i.e., placeholders for projects such as US 380 with no specific alignment). North Central Texas Council of Governments staff submitted public comments on several projects for TTC consideration, including requesting that all RTC-approved Category 2 funds be placed in the UTP. To date, no feedback on the comments have been received. Ms. Gotti noted that most changes were approved by the RTC, but that some changes occurred since that time as part of partnership discussions with the TxDOT districts and TxDOT Austin. Funds were switched for several projects. In Collin County, \$50 million in Category 2 funds were switched for Category 12 funds. Category funds were increased by \$50 million on IH 30 in Rockwall County, \$50 million in Category 5 was added, and Category 12 was reduced by \$150 million. On the Southeast Connector project in Tarrant County, \$170 million in Category 12 funds were switched with Category 2 funds. Projects for which funding was proposed to be temporarily removed due to lack of detail included IH 35E-Lower Stemmons, Greenbelt/Regional Outer Loop at FM 428, and IH 30 in Tarrant County. IH 35 in Denton County is a newly funded project which is a companion project to improvements in Cook County. In addition, Category 2 funding was increased by \$17.55 million for SH 306 in Rockwall County. There were also other minor funding changes in Categories 2, 4, and 12. She noted that North Central Texas Council of Governments (NCTCOG) staff is updating the Regional 10-Year Plan listing to show these differences. The updated table will be sent to the Committee upon completion. Ms. Gotti also provided an update on projects proposed to be funded with Category 12 funds in the draft 2020 UTP: 1) IH 30 (Canyon) in Dallas County, \$300 million; 2) IH 30 (from the Rockwall County line to FM 1570) in Hunt County, \$40 million; 3) IH 30 in Dallas/Rockwall County, \$694 million; 4) IH 35 (from IH 35E/W split to the Cooke County line) in Denton County, \$866 million; 5) IH 35E (from IH 635 to Denton County line) in Dallas County, \$600 million; 6) SH 170 in Tarrant County, \$155 million; and 7) the Southeast Connector in Tarrant County, \$1.59 billion. The dollar amounts are total funds on the project, not just Category 12 funds. Staff is waiting on final approval of the 2020 UTP by the Texas Transportation Commission at its August 2019 meeting and will update the Regional 10-Year Plan to reflect what is approved in the UTP. RTC approval of the updated Regional 10-Year Plan will be requested in September 2019. Michael Morris highlighted recent conversations with TxDOT regarding the projects in Collin County that do not have a control-section-job number, and therefore, cannot be listed in the UTP. He also noted that the \$1.59 billion listed for the Southeast Connector project includes commitments to date for the project, not just for this update. In addition, he discussed the progress with TxDOT regarding the IH 35E improvements that cross county lines and the important safety implications of the improvements. Moving forward, he noted that conversations will continue with TxDOT on improving the partnership, the importance of formula allocation, leveraging, and tolled managed lanes. Tanya Brooks asked for the limits on the SH 170 project. Ms. Gotti indicated that she would provide the limits to Ms. Brooks.

9. **Close Out of AirCheckTexas Local Funds Request:** Chris Klaus provided an overview of the close out of the AirCheckTexas Program. Since 2002, the North Central Texas Council of Governments (NCTCOG) has administered the AirCheckTexas Vehicle Repair and Replacement Program on behalf of nine participating counties in the North Central Texas region. Efforts in the Texas Legislature during the last two sessions were noted, but despite those efforts the program ended on June 28, 2019. Program close-out efforts have been underway since close of the program and will continue through December 30 with close-out reports. Staff will continue efforts to maintain files, meet file retention requirements, manage sensitive data, and prepare for audits for which funding is not available. Mr. Klaus also discussed innovative efforts by NCTCOG while administering the program. NCTCOG worked with its credit card vendor to create a partnership that allowed monetary rebates

from repair and replacement transactions totaling approximately \$1.5 million. In addition, funds were held in interest-bearing accounts while reimbursements spent down the advanced budget balance which generated approximately \$2.3 million in interest. At its July 11 meeting, the Regional Transportation Council (RTC) approved a letter from the Chair to the Texas Commission on Environmental Quality (TCEQ) requesting that these rebate and interest funds remain in the region for use towards remaining AirCheckTexas Program obligations and additional air quality strategies. Since the mail out, TCEQ has responded that since all contracts have expired for the program, there is no ability for continued use of the funds. Mr. Klaus also recognized members of the staff who have worked to implement the AirCheckTexas Program, as well as staff who remained onboard until the end of the program and counties who participated and allowed the North Central Texas Council of Governments to administer the program on their behalf. John Polster asked if staff were required to maintain the funds in interest-bearing accounts. Mr. Klaus noted that there were no requirements by the State to hold the funds in interest-bearing accounts. Mr. Polster requested that a future action item be presented to the Surface Transportation Technical Committee regarding local retention of all related AirCheckTexas Program funds.

10. **Other Business (Old and New):** June Public Meeting Minutes were provided in Reference Item 10.1. A September online input opportunity notice was distributed at the meeting in Reference Item 10.3, and the current publication of Mobility Matters was also distributed at the meeting. Information on the 2008 ozone air quality standard reclassification was provided in Reference Item 10.2.
11. **Next Meeting:** The September 27, 2019, Surface Transportation Technical Committee has been postponed and will be held at 1:30 pm on Friday, October 4, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.

## How to Read the Project Modification Listings - Roadway Section

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

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

### CURRENTLY APPROVED:

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

### REVISION REQUESTED:

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



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

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14061     **Facility:** CS     **Location/Limits From:** ON SHILOH ROAD FROM KINGSLEY ROAD     **Modification #:** 2019-0258  
**Impementing Agency:** GARLAND     **Location/Limits To:** MILLER ROAD  
**County:** DALLAS     **CSJ:** 0918-47-271  
**City:** GARLAND     **Desc:** WIDEN FROM 4 TO 6 LANES WITH SIDEWALKS  
**Request:** ADD PROJECT TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON DECEMBER 13, 2018; INCREASE CONSTRUCTION FUNDING IN FY2023 SINCE RTC APPROVAL  
**Comment:** 3,750,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; MTP POLICY BUNDLE TDCS; CMAQ FOR SIDEWALKS ONLY; RTC FUNDS ARE FIXED, ANY COST OVERRUNS WILL BE COVERED BY THE CITY

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source     | Federal             | State      | Regional           | Local            | Local Cont. | Total               |
|------------------------|-------|-------------|--------------------|---------------------|------------|--------------------|------------------|-------------|---------------------|
| 2023                   | CON   | 0918-47-271 | Cat 3 - TDC (MPO): | \$0                 | \$0        | \$3,750,000        | \$0              | \$0         | \$0                 |
| 2023                   | CON   | 0918-47-271 | Cat 5:             | \$1,000,000         | \$0        | \$0                | \$250,000        | \$0         | \$1,250,000         |
| 2023                   | CON   | 0918-47-271 | STBG:              | \$19,350,000        | \$0        | \$0                | \$150,000        | \$0         | \$19,500,000        |
| <b>Phase Subtotal:</b> |       |             |                    | <b>\$20,350,000</b> | <b>\$0</b> | <b>\$3,750,000</b> | <b>\$400,000</b> | <b>\$0</b>  | <b>\$20,750,000</b> |
| <b>Grand Total:</b>    |       |             |                    | <b>\$20,350,000</b> | <b>\$0</b> | <b>\$0</b>         | <b>\$400,000</b> | <b>\$0</b>  | <b>\$20,750,000</b> |

**TIP Code:** 14068     **Facility:** SH 34     **Location/Limits From:** AT KINGS CREEK DRIVE     **Modification #:** 2019-0283  
**Impementing Agency:** TXDOT-DALLAS  
**County:** KAUFMAN     **CSJ:** 0173-04-058  
**City:** KAUFMAN     **Desc:** CONSTRUCT LEFT AND RIGHT TURN LANES  
**Request:** ADD PROJECT TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON DECEMBER 13, 2018; DELAY CONSTRUCTION PHASE TO FY2023  
**Comment:** SH 34 PARTNERSHIP WITH KAUFMAN COUNTY

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal            | State            | Regional   | Local      | Local Cont. | Total              |
|---------------------|-------|-------------|----------------|--------------------|------------------|------------|------------|-------------|--------------------|
| 2023                | CON   | 0173-04-058 | Cat 5:         | \$1,000,000        | \$250,000        | \$0        | \$0        | \$0         | \$1,250,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$1,000,000</b> | <b>\$250,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$1,250,000</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11385      **Facility:** VA      **Location/Limits From:** HURST BELLAIRE SD PROJECT; BOUNDED BY PIPELINE ON THE NORTH; BROWN TRAIL ON THE WEST      **Modification #:** 2019-0381  
**Impementing Agency:** HURST      **Location/Limits To:** PECAN ST ON THE SOUTH; BELLAIRE ON THE EAST  
**County:** TARRANT      **CSJ:** 0902-48-860  
**City:** HURST      **Desc:** PEDESTRIAN AMENITIES; LANDSCAPING; INTERSECTION IMPROVEMENTS; SIGNALIZATION; STREET CONSTRUCTION REALIGNING 4 LANE BROWN TRAIL AVE  
**Request:** CANCEL PROJECT AT CITY'S REQUEST

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source | Federal          | State      | Regional   | Local            | Local Cont. | Total            |
|---------------------|-------|-------------|----------------|------------------|------------|------------|------------------|-------------|------------------|
| 2019                | ENG   | 0902-48-860 | STBG:          | \$36,335         | \$0        | \$0        | \$9,084          | \$0         | \$45,419         |
| 2021                | ROW   | 0902-48-860 | STBG:          | \$24,000         | \$0        | \$0        | \$6,000          | \$0         | \$30,000         |
| 2022                | CON   | 0902-48-860 | STBG:          | \$676,686        | \$0        | \$0        | \$169,171        | \$0         | \$845,857        |
| <b>Grand Total:</b> |       |             |                | <b>\$737,021</b> | <b>\$0</b> | <b>\$0</b> | <b>\$184,255</b> | <b>\$0</b>  | <b>\$921,276</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal    | State      | Regional   | Local      | Local Cont. | Total      |
|---------------------|-------|-------------|----------------|------------|------------|------------|------------|-------------|------------|
| 2019                | ENG   | 0902-48-860 | STBG:          | \$0        | \$0        | \$0        | \$0        | \$0         | \$0        |
| 2021                | ROW   | 0902-48-860 | STBG:          | \$0        | \$0        | \$0        | \$0        | \$0         | \$0        |
| 2022                | CON   | 0902-48-860 | STBG:          | \$0        | \$0        | \$0        | \$0        | \$0         | \$0        |
| <b>Grand Total:</b> |       |             |                | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$0</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20207      **Facility:** CS      **Location/Limits From:** ON STONEBROOK PARKWAY FROM LEGACY DRIVE      **Modification #:** 2019-0398  
**Impementing Agency:** FRISCO      **Location/Limits To:** LONGHORN TRAIL  
**County:** COLLIN      **CSJ:** 0918-24-176  
**City:** FRISCO      **Desc:** CONSTRUCT 6 LANE DIVIDED URBAN ARTERIAL  
**Request:** APPLY \$64,078 IN RTR 121-CC1 INTEREST EARNINGS (\$51,262 REGIONAL AND \$12,816 LOCAL) TO PROJECT DUE TO CONSTRUCTION COST OVERRUN;  
 INCREASE LOCAL CONTRIBUTION FUNDING FOR CONSTRUCTION IN FY2010; ADD ENGINEERING AND ROW PHASES AND FUNDING TO FY2010  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF FRISCO

**CURRENTLY APPROVED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal    | State      | Regional            | Local      | Local Cont.        | Total               |
|------------------------|-------|-------------|-----------------------------|------------|------------|---------------------|------------|--------------------|---------------------|
| 2010                   | CON   | 0918-24-176 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                 | \$0        | \$6,040,390        | \$6,040,390         |
| 2010                   | CON   | 0918-24-176 | Cat 3 - RTR 121 - CC1:      | \$0        | \$0        | \$14,257,471        | \$0        | \$0                | \$14,257,471        |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$14,257,471</b> | <b>\$0</b> | <b>\$6,040,390</b> | <b>\$20,297,861</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$14,257,471</b> | <b>\$0</b> | <b>\$6,040,390</b> | <b>\$20,297,861</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal    | State      | Regional            | Local              | Local Cont.        | Total               |
|------------------------|-------|-------------|-----------------------------|------------|------------|---------------------|--------------------|--------------------|---------------------|
| 2007                   | ENG   | 0918-24-176 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                 | \$0                | \$2,491,102        | \$2,491,102         |
| 2010                   | ROW   | 0918-24-176 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                 | \$0                | \$14,263           | \$14,263            |
| 2010                   | CON   | 0918-24-176 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                 | \$0                | \$3,987,155        | \$3,987,155         |
| 2010                   | CON   | 0918-24-176 | Cat 3 - RTR 121 - CC1:      | \$0        | \$0        | \$14,308,733        | \$3,577,183        | \$0                | \$17,885,916        |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$14,308,733</b> | <b>\$3,577,183</b> | <b>\$3,987,155</b> | <b>\$21,873,071</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$14,308,733</b> | <b>\$3,577,183</b> | <b>\$6,492,520</b> | <b>\$24,378,436</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14085      **Facility:** VA      **Location/Limits From:** CIRCUIT TRAIL CONNECTOR/KATY TRAIL EXTENSION FROM KATY TRAIL      **Modification #:** 2019-0404  
**Impementing Agency:** DALLAS      **Location/Limits To:** TRINITY STRAND TRAIL  
**County:** DALLAS      **CSJ:** 0918-47-296  
**City:** DALLAS      **Desc:** EXTEND TRINITY STRAND TRAIL TO THE KATY TRAIL VIA HI LINE DRIVE AND VICTORY AVENUE TO HOUSTON STREET  
**Request:** FUNDING AND SCOPE APPROVED FOR THIS CONNECTION BY THE RTC ON OCTOBER 12, 2017; CITY PROPOSES TO CONNECT IN A DIFFERENT WAY, THEREFORE, REVISE SCOPE TO EXTEND TRINITY STRAND TRAIL TO THE KATY TRAIL VIA HI LINE DRIVE AND VICTORY AVENUE TO HOUSTON STREET; REVISE CITY FUNDING SINCE PRIOR RTC APPROVAL AS WELL WITH CITY CONTRIBUTION DECREASING FROM \$13,000,000 TO \$10,000,000; BALANCE OF CITY FUNDS SHIFTED TO GATEWAY TRAIL PROJECT; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF DALLAS

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal            | State      | Regional   | Local              | Local Cont.        | Total               |
|------------------------|-------|-------------|-----------------------------|--------------------|------------|------------|--------------------|--------------------|---------------------|
| 2018                   | ENG   | 0918-47-296 | Cat 3 - Local Contribution: | \$0                | \$0        | \$0        | \$0                | \$2,500,000        | \$2,500,000         |
| 2021                   | CON   | 0918-47-296 | Cat 3 - Local Contribution: | \$0                | \$0        | \$0        | \$0                | \$5,500,000        | \$5,500,000         |
| 2021                   | CON   | 0918-47-296 | Cat 5:                      | \$8,000,000        | \$0        | \$0        | \$2,000,000        | \$0                | \$10,000,000        |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$8,000,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,000,000</b> | <b>\$5,500,000</b> | <b>\$15,500,000</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$8,000,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,000,000</b> | <b>\$8,000,000</b> | <b>\$18,000,000</b> |

**TIP Code:** 55253      **Facility:** IH 30      **Location/Limits From:** AT BASS PRO DRIVE      **Modification #:** 2019-0410  
**Impementing Agency:** TXDOT-DALLAS  
**County:** DALLAS      **CSJ:** 0009-11-248  
**City:** DALLAS      **Desc:** RECONSTRUCT INTERCHANGE  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal            | State              | Regional   | Local      | Local Cont. | Total              |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------|-------------|--------------------|
| 2021                | ENG   | 0009-11-248 | SW PE:         | \$0                | \$1,666,000        | \$0        | \$0        | \$0         | \$1,666,000        |
| 2021                | ROW   | 0009-11-248 | SW ROW:        | \$6,120,000        | \$680,000          | \$0        | \$0        | \$0         | \$6,800,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$6,120,000</b> | <b>\$2,346,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$8,466,000</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55256      **Facility:** FM 1641      **Location/Limits From:** FM 548      **Modification #:** 2019-0415  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** FM 148  
**County:** KAUFMAN      **CSJ:** 1217-01-019  
**City:** FORNEY      **Desc:** RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE URBAN DIVIDED  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal                   | State                     | Regional          | Local                   | Local Cont.       | Total                      |
|---------------------|-------|-------------|----------------|---------------------------|---------------------------|-------------------|-------------------------|-------------------|----------------------------|
| 2021                | ENG   | 1217-01-019 | SW PE:         | \$0                       | \$2,000,000               | \$0               | \$0                     | \$0               | \$2,000,000                |
| 2021                | ROW   | 1217-01-019 | SW ROW:        | \$7,200,000               | \$900,000                 | \$0               | \$900,000               | \$0               | \$9,000,000                |
| <b>Grand Total:</b> |       |             |                | <b><u>\$7,200,000</u></b> | <b><u>\$2,900,000</u></b> | <b><u>\$0</u></b> | <b><u>\$900,000</u></b> | <b><u>\$0</u></b> | <b><u>\$11,000,000</u></b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14082      **Facility:** CS      **Location/Limits From:** BROADWAY AVE FROM US 377      **Modification #:** 2019-0426  
**Impementing Agency:** HALTOM CITY      **Location/Limits To:** SH 26  
**County:** TARRANT      **CSJ:** 0902-90-164  
**City:** HALTOM CITY      **Desc:** RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS  
**Request:** REVISE SCOPE PREVIOUSLY APPROVED BY THE RTC ON JANUARY 11, 2019 TO INCLUDE INTERSECTION IMPROVEMENTS; DELAY ALL PHASES BY ONE FISCAL YEAR; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** 2017-2018 CMAQ/STBG FUNDING PROGRAM (FEDERAL-LOCAL EXCHANGES); 1,195,042 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CMAQ FOR INTERSECTION, SIDEWALK, AND SIGNAL IMPROVEMENTS ONLY

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source     | Federal            | State      | Regional         | Local      | Local Cont. | Total              |
|------------------------|-------|-------------|--------------------|--------------------|------------|------------------|------------|-------------|--------------------|
| 2020                   | ENG   | 0902-90-164 | Cat 3 - TDC (MPO): | \$0                | \$0        | \$131,838        | \$0        | \$0         | \$0                |
| 2020                   | ENG   | 0902-90-164 | STBG:              | \$659,190          | \$0        | \$0              | \$0        | \$0         | \$659,190          |
| <b>Phase Subtotal:</b> |       |             |                    | <b>\$659,190</b>   | <b>\$0</b> | <b>\$131,838</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$659,190</b>   |
| 2020                   | ROW   | 0902-90-164 | Cat 3 - TDC (MPO): | \$0                | \$0        | \$8,500          | \$0        | \$0         | \$0                |
| 2020                   | ROW   | 0902-90-164 | STBG:              | \$42,500           | \$0        | \$0              | \$0        | \$0         | \$42,500           |
| <b>Phase Subtotal:</b> |       |             |                    | <b>\$42,500</b>    | <b>\$0</b> | <b>\$8,500</b>   | <b>\$0</b> | <b>\$0</b>  | <b>\$42,500</b>    |
| 2021                   | UTIL  | 0902-90-164 | Cat 3 - TDC (MPO): | \$0                | \$0        | \$260,316        | \$0        | \$0         | \$0                |
| 2021                   | UTIL  | 0902-90-164 | STBG:              | \$1,301,580        | \$0        | \$0              | \$0        | \$0         | \$1,301,580        |
| <b>Phase Subtotal:</b> |       |             |                    | <b>\$1,301,580</b> | <b>\$0</b> | <b>\$260,316</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$1,301,580</b> |
| 2022                   | CON   | 0902-90-164 | Cat 3 - TDC (MPO): | \$0                | \$0        | \$794,388        | \$0        | \$0         | \$0                |
| 2022                   | CON   | 0902-90-164 | Cat 5:             | \$483,472          | \$0        | \$0              | \$0        | \$0         | \$483,472          |
| 2022                   | CON   | 0902-90-164 | STBG:              | \$3,488,470        | \$0        | \$0              | \$0        | \$0         | \$3,488,470        |
| <b>Phase Subtotal:</b> |       |             |                    | <b>\$3,971,942</b> | <b>\$0</b> | <b>\$794,388</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$3,971,942</b> |
| <b>Grand Total:</b>    |       |             |                    | <b>\$5,975,212</b> | <b>\$0</b> | <b>\$0</b>       | <b>\$0</b> | <b>\$0</b>  | <b>\$5,975,212</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20256      **Facility:** VA      **Location/Limits From:** EXPEDITE SECTION 404 AND 408 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK      **Modification #:** 2019-0441  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS      **CSJ:** 0918-00-198  
**City:** VARIOUS      **Desc:** EXPEDITE SECTION 404 AND 408 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK  
**Request:** DECREASE LOCAL FUNDING TO MATCH FINAL EXPENDITURES THEREBY DECREASING LOCAL FUNDING SHARE  
**Comment:** LOCAL MATCH PAID BY CITY OF IRVNG, BNSF, AND DART

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source         | Federal    | State      | Regional           | Local           | Local Cont. | Total              |
|---------------------|-------|-------------|------------------------|------------|------------|--------------------|-----------------|-------------|--------------------|
| 2012                | IMP   | 0918-00-198 | Cat 3 - RTR 121 - DA2: | \$0        | \$0        | \$1,160,000        | \$80,000        | \$0         | \$1,240,000        |
| <b>Grand Total:</b> |       |             |                        | <b>\$0</b> | <b>\$0</b> | <b>\$1,160,000</b> | <b>\$80,000</b> | <b>\$0</b>  | <b>\$1,240,000</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source         | Federal    | State      | Regional           | Local           | Local Cont. | Total              |
|---------------------|-------|-------------|------------------------|------------|------------|--------------------|-----------------|-------------|--------------------|
| 2012                | IMP   | 0918-00-198 | Cat 3 - RTR 121 - DA2: | \$0        | \$0        | \$1,160,000        | \$30,000        | \$0         | \$1,190,000        |
| <b>Grand Total:</b> |       |             |                        | <b>\$0</b> | <b>\$0</b> | <b>\$1,160,000</b> | <b>\$30,000</b> | <b>\$0</b>  | <b>\$1,190,000</b> |



## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 40041      **Facility:** VA      **Location/Limits From:** SOUTH CLARK RD TRAIL VELOWEB; FROM EXISTING RED OAK CREEK TRAIL      **Modification #:** 2019-0470  
**Impementing Agency:** CEDAR HILL      **Location/Limits To:** E BELT LINE RD  
**County:** DALLAS      **CSJ:** 0918-47-202  
**City:** CEDAR HILL      **Desc:** CONSTRUCT SHARED-USE PATH, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND SAFETY IMPROVEMENTS  
**Request:** DELAY ENGINEERING PHASE TO FY2019, REMOVE TA SET-ASIDE FUNDING FOR ENGINEERING, AND REPLACE WITH LOCAL CONTRIBUTION FOR ENGINEERING; INCREASE CONSTRUCTION ENGINEERING FUNDING IN FY2020; THIS ACTION CHANGES FUNDING SPLIT FROM 70% FEDERAL/30% LOCAL TO 67% FEDERAL/33% LOCAL  
**Comment:** 2017 TA SET-ASIDE CALL FOR PROJECTS; FUNDING SPLIT IS 67% FEDERAL/33% LOCAL OVERALL; LOCAL CONTRIBUTION IS PAID BY THE CITY OF CEDAR HILL

**CURRENTLY APPROVED:**

| FY                     | Phase  | CSJ         | Funding Source              | Federal            | State      | Regional   | Local            | Local Cont.      | Total              |
|------------------------|--------|-------------|-----------------------------|--------------------|------------|------------|------------------|------------------|--------------------|
| 2018                   | ENG    | 0918-47-202 | Cat 9 TA Set Aside:         | \$54,709           | \$0        | \$0        | \$13,677         | \$0              | \$68,386           |
| 2020                   | CON    | 0918-47-202 | Cat 3 - Local Contribution: | \$0                | \$0        | \$0        | \$0              | \$188,062        | \$188,062          |
| 2020                   | CON    | 0918-47-202 | Cat 9 TA Set Aside:         | \$943,733          | \$0        | \$0        | \$235,934        | \$0              | \$1,179,667        |
| <b>Phase Subtotal:</b> |        |             |                             | <b>\$943,733</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$235,934</b> | <b>\$188,062</b> | <b>\$1,367,729</b> |
| 2020                   | CONENG | 0918-47-202 | Cat 9 TA Set Aside:         | \$54,709           | \$0        | \$0        | \$13,677         | \$0              | \$68,386           |
| <b>Grand Total:</b>    |        |             |                             | <b>\$1,053,151</b> | <b>\$0</b> | <b>\$0</b> | <b>\$263,288</b> | <b>\$188,062</b> | <b>\$1,504,501</b> |

**REVISION REQUESTED:**

| FY                     | Phase  | CSJ         | Funding Source              | Federal            | State      | Regional   | Local            | Local Cont.      | Total              |
|------------------------|--------|-------------|-----------------------------|--------------------|------------|------------|------------------|------------------|--------------------|
| 2019                   | ENG    | 0918-47-202 | Cat 3 - Local Contribution: | \$0                | \$0        | \$0        | \$0              | \$68,386         | \$68,386           |
| 2020                   | CON    | 0918-47-202 | Cat 3 - Local Contribution: | \$0                | \$0        | \$0        | \$0              | \$188,062        | \$188,062          |
| 2020                   | CON    | 0918-47-202 | Cat 9 TA Set Aside:         | \$943,733          | \$0        | \$0        | \$235,934        | \$0              | \$1,179,667        |
| <b>Phase Subtotal:</b> |        |             |                             | <b>\$943,733</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$235,934</b> | <b>\$188,062</b> | <b>\$1,367,729</b> |
| 2020                   | CONENG | 0918-47-202 | Cat 9 TA Set Aside:         | \$109,418          | \$0        | \$0        | \$27,354         | \$0              | \$136,772          |
| <b>Grand Total:</b>    |        |             |                             | <b>\$1,053,151</b> | <b>\$0</b> | <b>\$0</b> | <b>\$263,288</b> | <b>\$256,448</b> | <b>\$1,572,887</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14027      **Facility:** CS      **Location/Limits From:** ON WINTERGREEN ROAD      **Modification #:** 2019-0475  
**Impementing Agency:** CEDAR HILL      **Location/Limits To:** AT NEW CLARK ROAD  
**County:** DALLAS      **CSJ:** 0918-47-290  
**City:** CEDAR HILL      **Desc:** NEW SIGNAL IMPROVEMENTS, INCLUDING RETIMING  
**Request:** REMOVE FEDERAL FUNDS FROM ENGINEERING PHASE IN FY2019 AND FUND 100% LOCALLY; MOVE FEDERAL FUNDS TO THE CONSTRUCTION PHASE IN FY2020  
**Comment:** LOCAL CONTRIBUTION PAID BY THE CITY OF CEDAR HILL

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source | Federal          | State      | Regional   | Local           | Local Cont. | Total            |
|---------------------|-------|-------------|----------------|------------------|------------|------------|-----------------|-------------|------------------|
| 2019                | ENG   | 0918-47-290 | Cat 5:         | \$28,000         | \$0        | \$0        | \$7,000         | \$0         | \$35,000         |
| 2020                | CON   | 0918-47-290 | Cat 5:         | \$252,000        | \$0        | \$0        | \$63,000        | \$0         | \$315,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$280,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$70,000</b> | <b>\$0</b>  | <b>\$350,000</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source              | Federal          | State      | Regional   | Local           | Local Cont.     | Total            |
|---------------------|-------|-------------|-----------------------------|------------------|------------|------------|-----------------|-----------------|------------------|
| 2019                | ENG   | 0918-47-290 | Cat 3 - Local Contribution: | \$0              | \$0        | \$0        | \$0             | \$35,000        | \$35,000         |
| 2020                | CON   | 0918-47-290 | Cat 5:                      | \$280,000        | \$0        | \$0        | \$70,000        | \$0             | \$350,000        |
| <b>Grand Total:</b> |       |             |                             | <b>\$280,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$70,000</b> | <b>\$35,000</b> | <b>\$385,000</b> |

**TIP Code:** 14085.1      **Facility:** VA      **Location/Limits From:** DALLAS CENTRAL BUSINESS DISTRICT (HIGH SPEED RAIL STATION AREA) BOUNDED BY MEMORIAL DR. ON THE NORTH      **Modification #:** 2019-0476  
**Impementing Agency:** DALLAS      **Location/Limits To:** CADIZ ST. ON THE SOUTH, RIVERFRONT BLVD ON THE WEST, S. LAMAR ST. ON THE EAST  
**County:** DALLAS      **CSJ:** N/A  
**City:** DALLAS      **Desc:** CONCEPTUAL STUDY TO SUPPORT DEVELOPMENT AND ROADWAY INFRASTRUCTURE FOR NEW MULTIMODAL FACILITY IN AND AROUND DOWNTOWN DALLAS; FACILITY WILL INTERFACE WITH HIGH SPEED RAIL, BUS, RAIL, AND OTHER MODES  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** RTC APPROVED FUNDING ON APRIL 11, 2019; THIS ACTION IDENTIFIES A SPECIFIC PROJECT TO BE IMPLEMENTED WITH A PORTION OF THE APPROVED FUNDING

**REVISION REQUESTED:**

| FY                  | Phase | CSJ | Funding Source | Federal            | State      | Regional   | Local            | Local Cont. | Total              |
|---------------------|-------|-----|----------------|--------------------|------------|------------|------------------|-------------|--------------------|
| 2021                | ENG   | N/A | STBG:          | \$2,800,000        | \$0        | \$0        | \$700,000        | \$0         | \$3,500,000        |
| <b>Grand Total:</b> |       |     |                | <b>\$2,800,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$700,000</b> | <b>\$0</b>  | <b>\$3,500,000</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14026      **Facility:** US 180      **Location/Limits From:** FM 2552      **Modification #:** 2019-0485  
**Impementing Agency:** WEATHERFORD      **Location/Limits To:** ALAMO ST.  
**County:** PARKER      **CSJ:** 0008-03-121  
**City:** WEATHERFORD      **Desc:** RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING A ROUNDABOUT AT THE INTERSECTION OF US 180, NEW BICYCLE LANES, NEW SIDEWALKS, AND INTERSECTION IMPROVEMENTS AT FM 51  
**Request:** REVISE SCOPE TO RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING INTERSECTION IMPROVEMENTS AT US 180/WACO ST, FM 51/MAIN ST AND US 180/FM 2552 AND NEW BICYCLE LANES AND SIDEWALKS; REVISE LIMITS TO US 180 FROM FM 2552 TO WACO ST; CHANGE CSJ TO 0008-03-121; DELAY ENGINEERING PHASE TO FY2020 AND ROW PHASE TO FY2021  
**Comment:** CMAQ FOR SIDEWALKS, BIKE LANES, AND INTERSECTION IMPROVEMENTS ONLY

**CURRENTLY APPROVED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal             | State            | Regional   | Local              | Local Cont.        | Total               |
|------------------------|-------|-------------|-----------------------------|---------------------|------------------|------------|--------------------|--------------------|---------------------|
| 2019                   | ENG   | 0000-01-138 | STBG:                       | \$1,584,000         | \$94,000         | \$0        | \$302,000          | \$0                | \$1,980,000         |
| 2020                   | ROW   | 0000-01-138 | Cat 3 - Local Contribution: | \$0                 | \$0              | \$0        | \$0                | \$2,150,000        | \$2,150,000         |
| 2022                   | CON   | 0000-01-138 | Cat 5:                      | \$680,800           | \$170,200        | \$0        | \$0                | \$0                | \$851,000           |
| 2022                   | CON   | 0000-01-138 | STBG:                       | \$9,287,200         | \$654,400        | \$0        | \$1,667,400        | \$0                | \$11,609,000        |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$9,968,000</b>  | <b>\$824,600</b> | <b>\$0</b> | <b>\$1,667,400</b> | <b>\$0</b>         | <b>\$12,460,000</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$11,552,000</b> | <b>\$918,600</b> | <b>\$0</b> | <b>\$1,969,400</b> | <b>\$2,150,000</b> | <b>\$16,590,000</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal             | State            | Regional   | Local              | Local Cont.        | Total               |
|------------------------|-------|-------------|-----------------------------|---------------------|------------------|------------|--------------------|--------------------|---------------------|
| 2020                   | ENG   | 0008-03-121 | STBG:                       | \$1,584,000         | \$94,000         | \$0        | \$302,000          | \$0                | \$1,980,000         |
| 2021                   | ROW   | 0008-03-121 | Cat 3 - Local Contribution: | \$0                 | \$0              | \$0        | \$0                | \$2,150,000        | \$2,150,000         |
| 2022                   | CON   | 0008-03-121 | Cat 5:                      | \$680,800           | \$170,200        | \$0        | \$0                | \$0                | \$851,000           |
| 2022                   | CON   | 0008-03-121 | STBG:                       | \$9,287,200         | \$654,400        | \$0        | \$1,667,400        | \$0                | \$11,609,000        |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$9,968,000</b>  | <b>\$824,600</b> | <b>\$0</b> | <b>\$1,667,400</b> | <b>\$0</b>         | <b>\$12,460,000</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$11,552,000</b> | <b>\$918,600</b> | <b>\$0</b> | <b>\$1,969,400</b> | <b>\$2,150,000</b> | <b>\$16,590,000</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14087.1    **Facility:** VA    **Location/Limits From:** WAYSIDE POWER FOR TRE    **Modification #:** 2019-0498  
**Impementing Agency:** DART  
**County:** VARIOUS    **CSJ:** N/A  
**City:** VARIOUS    **Desc:** INSTALLATION OF ELECTRIC WAYSIDE POWER AT EXISTING TRE EQUIPMENT MAINTENANCE FACILITY TO REDUCE IDLING, EMISSIONS, AND FUEL CONSUMPTION WHILE IN YARD  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** TRE LOCAL SWAP/MID CITIES FUNDING; FUNDING WAS APPROVED BY THE RTC ON JANUARY 11, 2018, BUT NOW IDENTIFYING SPECIFIC PROJECTS TO BE IMPLEMENTED; PROJECT WAS PRESENTED AT PUBLIC INVOLVEMENT WITH THE FULL AWARDED AMOUNT OF \$4,250,000, BUT IS NOW BEING SPLIT INTO TWO SEPARATE PROJECTS, WITH THE REMAINING \$2,875,000 BEING MOVE TO TIP 14087.2 FOR THE PURCHASE OF A NEW LOCOMOTIVE

**REVISION REQUESTED:**

| FY                  | Phase | CSJ | Funding Source | Federal            | State      | Regional   | Local            | Local Cont. | Total              |
|---------------------|-------|-----|----------------|--------------------|------------|------------|------------------|-------------|--------------------|
| 2020                | TRANS | N/A | Cat 5:         | \$1,100,000        | \$0        | \$0        | \$275,000        | \$0         | \$1,375,000        |
| <b>Grand Total:</b> |       |     |                | <b>\$1,100,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$275,000</b> | <b>\$0</b>  | <b>\$1,375,000</b> |

**TIP Code:** 20261.2    **Facility:** VA    **Location/Limits From:** MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK    **Modification #:** 2019-0506  
**Impementing Agency:** MESQUITE    **Location/Limits To:** MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR  
**County:** DALLAS    **CSJ:** 0918-47-297  
**City:** MESQUITE    **Desc:** CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); BREAKOUT PROJECT FROM LARGER MESQUITE GARLAND RICHARDSON (MGR) TRAIL (TIP 20261/CSJ 0918-47-064)  
**Comment:** LOCAL CONTRIBUTION PAID BY THE CITY OF MESQUITE

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal    | State      | Regional         | Local            | Local Cont.      | Total            |
|------------------------|-------|-------------|-----------------------------|------------|------------|------------------|------------------|------------------|------------------|
| 2020                   | ENG   | 0918-47-297 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0              | \$0              | \$119,850        | \$119,850        |
| 2020                   | ROW   | 0918-47-297 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0              | \$0              | \$80,000         | \$80,000         |
| 2020                   | CON   | 0918-47-297 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0              | \$0              | \$127,265        | \$127,265        |
| 2020                   | CON   | 0918-47-297 | Cat 3 - RTR 121 - DA2:      | \$0        | \$0        | \$400,000        | \$100,000        | \$0              | \$500,000        |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$400,000</b> | <b>\$100,000</b> | <b>\$127,265</b> | <b>\$627,265</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$400,000</b> | <b>\$100,000</b> | <b>\$327,115</b> | <b>\$827,115</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14041      **Facility:** FM 1187      **Location/Limits From:** MAVERICK ST      **Modification #:** 2019-0516  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** FM 5  
**County:** PARKER      **CSJ:** 0008-09-037  
**City:** ALEDO      **Desc:** RECONSTRUCT AND WIDEN FROM 2/3 LANES TO 5 LANE URBAN; INTERSECTION IMPROVEMENTS INCLUDING A ROUNDABOUT  
**Request:** REVISE ROW FUNDING TO ADD STATE FUNDING SW ROW; DELAY ENGINEERING PHASE TO FY2020; DELAY ROW AND UTILITY PHASES TO FY2021; DELAY CONSTRUCTION PHASE TO FY2023  
**Comment:** CMAQ FOR INTERSECTION IMPROVEMENTS/ROUNDABOUT ONLY; LOCAL CONTRIBUTION PAID BY PARKER COUNTY

**CURRENTLY APPROVED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal            | State              | Regional   | Local      | Local Cont.      | Total              |
|------------------------|-------|-------------|-----------------------------|--------------------|--------------------|------------|------------|------------------|--------------------|
| 2019                   | ENG   | 0008-09-037 | Cat 3 - Local Contribution: | \$0                | \$0                | \$0        | \$0        | \$519,060        | \$519,060          |
| 2019                   | ROW   | 0008-09-037 | Cat 3 - Local Contribution: | \$0                | \$0                | \$0        | \$0        | \$153,010        | \$153,010          |
| 2019                   | UTIL  | 0008-09-037 | Cat 3 - Local Contribution: | \$0                | \$0                | \$0        | \$0        | \$250,000        | \$250,000          |
| 2021                   | CON   | 0008-09-037 | Cat 5:                      | \$1,032,000        | \$258,000          | \$0        | \$0        | \$0              | \$1,290,000        |
| 2021                   | CON   | 0008-09-037 | STBG:                       | \$4,120,000        | \$1,030,000        | \$0        | \$0        | \$0              | \$5,150,000        |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$5,152,000</b> | <b>\$1,288,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>       | <b>\$6,440,000</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$5,152,000</b> | <b>\$1,288,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$922,070</b> | <b>\$7,362,070</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal            | State              | Regional   | Local      | Local Cont.      | Total              |
|------------------------|-------|-------------|-----------------------------|--------------------|--------------------|------------|------------|------------------|--------------------|
| 2020                   | ENG   | 0008-09-037 | Cat 3 - Local Contribution: | \$0                | \$0                | \$0        | \$0        | \$519,060        | \$519,060          |
| 2021                   | ROW   | 0008-09-037 | Cat 3 - Local Contribution: | \$0                | \$0                | \$0        | \$0        | \$15,301         | \$15,301           |
| 2021                   | ROW   | 0008-09-037 | SW ROW:                     | \$0                | \$153,010          | \$0        | \$0        | \$0              | \$153,010          |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$0</b>         | <b>\$153,010</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$15,301</b>  | <b>\$168,311</b>   |
| 2021                   | UTIL  | 0008-09-037 | Cat 3 - Local Contribution: | \$0                | \$0                | \$0        | \$0        | \$250,000        | \$250,000          |
| 2023                   | CON   | 0008-09-037 | Cat 5:                      | \$1,032,000        | \$258,000          | \$0        | \$0        | \$0              | \$1,290,000        |
| 2023                   | CON   | 0008-09-037 | STBG:                       | \$4,120,000        | \$1,030,000        | \$0        | \$0        | \$0              | \$5,150,000        |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$5,152,000</b> | <b>\$1,288,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>       | <b>\$6,440,000</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$5,152,000</b> | <b>\$1,441,010</b> | <b>\$0</b> | <b>\$0</b> | <b>\$784,361</b> | <b>\$7,377,371</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11898.3    **Facility:** CS    **Location/Limits From:** ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;    **Modification #:** 2019-0521  
**Impementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE  
**County:** TARRANT    **CSJ:** 0902-90-141  
**City:** HASLET    **Desc:** ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY INCL INTERSECTION IMPROVEMENTS AT FM 156 AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS  
**Request:** ADD ENGINEERING PHASE TO FY2020; ADDITION OF STBG FUNDS FOR ENGINEERING OFFSETS A DECREASE ON TIP 11898.1/CSJ 0902-90-020  
**Comment:** CMAQ FOR SIDEWALKS AND INTERSECTION IMPROVEMENTS ONLY; LOCAL CONTRIBUTION PAID BY THE CITY OF HASLET

**CURRENTLY APPROVED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal             | State              | Regional   | Local              | Local Cont.         | Total               |
|------------------------|-------|-------------|-----------------------------|---------------------|--------------------|------------|--------------------|---------------------|---------------------|
| 2020                   | ROW   | 0902-90-141 | Cat 3 - Local Contribution: | \$0                 | \$0                | \$0        | \$0                | \$9,000,000         | \$9,000,000         |
| 2020                   | UTIL  | 0902-90-141 | Cat 3 - Local Contribution: | \$0                 | \$0                | \$0        | \$0                | \$2,966,000         | \$2,966,000         |
| 2020                   | CON   | 0902-90-141 | Cat 3 - Build Grant:        | \$20,000,000        | \$939,486          | \$0        | \$4,060,514        | \$0                 | \$25,000,000        |
| 2020                   | CON   | 0902-90-141 | Cat 5:                      | \$4,633,760         | \$217,668          | \$0        | \$940,772          | \$0                 | \$5,792,200         |
| 2020                   | CON   | 0902-90-141 | STBG:                       | \$3,313,440         | \$155,646          | \$0        | \$672,714          | \$0                 | \$4,141,800         |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$27,947,200</b> | <b>\$1,312,800</b> | <b>\$0</b> | <b>\$5,674,000</b> | <b>\$0</b>          | <b>\$34,934,000</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$27,947,200</b> | <b>\$1,312,800</b> | <b>\$0</b> | <b>\$5,674,000</b> | <b>\$11,966,000</b> | <b>\$46,900,000</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal             | State              | Regional   | Local              | Local Cont.         | Total               |
|------------------------|-------|-------------|-----------------------------|---------------------|--------------------|------------|--------------------|---------------------|---------------------|
| 2020                   | ENG   | 0902-90-141 | STBG:                       | \$1,463,059         | \$0                | \$0        | \$365,765          | \$0                 | \$1,828,824         |
| 2020                   | ROW   | 0902-90-141 | Cat 3 - Local Contribution: | \$0                 | \$0                | \$0        | \$0                | \$9,000,000         | \$9,000,000         |
| 2020                   | UTIL  | 0902-90-141 | Cat 3 - Local Contribution: | \$0                 | \$0                | \$0        | \$0                | \$2,966,000         | \$2,966,000         |
| 2020                   | CON   | 0902-90-141 | Cat 3 - Build Grant:        | \$20,000,000        | \$939,486          | \$0        | \$4,060,514        | \$0                 | \$25,000,000        |
| 2020                   | CON   | 0902-90-141 | Cat 5:                      | \$4,633,760         | \$217,668          | \$0        | \$940,772          | \$0                 | \$5,792,200         |
| 2020                   | CON   | 0902-90-141 | STBG:                       | \$3,313,440         | \$155,646          | \$0        | \$672,714          | \$0                 | \$4,141,800         |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$27,947,200</b> | <b>\$1,312,800</b> | <b>\$0</b> | <b>\$5,674,000</b> | <b>\$0</b>          | <b>\$34,934,000</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$29,410,259</b> | <b>\$1,312,800</b> | <b>\$0</b> | <b>\$6,039,765</b> | <b>\$11,966,000</b> | <b>\$48,728,824</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11678      **Facility:** VA      **Location/Limits From:** DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE)      **Modification #:** 2019-0524  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS      **CSJ:** 0918-00-324  
**City:** VARIOUS      **Desc:** DEVELOPMENT AND DEPLOYMENT OF LOW AND HIGH SPEED AUTOMATED VEHICLE PROGRAMS THAT ADVANCE AV-RELATED TECHNOLOGIES AND PARTNERSHIPS, INCLUDING DATA SHARING, SENSOR AND COMMUNICATIONS INFRASTRUCTURE, AND SHARED MOBILITY COLLABORATIONS  
**Request:** REVISE SCOPE TO ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS; DELAY IMPLEMENTATION PHASE TO FY2020; UPDATE CSJ TO 0918-00-324  
**Comment:** 50,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC[MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL MTP POLICY BUNDLE TDCS

**CURRENTLY APPROVED:**

| FY                     | Phase | CSJ         | Funding Source     | Federal          | State      | Regional        | Local      | Local Cont. | Total            |
|------------------------|-------|-------------|--------------------|------------------|------------|-----------------|------------|-------------|------------------|
| 2019                   | IMP   | 0918-00-902 | Cat 3 - TDC (MPO): | \$0              | \$0        | \$50,000        | \$0        | \$0         | \$0              |
| 2019                   | IMP   | 0918-00-902 | STBG:              | \$250,000        | \$0        | \$0             | \$0        | \$0         | \$250,000        |
| <b>Phase Subtotal:</b> |       |             |                    | <b>\$250,000</b> | <b>\$0</b> | <b>\$50,000</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$250,000</b> |
| <b>Grand Total:</b>    |       |             |                    | <b>\$250,000</b> | <b>\$0</b> | <b>\$0</b>      | <b>\$0</b> | <b>\$0</b>  | <b>\$250,000</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source     | Federal          | State      | Regional        | Local      | Local Cont. | Total            |
|------------------------|-------|-------------|--------------------|------------------|------------|-----------------|------------|-------------|------------------|
| 2020                   | IMP   | 0918-00-324 | Cat 3 - TDC (MPO): | \$0              | \$0        | \$50,000        | \$0        | \$0         | \$0              |
| 2020                   | IMP   | 0918-00-324 | STBG:              | \$250,000        | \$0        | \$0             | \$0        | \$0         | \$250,000        |
| <b>Phase Subtotal:</b> |       |             |                    | <b>\$250,000</b> | <b>\$0</b> | <b>\$50,000</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$250,000</b> |
| <b>Grand Total:</b>    |       |             |                    | <b>\$250,000</b> | <b>\$0</b> | <b>\$0</b>      | <b>\$0</b> | <b>\$0</b>  | <b>\$250,000</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20261     **Facility:** VA     **Location/Limits From:** MGR BIKEWAY FROM JUPITER & APOLLO     **Modification #:** 2019-0526  
**Impementing Agency:** GARLAND     **Location/Limits To:** CAMPBELL RD  
**County:** DALLAS     **CSJ:** 0918-47-064  
**City:** GARLAND     **Desc:** TRAIL CONNECTOR ACROSS IH 30 & DUCK CREEK, GUTHRIE TRAIL CONNECTOR, DUCK CREEK GREENBELT/GLENBROOK DR CONNECTOR, SPRING CREEK CONNECTOR, ON-STREET BIKE ROUTE, & BRAND RD TO FIREWHEEL TOWN CENTER CONNECTOR, BIKE ROUTE & LINK TO VELOWEB  
**Request:** REVISE LIMITS TO MGR BIKEWAY FROM JUPITER & APOLLO TO SOUTH CITY LIMITS AT DUCK CREEK; REVISE SCOPE TO CONSTRUCT BIKEWAY/TRAIL CONNECTING MESQUITE AND RICHARDSON, BRIDGE OVER DUCK CREEK, TRAIL CONNECTOR UNDER IH 30, DUCK CREEK GREENBELT, DUCK CREEK BRIDGE ADJACENT TO CENTERVILLE, ON/OFF STREET GLENBROOK/KINGSBRIDGE/APOLLO CONNECTOR, LINKS TO VELOWEB; INCREASE FUNDING FOR ENGINEERING PHASE IN FY2012; DECREASE FUNDING FOR CONSTRUCTION IN FY2020, CHANGE SOURCE OF CONSTRUCTION PHASE TO RTR 121-DA2, AND TRANSFER \$500,000 RTR 121-DA2 TOTAL (\$400,000 REGIONAL AND \$100,000 LOCAL) TO MESQUITE FOR THEIR PORTION OF PROJECT (TIP 20261.2/CSJ 0918-47-297)

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source         | Federal    | State      | Regional           | Local            | Local Cont. | Total              |
|---------------------|-------|-------------|------------------------|------------|------------|--------------------|------------------|-------------|--------------------|
| 2012                | ENG   | 0918-47-064 | Cat 3 - RTR 121 - DA1: | \$0        | \$0        | \$204,000          | \$51,000         | \$0         | \$255,000          |
| 2020                | CON   | 0918-47-064 | Cat 3 - RTR 121 - DA1: | \$0        | \$0        | \$2,640,000        | \$660,000        | \$0         | \$3,300,000        |
| <b>Grand Total:</b> |       |             |                        | <b>\$0</b> | <b>\$0</b> | <b>\$2,844,000</b> | <b>\$711,000</b> | <b>\$0</b>  | <b>\$3,555,000</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal    | State      | Regional           | Local            | Local Cont.      | Total              |
|------------------------|-------|-------------|-----------------------------|------------|------------|--------------------|------------------|------------------|--------------------|
| 2012                   | ENG   | 0918-47-064 | Cat 3 - RTR 121 - DA1:      | \$0        | \$0        | \$661,798          | \$165,450        | \$0              | \$827,248          |
| 2020                   | CON   | 0918-47-064 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                | \$0              | \$555,085        | \$555,085          |
| 2020                   | CON   | 0918-47-064 | Cat 3 - RTR 121 - DA2:      | \$0        | \$0        | \$1,782,202        | \$455,551        | \$0              | \$2,237,753        |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$1,782,202</b> | <b>\$455,551</b> | <b>\$555,085</b> | <b>\$2,792,838</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$2,444,000</b> | <b>\$621,001</b> | <b>\$555,085</b> | <b>\$3,620,086</b> |

**TIP Code:** 11670.2     **Facility:** VA     **Location/Limits From:** IH 30 DALLAS     **Modification #:** 2019-0527  
**Impementing Agency:** TXDOT     **Location/Limits To:** IH 30 FORT WORTH  
**County:** VARIOUS     **CSJ:** 5800-00-915  
**City:** VARIOUS     **Desc:** TX CONNECTED FREIGHT CORR (TCFC) ON IH 30 FROM DAL TO FW, TXDOT WILL: CONDUCT STAKEHOLDER OUTREACH, DEV CONOPS & PLANS; PERFORM DESIGN & APP DEV, SYSTEM INTEGRATION & TESTING; DEPLOY, OPERATE, MAINTAIN, COLLECT DATA & ANALYSIS OF COMMUNICATIONS EQUIP  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); NEW PROJECT OFFSET BY DECREASE TO TIP 11670/CSJ 0902-90-100

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal          | State            | Regional   | Local      | Local Cont. | Total              |
|---------------------|-------|-------------|----------------|------------------|------------------|------------|------------|-------------|--------------------|
| 2020                | IMP   | 5800-00-915 | STBG:          | \$800,000        | \$200,000        | \$0        | \$0        | \$0         | \$1,000,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$800,000</b> | <b>\$200,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$1,000,000</b> |



## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20299      **Facility:** MH      **Location/Limits From:** ON DALLAS NORTH TOLLWAY FROM FM 428      **Modification #:** 2019-0529  
**Impementing Agency:** DENTON CO      **Location/Limits To:** DENTON/COLLIN COUNTY LINE (CR 9)  
**County:** VARIOUS      **CSJ:** 0918-00-265  
**City:** CELINA      **Desc:** CONSTRUCT 0 TO 2 LANE NON-TOLLED FRONTAGE ROAD (6 LANES ULTIMATE) (DNT 4B EXTENSION)  
**Request:** INCREASE ROW FUNDING AND DELAY TO FY2018; ADD UTILITY PHASE IN FY2020; INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2020  
**Comment:** LOCAL CONTRIBUTION PAID BY DENTON COUNTY (COMMITTED TO NTTA); PROJECT LOCATED IN COLLIN COUNTY, BUT USING DENTON COUNTY RTR FUNDS

**CURRENTLY APPROVED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal    | State      | Regional           | Local              | Local Cont.         | Total               |
|------------------------|-------|-------------|-----------------------------|------------|------------|--------------------|--------------------|---------------------|---------------------|
| 2014                   | ENG   | 0918-00-265 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                | \$0                | \$2,600,000         | \$2,600,000         |
| 2014                   | ENG   | 0918-00-265 | Cat 3 - RTR 121 - DE1:      | \$0        | \$0        | \$200,000          | \$50,000           | \$0                 | \$250,000           |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$200,000</b>   | <b>\$50,000</b>    | <b>\$2,600,000</b>  | <b>\$2,850,000</b>  |
| 2017                   | ROW   | 0918-00-265 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                | \$0                | \$337,500           | \$337,500           |
| 2019                   | CON   | 0918-00-265 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                | \$0                | \$16,500,000        | \$16,500,000        |
| 2019                   | CON   | 0918-00-265 | Cat 3 - RTR 121 - DE1:      | \$0        | \$0        | \$4,800,000        | \$1,200,000        | \$0                 | \$6,000,000         |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$4,800,000</b> | <b>\$1,200,000</b> | <b>\$16,500,000</b> | <b>\$22,500,000</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$5,000,000</b> | <b>\$1,250,000</b> | <b>\$19,437,500</b> | <b>\$25,687,500</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal    | State      | Regional           | Local              | Local Cont.         | Total               |
|------------------------|-------|-------------|-----------------------------|------------|------------|--------------------|--------------------|---------------------|---------------------|
| 2014                   | ENG   | 0918-00-265 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                | \$0                | \$2,600,000         | \$2,600,000         |
| 2014                   | ENG   | 0918-00-265 | Cat 3 - RTR 121 - DE1:      | \$0        | \$0        | \$200,000          | \$50,000           | \$0                 | \$250,000           |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$200,000</b>   | <b>\$50,000</b>    | <b>\$2,600,000</b>  | <b>\$2,850,000</b>  |
| 2018                   | ROW   | 0918-00-265 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                | \$0                | \$1,850,000         | \$1,850,000         |
| 2020                   | UTIL  | 0918-00-265 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                | \$0                | \$500,000           | \$500,000           |
| 2020                   | CON   | 0918-00-265 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                | \$0                | \$16,300,000        | \$16,300,000        |
| 2020                   | CON   | 0918-00-265 | Cat 3 - RTR 121 - DE1:      | \$0        | \$0        | \$8,800,000        | \$2,200,000        | \$0                 | \$11,000,000        |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$8,800,000</b> | <b>\$2,200,000</b> | <b>\$16,300,000</b> | <b>\$27,300,000</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$9,000,000</b> | <b>\$2,250,000</b> | <b>\$21,250,000</b> | <b>\$32,500,000</b> |

# PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11616      **Facility:** VA      **Location/Limits From:** REGIONAL TRAFFIC SIGNAL RETIMING; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA;      **Modification #:** 2019-0531

**Impementing Agency:** NCTCOG

**County:** VARIOUS      **CSJ:** 0902-00-256, 0902-00-257, 0902-48-761, 0902-48-803, 0902-90-003, 0902-90-054

**City:** VARIOUS      **Desc:** INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE

**Request:** REVISE FUNDING FOR CSJS 0902-90-003 IN FY2014 AND 0902-48-761 IN FY2010 TO MATCH ACTUAL EXPENDITURES; LOCAL EXPENDITURES FOR CSJ 0902-48-761 INCLUDES \$81,329 OF IN-KIND EXPENDITURES; CHANGE CSJ TO 0902-00-256 IN FY2021 AND 0902-00-257 IN FY2022

**Comment:** ON-SYSTEM CSJ 0902-90-003 FUNDING INCLUDES OFF-SYSTEM CSJ 0902-90-009; OFF-SYSTEM CSJ 0902-48-761 FUNDING INCLUDES ON-SYSTEM CSJ 0902-48-789

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State              | Regional   | Local              | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2010                | IMP   | 0902-48-761 | Cat 5:         | \$1,900,000         | \$351,500          | \$0        | \$123,500          | \$0         | \$2,375,000         |
| 2012                | IMP   | 0902-48-803 | Cat 5:         | \$1,266,727         | \$221,677          | \$0        | \$61,181           | \$0         | \$1,549,585         |
| 2014                | IMP   | 0902-90-003 | Cat 5:         | \$1,859,994         | \$232,499          | \$0        | \$232,499          | \$0         | \$2,324,992         |
| 2018                | IMP   | 0902-90-054 | Cat 5:         | \$1,800,000         | \$225,000          | \$0        | \$225,000          | \$0         | \$2,250,000         |
| 2021                | IMP   | 0000-02-024 | Cat 5:         | \$1,040,000         | \$130,000          | \$0        | \$130,000          | \$0         | \$1,300,000         |
| 2022                | IMP   | 0000-02-025 | Cat 5:         | \$2,340,000         | \$292,500          | \$0        | \$292,500          | \$0         | \$2,925,000         |
| <b>Grand Total:</b> |       |             |                | <b>\$10,206,721</b> | <b>\$1,453,176</b> | <b>\$0</b> | <b>\$1,064,680</b> | <b>\$0</b>  | <b>\$12,724,577</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source     | Federal             | State              | Regional    | Local              | Local Cont. | Total               |
|------------------------|-------|-------------|--------------------|---------------------|--------------------|-------------|--------------------|-------------|---------------------|
| 2010                   | IMP   | 0902-48-761 | Cat 5:             | \$1,866,344         | \$121,384          | \$0         | \$345,195          | \$0         | \$2,332,923         |
| 2012                   | IMP   | 0902-48-803 | Cat 5:             | \$1,266,727         | \$221,677          | \$0         | \$61,181           | \$0         | \$1,549,585         |
| 2014                   | IMP   | 0902-90-003 | Cat 3 - RTC/Local: | \$0                 | \$0                | \$29        | \$0                | \$0         | \$29                |
| 2014                   | IMP   | 0902-90-003 | Cat 5:             | \$1,804,426         | \$225,553          | \$0         | \$225,524          | \$0         | \$2,255,503         |
| <b>Phase Subtotal:</b> |       |             |                    | <b>\$1,804,426</b>  | <b>\$225,553</b>   | <b>\$29</b> | <b>\$225,524</b>   | <b>\$0</b>  | <b>\$2,255,532</b>  |
| 2018                   | IMP   | 0902-90-054 | Cat 5:             | \$1,800,000         | \$225,000          | \$0         | \$225,000          | \$0         | \$2,250,000         |
| 2021                   | IMP   | 0902-00-256 | Cat 5:             | \$1,040,000         | \$130,000          | \$0         | \$130,000          | \$0         | \$1,300,000         |
| 2022                   | IMP   | 0902-00-257 | Cat 5:             | \$2,340,000         | \$292,500          | \$0         | \$292,500          | \$0         | \$2,925,000         |
| <b>Grand Total:</b>    |       |             |                    | <b>\$10,117,497</b> | <b>\$1,216,114</b> | <b>\$29</b> | <b>\$1,279,400</b> | <b>\$0</b>  | <b>\$12,613,040</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 84153      **Facility:** CS      **Location/Limits From:** ON DANIELDALE RD FROM POLK STREET      **Modification #:** 2019-0532  
**Impementing Agency:** DALLAS CO      **Location/Limits To:** IH 35E  
**County:** DALLAS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANE RURAL ROADWAY TO 3 LANE URBAN SUITABLE FOR FREIGHT TRAFFIC WITH SIDEWALKS  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** LOCAL CONTRIBUTION PAID BY DALLAS COUNTY

**REVISION REQUESTED:**

| FY                  | Phase | CSJ | Funding Source              | Federal           | State             | Regional          | Local             | Local Cont.             | Total                   |
|---------------------|-------|-----|-----------------------------|-------------------|-------------------|-------------------|-------------------|-------------------------|-------------------------|
| 2020                | ENG   | N/A | Cat 3 - Local Contribution: | \$0               | \$0               | \$0               | \$0               | \$500,000               | \$500,000               |
| <b>Grand Total:</b> |       |     |                             | <b><u>\$0</u></b> | <b><u>\$0</u></b> | <b><u>\$0</u></b> | <b><u>\$0</u></b> | <b><u>\$500,000</u></b> | <b><u>\$500,000</u></b> |

**TIP Code:** 25063      **Facility:** VA      **Location/Limits From:** RED RIVER AREA (DENISON TO TEXARKANA)      **Modification #:** 2019-0533  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** STUDY OF THE FEASIBILITY OF ADDING NAVIGATION ON THE RED RIVER; INCLUDES NCTCOG STAFF TIME AND CONSULTANT SERVICES  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
**Comment:** RTC ACTION ALREADY APPROVED FOR PROJECT ON APRIL 11, 2019; THIS ACTION IS SEEKING TO APPROVE FUNDING SOURCE; STUDY IS TO BE DONE IN PHASES, SO THAT IF PHASE I SHOWS NOT TO BE FEASIBLE, FURTHER FUNDS WILL NOT BE SPENT ON FUTURE PHASES

**REVISION REQUESTED:**

| FY                  | Phase | CSJ | Funding Source     | Federal           | State             | Regional                | Local             | Local Cont.       | Total                   |
|---------------------|-------|-----|--------------------|-------------------|-------------------|-------------------------|-------------------|-------------------|-------------------------|
| 2020                | IMP   | N/A | Cat 3 - RTC/Local: | \$0               | \$0               | \$500,000               | \$0               | \$0               | \$500,000               |
| <b>Grand Total:</b> |       |     |                    | <b><u>\$0</u></b> | <b><u>\$0</u></b> | <b><u>\$500,000</u></b> | <b><u>\$0</u></b> | <b><u>\$0</u></b> | <b><u>\$500,000</u></b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 12921      **Facility:** VA      **Location/Limits From:** FTA ACCESS AND MOBILITY GRANT: VARIOUS LOCATIONS IN 16-COUNTY REGION      **Modification #:** 2019-0535  
**Impementing Agency:** NCTCOG      **Location/Limits To:** VARIOUS LOCATIONS IN 16-COUNTY REGION  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** REGIONAL MOBILITY MANAGEMENT PROGRAM TO IMPROVE COORDINATION OF TRANSPORTATION SERVICES AND MEDICAL SERVICES ACROSS THE REGION  
**Request:** ADD PROJECT TO 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** FEDERAL PORTION WAS AWARDED THROUGH FTA COMPETITIVE GRANT (LOCAL CONTRIBUTION IS IN-KIND FROM COMMUNITY COUNCIL OF GREATER DALLAS)

**REVISION REQUESTED:**

| FY                     | Phase | CSJ | Funding Source              | Federal          | State      | Regional        | Local      | Local Cont.     | Total            |
|------------------------|-------|-----|-----------------------------|------------------|------------|-----------------|------------|-----------------|------------------|
| 2020                   | IMP   | N/A | Cat 3 - Local Contribution: | \$0              | \$0        | \$0             | \$0        | \$40,000        | \$40,000         |
| 2020                   | IMP   | N/A | Cat 3 - RTC/Local:          | \$0              | \$0        | \$87,777        | \$0        | \$0             | \$87,777         |
| 2020                   | IMP   | N/A | FTA Grant:                  | \$511,106        | \$0        | \$0             | \$0        | \$0             | \$511,106        |
| <b>Phase Subtotal:</b> |       |     |                             | <b>\$511,106</b> | <b>\$0</b> | <b>\$87,777</b> | <b>\$0</b> | <b>\$40,000</b> | <b>\$638,883</b> |
| <b>Grand Total:</b>    |       |     |                             | <b>\$511,106</b> | <b>\$0</b> | <b>\$87,777</b> | <b>\$0</b> | <b>\$40,000</b> | <b>\$638,883</b> |

**TIP Code:** 25064      **Facility:** VA      **Location/Limits From:** TRINITY RAILWAY EXPRESS (TRE) LINK FROM TRE CENTREPORT STATION      **Modification #:** 2019-0536  
**Impementing Agency:** FWTA      **Location/Limits To:** DALLAS/FORT WORTH INTERNATIONAL AIRPORT  
**County:** VARIOUS      **CSJ:** 0902-90-170  
**City:** VARIOUS      **Desc:** PURCHASE OF TRANSIT VEHICLE (BUS) FOR EXPANSION SERVICE  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal          | State      | Regional   | Local            | Local Cont. | Total            |
|---------------------|-------|-------------|----------------|------------------|------------|------------|------------------|-------------|------------------|
| 2020                | TRANS | 0902-90-170 | Cat 5:         | \$428,731        | \$0        | \$0        | \$107,183        | \$0         | \$535,914        |
| <b>Grand Total:</b> |       |             |                | <b>\$428,731</b> | <b>\$0</b> | <b>\$0</b> | <b>\$107,183</b> | <b>\$0</b>  | <b>\$535,914</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11677      **Facility:** VA      **Location/Limits From:** EQUITABLE TRANSIT FARE DEMONSTRATION PROGRAM      **Modification #:** 2019-0537  
**Impementing Agency:** NCTCOG      **Location/Limits To:** VARIOUS LOCATIONS WITHIN 16-COUNTY REGION  
**County:** VARIOUS      **CSJ:** 0918-00-325  
**City:** VARIOUS      **Desc:** EQUITABLE TRANSIT FARE DEMONSTRATION PROGRAM TO INCREASE AFFORDABILITY OF FARES AND PROVIDE PARTNERSHIP INCENTIVE FOR ENTITIES TO DEVELOP SUSTAINABLE, LONG-TERM ACCESS TO WORK, JOB TRAINING, AND RELATED ACTIVITIES  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source         | Federal    | State      | Regional           | Local      | Local Cont. | Total              |
|---------------------|-------|-------------|------------------------|------------|------------|--------------------|------------|-------------|--------------------|
| 2020                | IMP   | 0918-00-325 | Cat 3 - RTR 121 - DA2: | \$0        | \$0        | \$1,000,000        | \$0        | \$0         | \$1,000,000        |
| <b>Grand Total:</b> |       |             |                        | <b>\$0</b> | <b>\$0</b> | <b>\$1,000,000</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$1,000,000</b> |

**TIP Code:** 25059      **Facility:** VA      **Location/Limits From:** TARRANT COUNTY COLLEGE STUDENT TRANSIT PASS PILOT;      **Modification #:** 2019-0538  
**Impementing Agency:** NCTCOG      **Location/Limits To:** VARIOUS LOCATIONS IN TARRANT COUNTY  
**County:** TARRANT      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** PILOT PROGRAM TO PROVIDE TRANSIT PASSES FOR TARRANT COUNTY COLLEGE STUDENTS TO ASSIST WITH STUDENT TRANSPORTATION NEEDS  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**REVISION REQUESTED:**

| FY                  | Phase | CSJ | Funding Source     | Federal    | State      | Regional         | Local      | Local Cont. | Total            |
|---------------------|-------|-----|--------------------|------------|------------|------------------|------------|-------------|------------------|
| 2020                | IMP   | N/A | Cat 3 - RTC/Local: | \$0        | \$0        | \$300,000        | \$0        | \$0         | \$300,000        |
| <b>Grand Total:</b> |       |     |                    | <b>\$0</b> | <b>\$0</b> | <b>\$300,000</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$300,000</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 25060      **Facility:** CS      **Location/Limits From:** ON CHEEK SPARGER RD FROM SH 26      **Modification #:** 2019-0539  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** TO BROWN TRAIL  
**County:** TARRANT      **CSJ:** 0902-90-036  
**City:** COLLEYVILLE      **Desc:** OVERLAY AND PAVEMENT MARKINGS; INSTALL SIDEWALKS, INCREASE SUPER ELEVATION, CONSTRUCT PAVED SHOULDERS (FROM SAN BAR LN TO E OF OAKBRIAR LN)  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS STATE SAFETY FUNDS ARE NO LONGER AVAILABLE  
**Comment:** CMAQ FOR SIDEWALKS ONLY; LOCAL CONTRIBUTION PAID BY CITY OF COLLEYVILLE

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal            | State      | Regional   | Local            | Local Cont.      | Total              |
|------------------------|-------|-------------|-----------------------------|--------------------|------------|------------|------------------|------------------|--------------------|
| 2019                   | ENG   | 0902-90-036 | Cat 3 - Local Contribution: | \$0                | \$0        | \$0        | \$0              | \$500,000        | \$500,000          |
| 2020                   | CON   | 0902-90-036 | Cat 5:                      | \$351,869          | \$0        | \$0        | \$87,967         | \$0              | \$439,836          |
| 2020                   | CON   | 0902-90-036 | STBG:                       | \$1,189,882        | \$0        | \$0        | \$297,470        | \$0              | \$1,487,352        |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$1,541,751</b> | <b>\$0</b> | <b>\$0</b> | <b>\$385,437</b> | <b>\$0</b>       | <b>\$1,927,188</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$1,541,751</b> | <b>\$0</b> | <b>\$0</b> | <b>\$385,437</b> | <b>\$500,000</b> | <b>\$2,427,188</b> |

**TIP Code:** 14007.2      **Facility:** SH 66      **Location/Limits From:** DALROCK      **Modification #:** 2019-0541  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** EAST OF DALROCK  
**County:** ROCKWALL      **CSJ:** 0009-04-072  
**City:** ROWLETT      **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES AND STORAGE BAYS  
**Request:** ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS ROCKWALL COUNTY SECTION BREAKOUT OF TIP 14007/CSJ 0009-03-048  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF ROWLETT AND ROCKWALL COUNTY

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal            | State            | Regional   | Local           | Local Cont.      | Total              |
|------------------------|-------|-------------|-----------------------------|--------------------|------------------|------------|-----------------|------------------|--------------------|
| 2020                   | ENG   | 0009-04-072 | Cat 3 - Local Contribution: | \$0                | \$0              | \$0        | \$0             | \$76,823         | \$76,823           |
| 2021                   | ROW   | 0009-04-072 | SW ROW:                     | \$132,756          | \$16,595         | \$0        | \$16,594        | \$0              | \$165,945          |
| 2021                   | UTIL  | 0009-04-072 | Cat 3 - Local Contribution: | \$0                | \$0              | \$0        | \$0             | \$300,000        | \$300,000          |
| 2022                   | CON   | 0009-04-072 | Cat 3 - Local Contribution: | \$0                | \$0              | \$0        | \$0             | \$26,941         | \$26,941           |
| 2022                   | CON   | 0009-04-072 | Cat 5:                      | \$1,232,800        | \$308,200        | \$0        | \$0             | \$0              | \$1,541,000        |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$1,232,800</b> | <b>\$308,200</b> | <b>\$0</b> | <b>\$0</b>      | <b>\$26,941</b>  | <b>\$1,567,941</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$1,365,556</b> | <b>\$324,795</b> | <b>\$0</b> | <b>\$16,594</b> | <b>\$403,764</b> | <b>\$2,110,709</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55259      **Facility:** IH 35W      **Location/Limits From:** DALE EARNHARDT WAY      **Modification #:** 2019-0542  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SOUTH OF IH 35E/IH 35W INTERCHANGE  
**County:** DENTON      **CSJ:** 0081-13-065  
**City:** VARIOUS      **Desc:** RECONSTRUCT 2 TO 4/6 LANE DISCONTINUOUS FRONTAGE ROADS  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State               | Regional   | Local      | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|------------|-------------|---------------------|
| 2021                | ENG   | 0081-13-065 | SW PE:         | \$0                 | \$14,502,945        | \$0        | \$0        | \$0         | \$14,502,945        |
| 2021                | ROW   | 0081-13-065 | SW ROW:        | \$27,000,000        | \$3,000,000         | \$0        | \$0        | \$0         | \$30,000,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$27,000,000</b> | <b>\$17,502,945</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$44,502,945</b> |

**TIP Code:** 11265      **Facility:** IH 20      **Location/Limits From:** NORTH MAIN STREET      **Modification #:** 2019-0545  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** CAMP WISDOM ROAD  
**County:** DALLAS      **CSJ:** 2374-04-060  
**City:** DUNCANVILLE      **Desc:** CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS  
**Request:** INCREASE CONSTRUCTION FUNDING IN FY2019 DUE TO HIGHER THAN EXPECTED LOW BID AND ANTICIPATED CHANGE ORDERS  
**Comment:** MPO MILESTONE POLICY PROJECT, CANNOT BE DELAYED BEYOND FY2019

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source | Federal            | State              | Regional   | Local      | Local Cont. | Total              |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------|-------------|--------------------|
| 2012                | ENG   | 2374-04-060 | SBPE:          | \$128,527          | \$32,132           | \$0        | \$0        | \$0         | \$160,659          |
| 2017                | ROW   | 2374-04-060 | S102:          | \$1,248,475        | \$312,119          | \$0        | \$0        | \$0         | \$1,560,594        |
| 2019                | CON   | 2374-04-060 | STBG:          | \$4,800,000        | \$1,200,000        | \$0        | \$0        | \$0         | \$6,000,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$6,177,002</b> | <b>\$1,544,251</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$7,721,253</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State              | Regional   | Local      | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2012                | ENG   | 2374-04-060 | SW PE:         | \$128,527           | \$32,132           | \$0        | \$0        | \$0         | \$160,659           |
| 2017                | ROW   | 2374-04-060 | SW ROW:        | \$1,248,475         | \$312,119          | \$0        | \$0        | \$0         | \$1,560,594         |
| 2019                | CON   | 2374-04-060 | STBG:          | \$10,200,000        | \$2,550,000        | \$0        | \$0        | \$0         | \$12,750,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$11,577,002</b> | <b>\$2,894,251</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$14,471,253</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 30007      **Facility:** US 75      **Location/Limits From:** BETHANY DRIVE      **Modification #:** 2019-0546  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SH 121  
**County:** COLLIN      **CSJ:** 0047-06-163  
**City:** ALLEN      **Desc:** REMOVE HOV LANES AND ADD PEAK HOUR TRAVEL LANES  
**Request:** REVISE SCOPE TO ADD PEAK HOUR TRAVEL LANES

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source | Federal            | State              | Regional   | Local      | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------|-------------|---------------------|
| 2020                | ENG   | 0047-06-163 | SBPE:          | \$0                | \$500,000          | \$0        | \$0        | \$0         | \$500,000           |
| 2022                | CON   | 0047-06-163 | STBG:          | \$8,000,000        | \$2,000,000        | \$0        | \$0        | \$0         | \$10,000,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$8,000,000</b> | <b>\$2,500,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$10,500,000</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal            | State              | Regional   | Local      | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------|-------------|---------------------|
| 2021                | ENG   | 0047-06-163 | SW PE:         | \$0                | \$500,000          | \$0        | \$0        | \$0         | \$500,000           |
| 2022                | CON   | 0047-06-163 | STBG:          | \$8,000,000        | \$2,000,000        | \$0        | \$0        | \$0         | \$10,000,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$8,000,000</b> | <b>\$2,500,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$10,500,000</b> |

**TIP Code:** 83223      **Facility:** FM 664      **Location/Limits From:** US 287 IN WAXAHACHIE      **Modification #:** 2019-0547  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** FM 1387  
**County:** ELLIS      **CSJ:** 1051-01-038  
**City:** VARIOUS      **Desc:** WIDEN 2 LANE RURAL TO 6 LANE DIVIDED URBAN  
**Request:** ADVANCE ENGINEERING AND ROW PHASES TO FY2021 AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6)

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State              | Regional   | Local              | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2045                | ENG   | 1051-01-038 | SBPE:          | \$0                 | \$3,500,000        | \$0        | \$0                | \$0         | \$3,500,000         |
| 2045                | ROW   | 1051-01-038 | S102:          | \$12,000,000        | \$1,500,000        | \$0        | \$1,500,000        | \$0         | \$15,000,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$12,000,000</b> | <b>\$5,000,000</b> | <b>\$0</b> | <b>\$1,500,000</b> | <b>\$0</b>  | <b>\$18,500,000</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State              | Regional   | Local              | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2021                | ENG   | 1051-01-038 | SW PE:         | \$0                 | \$3,500,000        | \$0        | \$0                | \$0         | \$3,500,000         |
| 2021                | ROW   | 1051-01-038 | SW ROW:        | \$12,000,000        | \$1,500,000        | \$0        | \$1,500,000        | \$0         | \$15,000,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$12,000,000</b> | <b>\$5,000,000</b> | <b>\$0</b> | <b>\$1,500,000</b> | <b>\$0</b>  | <b>\$18,500,000</b> |



## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14032.2    **Facility:** IH 35E    **Location/Limits From:** AT BEAR CREEK ROAD    **Modification #:** 2019-0551  
**Impementing Agency:** TXDOT-DALLAS  
**County:** DALLAS    **CSJ:** 0442-02-161  
**City:** GLENN HEIGHTS    **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING RECONSTRUCTING EXISTING 4 TO 4 LANE FRONTAGE ROADS WITH THE ADDITION OF A TEXAS U-TURN AND SIDEWALKS  
**Request:** DELAY ENGINEERING PHASE TO FY2020 AND INCREASE FUNDING; DELAY ROW PHASE TO FY2021 AND DECREASE FUNDING; ADD CONSTRUCTION PHASE TO FY2023

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source | Federal            | State            | Regional   | Local      | Local Cont. | Total              |
|---------------------|-------|-------------|----------------|--------------------|------------------|------------|------------|-------------|--------------------|
| 2019                | ENG   | 0442-02-161 | SBPE:          | \$0                | \$500,000        | \$0        | \$0        | \$0         | \$500,000          |
| 2019                | ROW   | 0442-02-161 | S102:          | \$1,350,000        | \$150,000        | \$0        | \$0        | \$0         | \$1,500,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$1,350,000</b> | <b>\$650,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$2,000,000</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source | Federal            | State              | Regional   | Local      | Local Cont. | Total              |
|------------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------|-------------|--------------------|
| 2020                   | ENG   | 0442-02-161 | SW PE:         | \$0                | \$1,000,000        | \$0        | \$0        | \$0         | \$1,000,000        |
| 2021                   | ROW   | 0442-02-161 | SW ROW:        | \$263,345          | \$29,261           | \$0        | \$0        | \$0         | \$292,606          |
| 2023                   | CON   | 0442-02-161 | Cat 5:         | \$3,288,062        | \$822,015          | \$0        | \$0        | \$0         | \$4,110,077        |
| 2023                   | CON   | 0442-02-161 | STBG:          | \$2,889,305        | \$722,326          | \$0        | \$0        | \$0         | \$3,611,631        |
| <b>Phase Subtotal:</b> |       |             |                | <b>\$6,177,367</b> | <b>\$1,544,341</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$7,721,708</b> |
| <b>Grand Total:</b>    |       |             |                | <b>\$6,440,712</b> | <b>\$2,573,602</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$9,014,314</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14032      **Facility:** CS      **Location/Limits From:** ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD      **Modification #:** 2019-0552  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** IH 35E  
**County:** DALLAS      **CSJ:** 0918-47-246  
**City:** GLENN HEIGHTS      **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS  
**Request:** MOVE STATE FUNDING SOURCES FROM THIS PROJECT (OFF-SYSTEM) TO THE ON-SYSTEM PROJECT (TIP 14032.2/CSJ 0442-02-161); DECREASE ENGINEERING FUNDING IN FY2019; INCREASE UTILITY FUNDING IN FY2021; INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2023  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF GLENN HEIGHTS, DALLAS COUNTY, AND FRANCHISE UTILITY COMPANIES; CMAQ FOR BIKE/PED AND INTERSECTION IMPROVEMENTS ONLY

**CURRENTLY APPROVED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal             | State              | Regional   | Local              | Local Cont.        | Total               |
|------------------------|-------|-------------|-----------------------------|---------------------|--------------------|------------|--------------------|--------------------|---------------------|
| 2019                   | ENG   | 0918-47-246 | SBPE:                       | \$0                 | \$1,000,000        | \$0        | \$0                | \$0                | \$1,000,000         |
| 2019                   | ENG   | 0918-47-246 | STBG:                       | \$800,000           | \$0                | \$0        | \$200,000          | \$0                | \$1,000,000         |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$800,000</b>    | <b>\$1,000,000</b> | <b>\$0</b> | <b>\$200,000</b>   | <b>\$0</b>         | <b>\$2,000,000</b>  |
| 2021                   | ROW   | 0918-47-246 | S102:                       | \$1,125,000         | \$125,000          | \$0        | \$0                | \$0                | \$1,250,000         |
| 2021                   | ROW   | 0918-47-246 | STBG:                       | \$1,000,000         | \$0                | \$0        | \$250,000          | \$0                | \$1,250,000         |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$2,125,000</b>  | <b>\$125,000</b>   | <b>\$0</b> | <b>\$250,000</b>   | <b>\$0</b>         | <b>\$2,500,000</b>  |
| 2021                   | UTIL  | 0918-47-246 | Cat 3 - Local Contribution: | \$0                 | \$0                | \$0        | \$0                | \$1,100,000        | \$1,100,000         |
| 2022                   | CON   | 0918-47-246 | Cat 3 - Local Contribution: | \$0                 | \$0                | \$0        | \$0                | \$2,925,000        | \$2,925,000         |
| 2022                   | CON   | 0918-47-246 | Cat 5:                      | \$6,320,000         | \$1,290,000        | \$0        | \$290,000          | \$0                | \$7,900,000         |
| 2022                   | CON   | 0918-47-246 | STBG:                       | \$7,340,000         | \$0                | \$0        | \$1,835,000        | \$0                | \$9,175,000         |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$13,660,000</b> | <b>\$1,290,000</b> | <b>\$0</b> | <b>\$2,125,000</b> | <b>\$2,925,000</b> | <b>\$20,000,000</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$16,585,000</b> | <b>\$2,415,000</b> | <b>\$0</b> | <b>\$2,575,000</b> | <b>\$4,025,000</b> | <b>\$25,600,000</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal            | State      | Regional   | Local              | Local Cont.        | Total               |
|------------------------|-------|-------------|-----------------------------|--------------------|------------|------------|--------------------|--------------------|---------------------|
| 2019                   | ENG   | 0918-47-246 | STBG:                       | \$800,000          | \$0        | \$0        | \$200,000          | \$0                | \$1,000,000         |
| 2021                   | ROW   | 0918-47-246 | STBG:                       | \$2,000,000        | \$0        | \$0        | \$500,000          | \$0                | \$2,500,000         |
| 2021                   | UTIL  | 0918-47-246 | Cat 3 - Local Contribution: | \$0                | \$0        | \$0        | \$0                | \$3,329,417        | \$3,329,417         |
| 2023                   | CON   | 0918-47-246 | Cat 5:                      | \$2,364,960        | \$0        | \$0        | \$591,240          | \$0                | \$2,956,200         |
| 2023                   | CON   | 0918-47-246 | STBG:                       | \$4,425,040        | \$0        | \$0        | \$1,106,260        | \$0                | \$5,531,300         |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$6,790,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,697,500</b> | <b>\$0</b>         | <b>\$8,487,500</b>  |
| <b>Grand Total:</b>    |       |             |                             | <b>\$9,590,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,397,500</b> | <b>\$3,329,417</b> | <b>\$15,316,917</b> |

## PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55151      **Facility:** SH 276      **Location/Limits From:** HUNT COUNTY LINE      **Modification #:** 2019-0559  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** COUNTY ROAD 2472  
**County:** HUNT      **CSJ:** 1290-05-019  
**City:** OTHER      **Desc:** RECONSTRUCT AND WIDEN 2/4 LANE RURAL TO 4 LANE DIVIDED URBAN (TRANSITION)  
**Request:** ADVANCE ENGINEERING AND ROW PHASES TO FY2021 THEREBY ADDING PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**CURRENTLY APPROVED:**

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

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal          | State            | Regional   | Local           | Local Cont. | Total            |
|---------------------|-------|-------------|----------------|------------------|------------------|------------|-----------------|-------------|------------------|
| 2021                | ENG   | 1290-05-019 | SW PE:         | \$0              | \$100,000        | \$0        | \$0             | \$0         | \$100,000        |
| 2021                | ROW   | 1290-05-019 | SW ROW:        | \$307,200        | \$38,400         | \$0        | \$38,400        | \$0         | \$384,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$307,200</b> | <b>\$138,400</b> | <b>\$0</b> | <b>\$38,400</b> | <b>\$0</b>  | <b>\$484,000</b> |

**TIP Code:** 14087.2      **Facility:** VA      **Location/Limits From:** TRE LOCOMOTIVE      **Modification #:** 2019-0598  
**Impementing Agency:** DART  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** PURCHASE NEW LOCOMOTIVE FOR INCREASED SERVICE (TRE)  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** TRE LOCAL SWAP/MID CITIES FUNDING; FUNDING WAS APPROVED BY THE RTC ON JANUARY 11, 2018, BUT NOW IDENTIFYING SPECIFIC PROJECTS TO BE IMPLEMENTED; PROJECT WAS ORIGINALLY SHOWN AS A PART OF TIP 14087.1 FOR PUBLIC INVOLVEMENT WITH THE FULL AWARDED AMOUNT OF \$4,250,000, BUT IS NOW BEING SPLIT INTO TWO SEPARATE PROJECTS

**REVISION REQUESTED:**

| FY                  | Phase | CSJ | Funding Source | Federal            | State      | Regional   | Local            | Local Cont. | Total              |
|---------------------|-------|-----|----------------|--------------------|------------|------------|------------------|-------------|--------------------|
| 2020                | TRANS | N/A | Cat 5:         | \$2,300,000        | \$0        | \$0        | \$575,000        | \$0         | \$2,875,000        |
| <b>Grand Total:</b> |       |     |                | <b>\$2,300,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$575,000</b> | <b>\$0</b>  | <b>\$2,875,000</b> |

# How to Read the Project Modification Listings – Transit Section

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

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

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

**Request:** REFINE FY2015 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

# PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY/COUNTY TRANSPORTATION

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0565

**Request:** REFINE FY2019 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 10,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

| <b>Currently Approved:</b> |                                     |           |                     | <b>FUNDING TABLE:</b> |              |                 |                 |               |                  |                           |
|----------------------------|-------------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|-----------------|---------------|------------------|---------------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                  | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>    | <u>TDC</u>    | <u>TOTAL</u>     |                           |
| 12154.19                   | OPERATING ASSISTANCE (SPECIAL RULE) | 2020      | OPERATING           | \$84,372              | \$0          | \$0             | \$84,372        | 0             | \$168,744        |                           |
| <b>TOTAL:</b>              |                                     |           |                     | <b>\$84,372</b>       | <b>\$0</b>   | <b>\$0</b>      | <b>\$84,372</b> | <b>0</b>      | <b>\$168,744</b> |                           |
| <b>Revision Requested:</b> |                                     |           |                     | <b>FUNDING TABLE:</b> |              |                 |                 |               |                  | <b>REVISION REQUESTED</b> |
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                  | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>    | <u>TDC</u>    | <u>TOTAL</u>     | <u>BY PROJECT</u>         |
| 12154.19                   | OPERATING ASSISTANCE (SPECIAL RULE) | 2020      | OPERATING           | \$84,372              | \$0          | \$0             | \$84,372        | 0             | \$168,744        | NO CHANGE                 |
| 12908.19                   | ACQUISITION OF RADIOS               | 2020      | CAPITAL             | \$50,000              | \$0          | \$0             | \$0             | 10,000        | \$50,000         | ADD PROJECT (MPO TDCs)    |
| <b>TOTAL:</b>              |                                     |           |                     | <b>\$134,372</b>      | <b>\$0</b>   | <b>\$0</b>      | <b>\$84,372</b> | <b>10,000</b> | <b>\$218,744</b> |                           |

**Implementing Agency:** COMMUNITY TRANSIT SERVICES

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0566

**Request:** REFINE FY2019 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 9,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

| <b>Currently Approved:</b> |                                     |           |                     | <b>FUNDING TABLE:</b> |                 |                 |              |              |                  |                           |
|----------------------------|-------------------------------------|-----------|---------------------|-----------------------|-----------------|-----------------|--------------|--------------|------------------|---------------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                  | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u>    | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u>   | <u>TOTAL</u>     |                           |
| 12827.19                   | OPERATING ASSISTANCE (SPECIAL RULE) | 2020      | OPERATING           | \$57,017              | \$57,017        | \$0             | \$0          | 0            | \$114,034        |                           |
| <b>TOTAL:</b>              |                                     |           |                     | <b>\$57,017</b>       | <b>\$57,017</b> | <b>\$0</b>      | <b>\$0</b>   | <b>0</b>     | <b>\$114,034</b> |                           |
| <b>Revision Requested:</b> |                                     |           |                     | <b>FUNDING TABLE:</b> |                 |                 |              |              |                  | <b>REVISION REQUESTED</b> |
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                  | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u>    | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u>   | <u>TOTAL</u>     | <u>BY PROJECT</u>         |
| 12827.19                   | OPERATING ASSISTANCE (SPECIAL RULE) | 2020      | OPERATING           | \$57,017              | \$57,017        | \$0             | \$0          | 0            | \$114,034        | NO CHANGE                 |
| 12861.19                   | MOBILITY MANAGEMENT                 | 2020      | CAPITAL             | \$45,000              | \$0             | \$0             | \$0          | 9,000        | \$45,000         | ADD PROJECT (MPO TDCs)    |
| <b>TOTAL:</b>              |                                     |           |                     | <b>\$102,017</b>      | <b>\$57,017</b> | <b>\$0</b>      | <b>\$0</b>   | <b>9,000</b> | <b>\$159,034</b> |                           |

# PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0567

**Request:** REFINE FY2019 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

| <b>Currently Approved:</b> |                                   |           | <b>FUNDING TABLE:</b> |                     |              |                 |                     |            |                     |
|----------------------------|-----------------------------------|-----------|-----------------------|---------------------|--------------|-----------------|---------------------|------------|---------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                | <u>FY</u> | <u>PROJECT TYPE</u>   | <u>FEDERAL</u>      | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>        | <u>TDC</u> | <u>TOTAL</u>        |
| 12028.19                   | SYSTEM PREVENTIVE MAINTENANCE     | 2020      | CAPITAL               | \$48,323,515        | \$0          | \$0             | \$12,080,879        | 0          | \$60,404,394        |
| 12515.19                   | ACQUISITION OF SECURITY EQUIPMENT | 2020      | CAPITAL               | \$592,774           | \$0          | \$0             | \$148,194           | 0          | \$740,968           |
| <b>TOTAL:</b>              |                                   |           |                       | <b>\$48,916,289</b> | <b>\$0</b>   | <b>\$0</b>      | <b>\$12,229,073</b> | <b>0</b>   | <b>\$61,145,362</b> |

| <b>Revision Requested:</b> |                                   |           | <b>FUNDING TABLE:</b> |                     |              |                 |                     |            |                     | <b>REVISION REQUESTED</b> |
|----------------------------|-----------------------------------|-----------|-----------------------|---------------------|--------------|-----------------|---------------------|------------|---------------------|---------------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                | <u>FY</u> | <u>PROJECT TYPE</u>   | <u>FEDERAL</u>      | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>        | <u>TDC</u> | <u>TOTAL</u>        | <u>BY PROJECT</u>         |
| 12028.19                   | SYSTEM PREVENTIVE MAINTENANCE     | 2020      | CAPITAL               | \$53,086,090        | \$0          | \$0             | \$13,271,523        | 0          | \$66,357,613        | INCREASE FUNDING          |
| 12515.19                   | ACQUISITION OF SECURITY EQUIPMENT | 2020      | CAPITAL               | \$592,774           | \$0          | \$0             | \$148,194           | 0          | \$740,968           | NO CHANGE                 |
| <b>TOTAL:</b>              |                                   |           |                       | <b>\$53,678,864</b> | <b>\$0</b>   | <b>\$0</b>      | <b>\$13,419,717</b> | <b>0</b>   | <b>\$67,098,581</b> |                           |

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0568

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

**UZA:** DENTON-LEWISVILLE

**Comment:** 88,454 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

| <b>Revision Requested:</b> |                               |           | <b>FUNDING TABLE:</b> |                  |              |                 |              |               |                  | <b>REVISION REQUESTED</b> |
|----------------------------|-------------------------------|-----------|-----------------------|------------------|--------------|-----------------|--------------|---------------|------------------|---------------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>            | <u>FY</u> | <u>PROJECT TYPE</u>   | <u>FEDERAL</u>   | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u>    | <u>TOTAL</u>     | <u>BY PROJECT</u>         |
| 12726.19                   | PURCHASE REPLACEMENT VEHICLES | 2020      | CAPITAL               | \$439,000        | \$0          | \$0             | \$0          | 70,100        | \$439,000        | ADD PROJECT (MPO TDCs)    |
| 12910.19                   | ENHANCED ADA ACCESS           | 2020      | CAPITAL               | \$41,768         | \$0          | \$0             | \$0          | 8,354         | \$41,768         | ADD PROJECT (MPO TDCs)    |
| 12911.19                   | ACQUISITION OF BUS SHELTERS   | 2020      | CAPITAL               | \$50,000         | \$0          | \$0             | \$0          | 10,000        | \$50,000         | ADD PROJECT (MPO TDCs)    |
| <b>TOTAL:</b>              |                               |           |                       | <b>\$530,768</b> | <b>\$0</b>   | <b>\$0</b>      | <b>\$0</b>   | <b>88,454</b> | <b>\$530,768</b> |                           |

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0569

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

**UZA:** DENTON-LEWISVILLE

**Comment:** 321,584 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

| <b>Revision Requested:</b> |  |           | <b>FUNDING TABLE:</b> |                    |              |                 |                    |                |                     | <b>REVISION REQUESTED</b> |
|----------------------------|--|-----------|-----------------------|--------------------|--------------|-----------------|--------------------|----------------|---------------------|---------------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                             | <u>FY</u> | <u>PROJECT TYPE</u>   | <u>FEDERAL</u>     | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>       | <u>TDC</u>     | <u>TOTAL</u>        | <u>BY PROJECT</u>         |
| 12354.19                   | ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT | 2020      | CAPITAL               | \$64,313           | \$0          | \$0             | \$0                | 12,863         | \$64,313            | ADD PROJECT (MPO TDCs)    |
| 12356.19                   | ADA PARATRANSIT SERVICE                        | 2020      | CAPITAL               | \$643,126          | \$0          | \$0             | \$0                | 128,626        | \$643,126           | ADD PROJECT (MPO TDCs)    |
| 12416.19                   | SYSTEM PREVENTIVE MAINTENANCE                  | 2020      | CAPITAL               | \$900,474          | \$0          | \$0             | \$0                | 180,095        | \$900,474           | ADD PROJECT (MPO TDCs)    |
| 12465.19                   | OPERATING ASSISTANCE                           | 2020      | OPERATING             | \$4,694,721        | \$0          | \$0             | \$4,694,721        | 0              | \$9,389,442         | ADD PROJECT               |
| <b>TOTAL:</b>              |  |           |                       | <b>\$6,302,634</b> | <b>\$0</b>   | <b>\$0</b>      | <b>\$4,694,721</b> | <b>321,584</b> | <b>\$10,997,355</b> |                           |

# PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0570

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 40,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

**Revision Requested:**

| <u>TIP Code</u>    |                     | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FUNDING TABLE:</u> |              |                 |              |               | <u>TDC</u>       | <u>TOTAL</u>           | <u>REVISION REQUESTED BY PROJECT</u> |
|--------------------|---------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|------------------|------------------------|--------------------------------------|
| <u>DESCRIPTION</u> |                     |           |                     | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> |               |                  |                        |                                      |
| 12649.19           | PURCHASE OF SERVICE | 2020      | CAPITAL             | \$200,000             | \$0          | \$0             | \$0          | 40,000        | \$200,000        | ADD PROJECT (MPO TDCs) |                                      |
|                    |                     |           | <b>TOTAL:</b>       | <b>\$200,000</b>      | <b>\$0</b>   | <b>\$0</b>      | <b>\$0</b>   | <b>40,000</b> | <b>\$200,000</b> |                        |                                      |

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0571

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5337 FUNDS

**Revision Requested:**

| <u>TIP Code</u>    |                             | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FUNDING TABLE:</u> |              |                 |                    |          | <u>TDC</u>         | <u>TOTAL</u> | <u>REVISION REQUESTED BY PROJECT</u> |
|--------------------|-----------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------------|----------|--------------------|--------------|--------------------------------------|
| <u>DESCRIPTION</u> |                             |           |                     | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>       |          |                    |              |                                      |
| 12462.19           | RAIL PREVENTIVE MAINTENANCE | 2020      | CAPITAL             | \$4,002,011           | \$0          | \$0             | \$1,000,503        | 0        | \$5,002,514        | ADD PROJECT  |                                      |
|                    |                             |           | <b>TOTAL:</b>       | <b>\$4,002,011</b>    | <b>\$0</b>   | <b>\$0</b>      | <b>\$1,000,503</b> | <b>0</b> | <b>\$5,002,514</b> |              |                                      |

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0572

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5339 FUNDS

**Revision Requested:**

| <u>TIP Code</u>    |                               | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FUNDING TABLE:</u> |              |                 |                  |          | <u>TDC</u>         | <u>TOTAL</u> | <u>REVISION REQUESTED BY PROJECT</u> |
|--------------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|----------|--------------------|--------------|--------------------------------------|
| <u>DESCRIPTION</u> |                               |           |                     | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>     |          |                    |              |                                      |
| 12728.19           | PURCHASE REPLACEMENT VEHICLES | 2020      | CAPITAL             | \$1,912,197           | \$0          | \$0             | \$337,447        | 0        | \$2,249,644        | ADD PROJECT  |                                      |
|                    |                               |           | <b>TOTAL:</b>       | <b>\$1,912,197</b>    | <b>\$0</b>   | <b>\$0</b>      | <b>\$337,447</b> | <b>0</b> | <b>\$2,249,644</b> |              |                                      |



# PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0573

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

| <b>Revision Requested:</b> |  |           | <b>FUNDING TABLE:</b> |                     |              |                 |                    |            |                     | <b>REVISION REQUESTED</b> |  |
|----------------------------|--|-----------|-----------------------|---------------------|--------------|-----------------|--------------------|------------|---------------------|---------------------------|--|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                             | <u>FY</u> | <u>PROJECT TYPE</u>   | <u>FEDERAL</u>      | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>       | <u>TDC</u> | <u>TOTAL</u>        | <u>BY PROJECT</u>         |  |
| 12038.19                   | SYSTEM PREVENTIVE MAINTENANCE                  | 2020      | CAPITAL               | \$11,342,938        | \$0          | \$0             | \$2,835,735        | 0          | \$14,178,673        | ADD PROJECT               |  |
| 12068.19                   | ACQUISITION OF BUS SHELTERS                    | 2020      | CAPITAL               | \$182,935           | \$0          | \$0             | \$45,734           | 0          | \$228,669           | ADD PROJECT               |  |
| 12390.19                   | PURCHASE REPLACEMENT VEHICLES                  | 2020      | CAPITAL               | \$2,000,000         | \$0          | \$0             | \$352,942          | 0          | \$2,352,942         | ADD PROJECT               |  |
| 12549.19                   | ADA PARATRANSIT SERVICE                        | 2020      | CAPITAL               | \$1,200,000         | \$0          | \$0             | \$300,000          | 0          | \$1,500,000         | ADD PROJECT               |  |
| 12732.19                   | ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT | 2020      | CAPITAL               | \$152,885           | \$0          | \$0             | \$38,222           | 0          | \$191,107           | ADD PROJECT               |  |
| 12912.19                   | ACQUISITION OF SOFTWARE                        | 2020      | CAPITAL               | \$92,647            | \$0          | \$0             | \$23,162           | 0          | \$115,809           | ADD PROJECT               |  |
| 12913.19                   | ACQUISITION OF HARDWARE                        | 2020      | CAPITAL               | \$530,000           | \$0          | \$0             | \$132,500          | 0          | \$662,500           | ADD PROJECT               |  |
| <b>TOTAL:</b>              |  |           |                       | <b>\$15,501,405</b> | <b>\$0</b>   | <b>\$0</b>      | <b>\$3,728,295</b> | <b>0</b>   | <b>\$19,229,700</b> |                           |  |

**Implementing Agency:** CITY OF GRAND PRAIRIE

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0574

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 87,059 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

| <b>Revision Requested:</b> |                                     |           | <b>FUNDING TABLE:</b> |                  |                 |                 |                  |               |                  | <b>REVISION REQUESTED</b> |  |
|----------------------------|-------------------------------------|-----------|-----------------------|------------------|-----------------|-----------------|------------------|---------------|------------------|---------------------------|--|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                  | <u>FY</u> | <u>PROJECT TYPE</u>   | <u>FEDERAL</u>   | <u>STATE</u>    | <u>REGIONAL</u> | <u>LOCAL</u>     | <u>TDC</u>    | <u>TOTAL</u>     | <u>BY PROJECT</u>         |  |
| 12003.19                   | PURCHASE REPLACEMENT VEHICLES       | 2020      | CAPITAL               | \$400,000        | \$0             | \$0             | \$0              | 60,000        | \$400,000        | ADD PROJECT (MPO TDCs)    |  |
| 12006.19                   | PREVENTIVE MAINTENANCE              | 2020      | CAPITAL               | \$135,295        | \$0             | \$0             | \$0              | 27,059        | \$135,295        | ADD PROJECT (MPO TDCs)    |  |
| 12008.19                   | OPERATING ASSISTANCE (SPECIAL RULE) | 2020      | OPERATING             | \$22,811         | \$47,906        | \$0             | \$220,811        | 0             | \$441,622        | ADD PROJECT               |  |
| <b>TOTAL:</b>              |                                     |           |                       | <b>\$558,106</b> | <b>\$47,906</b> | <b>\$0</b>      | <b>\$220,811</b> | <b>87,059</b> | <b>\$976,917</b> |                           |  |

**Implementing Agency:** CITY OF GRAND PRAIRIE

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0575

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

| <b>Revision Requested:</b> |                      |           | <b>FUNDING TABLE:</b> |                  |                  |                 |                 |            |                  | <b>REVISION REQUESTED</b> |  |
|----------------------------|----------------------|-----------|-----------------------|------------------|------------------|-----------------|-----------------|------------|------------------|---------------------------|--|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>   | <u>FY</u> | <u>PROJECT TYPE</u>   | <u>FEDERAL</u>   | <u>STATE</u>     | <u>REGIONAL</u> | <u>LOCAL</u>    | <u>TDC</u> | <u>TOTAL</u>     | <u>BY PROJECT</u>         |  |
| 12650.19                   | OPERATING ASSISTANCE | 2020      | OPERATING             | \$262,000        | \$170,584        | \$0             | \$91,416        | 0          | \$524,000        | ADD PROJECT               |  |
| <b>TOTAL:</b>              |                      |           |                       | <b>\$262,000</b> | <b>\$170,584</b> | <b>\$0</b>      | <b>\$91,416</b> | <b>0</b>   | <b>\$524,000</b> |                           |  |

# PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0576

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

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5310 FUNDS

| <b>Revision Requested:</b> |   |           | <b>FUNDING TABLE:</b> |                  |              |                 |                 |            |                  | <b>REVISION REQUESTED</b> |  |
|----------------------------|---|-----------|-----------------------|------------------|--------------|-----------------|-----------------|------------|------------------|---------------------------|--|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                        | <u>FY</u> | <u>PROJECT TYPE</u>   | <u>FEDERAL</u>   | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>    | <u>TDC</u> | <u>TOTAL</u>     | <u>BY PROJECT</u>         |  |
| 12677.19                   | PROGRAM ADMINISTRATION                    | 2020      | CAPITAL               | \$22,818         | \$0          | \$0             | \$0             | 0          | \$22,818         | ADD PROJECT               |  |
| 12914.19                   | SUPPORT ENHANCED MOBILITY TRANSIT SERVICE | 2020      | CAPITAL               | \$205,359        | \$0          | \$0             | \$51,340        | 0          | \$256,699        | ADD PROJECT               |  |
| <b>TOTAL:</b>              |   |           |                       | <b>\$228,177</b> | <b>\$0</b>   | <b>\$0</b>      | <b>\$51,340</b> | <b>0</b>   | <b>\$279,517</b> |                           |  |

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0577

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5339 FUNDS

| <b>Revision Requested:</b> |                             |           | <b>FUNDING TABLE:</b> |                  |              |                 |              |                |                  | <b>REVISION REQUESTED</b> |  |
|----------------------------|-----------------------------|-----------|-----------------------|------------------|--------------|-----------------|--------------|----------------|------------------|---------------------------|--|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>          | <u>FY</u> | <u>PROJECT TYPE</u>   | <u>FEDERAL</u>   | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u>     | <u>TOTAL</u>     | <u>BY PROJECT</u>         |  |
| 12793.19                   | PROJECT ADMINISTRATION      | 2020      | CAPITAL               | \$72,245         | \$0          | \$0             | \$0          | 14,449         | \$72,245         | ADD PROJECT (MPO TDCs)    |  |
| 12796.19                   | PURCHASE EXPANSION VEHICLES | 2020      | CAPITAL               | \$600,355        | \$0          | \$0             | \$0          | 90,054         | \$600,355        | ADD PROJECT (MPO TDCs)    |  |
| <b>TOTAL:</b>              |                             |           |                       | <b>\$672,600</b> | <b>\$0</b>   | <b>\$0</b>      | <b>\$0</b>   | <b>104,503</b> | <b>\$672,600</b> |                           |  |

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0578

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

| <b>Revision Requested:</b> |   |           | <b>FUNDING TABLE:</b> |                    |              |                 |                  |            |                    | <b>REVISION REQUESTED</b> |  |
|----------------------------|---|-----------|-----------------------|--------------------|--------------|-----------------|------------------|------------|--------------------|---------------------------|--|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                        | <u>FY</u> | <u>PROJECT TYPE</u>   | <u>FEDERAL</u>     | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>     | <u>TDC</u> | <u>TOTAL</u>       | <u>BY PROJECT</u>         |  |
| 12678.19                   | PROGRAM ADMINISTRATION                    | 2020      | CAPITAL               | \$363,942          | \$0          | \$0             | \$0              | 0          | \$363,942          | ADD PROJECT               |  |
| 12915.19                   | SUPPORT ENHANCED MOBILITY TRANSIT SERVICE | 2020      | CAPITAL               | \$1,762,399        | \$0          | \$0             | \$440,600        | 0          | \$2,202,999        | ADD PROJECT               |  |
| <b>TOTAL:</b>              |   |           |                       | <b>\$2,126,341</b> | <b>\$0</b>   | <b>\$0</b>      | <b>\$440,600</b> | <b>0</b>   | <b>\$2,566,941</b> |                           |  |

# PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0579

**Request:** REFINE FY2019 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 179,760 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

| <b>Currently Approved:</b> |   |           |                     | <b>FUNDING TABLE:</b> |              |                 |                     |                |                      |                           |
|----------------------------|---|-----------|---------------------|-----------------------|--------------|-----------------|---------------------|----------------|----------------------|---------------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>  | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>        | <u>TDC</u>     | <u>TOTAL</u>         |                           |
| 12900.19                   | TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS | 2019      | CAPITAL             | \$80,000,000          | \$0          | \$0             | \$20,000,000        | 0              | \$100,000,000        |                           |
| <b>TOTAL:</b>              |   |           |                     | <b>\$80,000,000</b>   | <b>\$0</b>   | <b>\$0</b>      | <b>\$20,000,000</b> | <b>0</b>       | <b>\$100,000,000</b> |                           |
| <b>Revision Requested:</b> |   |           |                     | <b>FUNDING TABLE:</b> |              |                 |                     |                |                      | <b>REVISION REQUESTED</b> |
| <u>TIP Code</u>            | <u>DESCRIPTION</u>  | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>        | <u>TDC</u>     | <u>TOTAL</u>         | <u>BY PROJECT</u>         |
| 12206.19                   | PROJECT ADMINISTRATION                                    | 2020      | CAPITAL             | \$399,396             | \$0          | \$0             | \$0                 | 79,880         | \$399,396            | ADD PROJECT (MPO TDCs)    |
| 12813.19                   | GENERAL PLANNING  | 2020      | PLANNING            | \$100,000             | \$0          | \$0             | \$0                 | 20,000         | \$100,000            | ADD PROJECT (MPO TDCs)    |
| 12870.19                   | MOBILITY MANAGEMENT                                       | 2020      | CAPITAL             | \$399,396             | \$0          | \$0             | \$0                 | 79,880         | \$399,396            | ADD PROJECT (MPO TDCs)    |
| 12900.19                   | TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS | 2019      | CAPITAL             | \$1,597,587           | \$0          | \$0             | \$319,518           | 0              | \$1,917,105          | DECREASE FUNDING          |
| <b>TOTAL:</b>              |   |           |                     | <b>\$2,496,379</b>    | <b>\$0</b>   | <b>\$0</b>      | <b>\$319,518</b>    | <b>179,760</b> | <b>\$2,815,897</b>   |                           |

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0580

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND DELETE PROJECT FROM THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 463,796 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

| <b>Currently Approved:</b> |                               |           |                     | <b>FUNDING TABLE:</b> |              |                 |              |                |                    |                           |
|----------------------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|----------------|--------------------|---------------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>            | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u>     | <u>TOTAL</u>       |                           |
| 12206.18                   | PROJECT ADMINISTRATION        | 2019      | CAPITAL             | \$392,787             | \$0          | \$0             | \$0          | 78,558         | \$392,787          |                           |
| 12576.18                   | PURCHASE REPLACEMENT VEHICLES | 2019      | CAPITAL             | \$1,057,864           | \$0          | \$0             | \$0          | 158,680        | \$1,057,864        |                           |
| 12813.18                   | GENERAL PLANNING              | 2019      | PLANNING            | \$740,000             | \$0          | \$0             | \$0          | 148,000        | \$740,000          |                           |
| 12863.18                   | ACQUISITION OF SIGNAGE        | 2019      | CAPITAL             | \$275,000             | \$0          | \$0             | \$0          | 55,000         | \$275,000          |                           |
| 12870.18                   | MOBILITY MANAGEMENT           | 2019      | CAPITAL             | \$392,787             | \$0          | \$0             | \$0          | 78,558         | \$392,787          |                           |
| <b>TOTAL:</b>              |                               |           |                     | <b>\$2,858,438</b>    | <b>\$0</b>   | <b>\$0</b>      | <b>\$0</b>   | <b>518,796</b> | <b>\$2,858,438</b> |                           |
| <b>Revision Requested:</b> |                               |           |                     | <b>FUNDING TABLE:</b> |              |                 |              |                |                    | <b>REVISION REQUESTED</b> |
| <u>TIP Code</u>            | <u>DESCRIPTION</u>            | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u>     | <u>TOTAL</u>       | <u>BY PROJECT</u>         |
| 12206.18                   | PROJECT ADMINISTRATION        | 2019      | CAPITAL             | \$392,787             | \$0          | \$0             | \$0          | 78,558         | \$392,787          | NO CHANGE                 |
| 12576.18                   | PURCHASE REPLACEMENT VEHICLES | 2019      | CAPITAL             | \$1,057,864           | \$0          | \$0             | \$0          | 158,680        | \$1,057,864        | NO CHANGE                 |
| 12813.18                   | GENERAL PLANNING              | 2019      | PLANNING            | \$740,000             | \$0          | \$0             | \$0          | 148,000        | \$740,000          | NO CHANGE                 |
| 12863.18                   | ACQUISITION OF SIGNAGE        | 2019      | CAPITAL             | \$0                   | \$0          | \$0             | \$0          | 0              | \$0                | DELETE PROJECT            |
| 12870.18                   | MOBILITY MANAGEMENT           | 2019      | CAPITAL             | \$392,787             | \$0          | \$0             | \$0          | 78,558         | \$392,787          | NO CHANGE                 |
| <b>TOTAL:</b>              |                               |           |                     | <b>\$2,583,438</b>    | <b>\$0</b>   | <b>\$0</b>      | <b>\$0</b>   | <b>463,796</b> | <b>\$2,583,438</b> |                           |

# PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0581

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

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Revision Requested:**

| <u>TIP Code</u> <u>DESCRIPTION</u> |  |           | <u>FY</u>           | <u>PROJECT TYPE</u> | <u>FUNDING TABLE:</u> |                 |                 |            |                  | <u>TOTAL</u>                         | <u>REVISION REQUESTED BY PROJECT</u> |
|------------------------------------|--|-----------|---------------------|---------------------|-----------------------|-----------------|-----------------|------------|------------------|--------------------------------------|--------------------------------------|
| <u>TIP Code</u>                    | <u>DESCRIPTION</u>                     | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>      | <u>STATE</u>          | <u>REGIONAL</u> | <u>LOCAL</u>    | <u>TDC</u> | <u>TOTAL</u>     | <u>REVISION REQUESTED BY PROJECT</u> |                                      |
| 12916.19                           | SUPPORT URBANIZED AREA TRANSIT SERVICE | 2020      | CAPITAL             | \$128,626           | \$0                   | \$0             | \$32,157        | 0          | \$160,783        | ADD PROJECT                          |                                      |
| <b>TOTAL:</b>                      |  |           |                     | <b>\$128,626</b>    | <b>\$0</b>            | <b>\$0</b>      | <b>\$32,157</b> | <b>0</b>   | <b>\$160,783</b> |                                      |                                      |

**Implementing Agency:** NORTHEAST TRANSPORTATION SERVICES

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0582

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 64,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Revision Requested:**

| <u>TIP Code</u> <u>DESCRIPTION</u> |                             |           | <u>FY</u>           | <u>PROJECT TYPE</u> | <u>FUNDING TABLE:</u> |                 |              |               |                  | <u>TOTAL</u>                         | <u>REVISION REQUESTED BY PROJECT</u> |
|------------------------------------|-----------------------------|-----------|---------------------|---------------------|-----------------------|-----------------|--------------|---------------|------------------|--------------------------------------|--------------------------------------|
| <u>TIP Code</u>                    | <u>DESCRIPTION</u>          | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>      | <u>STATE</u>          | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u>    | <u>TOTAL</u>     | <u>REVISION REQUESTED BY PROJECT</u> |                                      |
| 12600.19                           | CAPITAL COST OF CONTRACTING | 2020      | CAPITAL             | \$320,000           | \$0                   | \$0             | \$0          | 64,000        | \$320,000        | ADD PROJECT (MPO TDCs)               |                                      |
| <b>TOTAL:</b>                      |                             |           |                     | <b>\$320,000</b>    | <b>\$0</b>            | <b>\$0</b>      | <b>\$0</b>   | <b>64,000</b> | <b>\$320,000</b> |                                      |                                      |

**Implementing Agency:** NORTHEAST TRANSPORTATION SERVICES

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0583

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 83,200 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

**Revision Requested:**

| <u>TIP Code</u> <u>DESCRIPTION</u> |                     |           | <u>FY</u>           | <u>PROJECT TYPE</u> | <u>FUNDING TABLE:</u> |                 |              |               |                  | <u>TOTAL</u>                         | <u>REVISION REQUESTED BY PROJECT</u> |
|------------------------------------|---------------------|-----------|---------------------|---------------------|-----------------------|-----------------|--------------|---------------|------------------|--------------------------------------|--------------------------------------|
| <u>TIP Code</u>                    | <u>DESCRIPTION</u>  | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>      | <u>STATE</u>          | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u>    | <u>TOTAL</u>     | <u>REVISION REQUESTED BY PROJECT</u> |                                      |
| 12653.19                           | PURCHASE OF SERVICE | 2020      | CAPITAL             | \$416,000           | \$0                   | \$0             | \$0          | 83,200        | \$416,000        | ADD PROJECT (MPO TDCs)               |                                      |
| <b>TOTAL:</b>                      |                     |           |                     | <b>\$416,000</b>    | <b>\$0</b>            | <b>\$0</b>      | <b>\$0</b>   | <b>83,200</b> | <b>\$416,000</b> |                                      |                                      |

# PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** PUBLIC TRANSIT SERVICES

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0584

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 83,800 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Currently Approved:**

|                 |                             |           |                     | <b>FUNDING TABLE:</b> |              |                 |                  |               |                  |  |  |
|-----------------|-----------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|---------------|------------------|--|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u>          | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>     | <u>TDC</u>    | <u>TOTAL</u>     |  |  |
| 12122.18        | BUS PREVENTIVE MAINTENANCE  | 2019      | CAPITAL             | \$26,000              | \$0          | \$0             | \$0              | 5,200         | \$26,000         |  |  |
| 12246.18        | OPERATING ASSISTANCE        | 2019      | OPERATING           | \$87,224              | \$0          | \$0             | \$87,224         | 0             | \$174,448        |  |  |
| 12247.18        | PROJECT ADMINISTRATION      | 2019      | CAPITAL             | \$26,000              | \$0          | \$0             | \$0              | 5,200         | \$26,000         |  |  |
| 12664.18        | ACQUISITION OF HARDWARE     | 2019      | CAPITAL             | \$20,000              | \$0          | \$0             | \$0              | 4,000         | \$20,000         |  |  |
| 12666.18        | MOBILITY MANAGEMENT         | 2019      | CAPITAL             | \$72,000              | \$0          | \$0             | \$0              | 14,400        | \$72,000         |  |  |
| 12667.18        | OPERATING ASSISTANCE - JARC | 2019      | OPERATING           | \$70,000              | \$0          | \$0             | \$70,000         | 0             | \$140,000        |  |  |
| <b>TOTAL:</b>   |                             |           |                     | <b>\$301,224</b>      | <b>\$0</b>   | <b>\$0</b>      | <b>\$157,224</b> | <b>28,800</b> | <b>\$458,448</b> |  |  |

**Revision Requested:**

|                 |                             |           |                     | <b>FUNDING TABLE:</b> |              |                 |                  |               |                  | <b>REVISION REQUESTED</b> |  |
|-----------------|-----------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|---------------|------------------|---------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u>          | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>     | <u>TDC</u>    | <u>TOTAL</u>     | <u>BY PROJECT</u>         |  |
| 12122.18        | BUS PREVENTIVE MAINTENANCE  | 2019      | CAPITAL             | \$26,000              | \$0          | \$0             | \$0              | 5,200         | \$26,000         | NO CHANGE                 |  |
| 12246.18        | OPERATING ASSISTANCE        | 2019      | OPERATING           | \$87,224              | \$0          | \$0             | \$87,224         | 0             | \$174,448        | NO CHANGE                 |  |
| 12247.18        | PROJECT ADMINISTRATION      | 2019      | CAPITAL             | \$26,000              | \$0          | \$0             | \$0              | 5,200         | \$26,000         | NO CHANGE                 |  |
| 12664.18        | ACQUISITION OF HARDWARE     | 2019      | CAPITAL             | \$20,000              | \$0          | \$0             | \$0              | 4,000         | \$20,000         | NO CHANGE                 |  |
| 12666.18        | MOBILITY MANAGEMENT         | 2019      | CAPITAL             | \$72,000              | \$0          | \$0             | \$0              | 14,400        | \$72,000         | NO CHANGE                 |  |
| 12667.18        | OPERATING ASSISTANCE - JARC | 2019      | OPERATING           | \$70,000              | \$0          | \$0             | \$70,000         | 0             | \$140,000        | NO CHANGE                 |  |
| 12917.18        | ACQUISITION OF BUS SHELTERS | 2020      | CAPITAL             | \$275,000             | \$0          | \$0             | \$0              | 55,000        | \$275,000        | ADD PROJECT (MPO TDCs)    |  |
| <b>TOTAL:</b>   |                             |           |                     | <b>\$576,224</b>      | <b>\$0</b>   | <b>\$0</b>      | <b>\$157,224</b> | <b>83,800</b> | <b>\$733,448</b> |                           |  |

**Implementing Agency:** PUBLIC TRANSIT SERVICES

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0585

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 12,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

**Revision Requested:**

|                 |                     |           |                     | <b>FUNDING TABLE:</b> |              |                 |              |               |                 | <b>REVISION REQUESTED</b> |  |
|-----------------|---------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|-----------------|---------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u>  | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u>    | <u>TOTAL</u>    | <u>BY PROJECT</u>         |  |
| 12654.19        | PURCHASE OF SERVICE | 2020      | CAPITAL             | \$60,000              | \$0          | \$0             | \$0          | 12,000        | \$60,000        | ADD PROJECT (MPO TDCs)    |  |
| <b>TOTAL:</b>   |                     |           |                     | <b>\$60,000</b>       | <b>\$0</b>   | <b>\$0</b>      | <b>\$0</b>   | <b>12,000</b> | <b>\$60,000</b> |                           |  |

# PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** PUBLIC TRANSIT SERVICES

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0586

**Request:** REFINE FY2019 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 45,834 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

| <b>Currently Approved:</b> |   |           |                     | <b>FUNDING TABLE:</b> |              |                 |                 |               |                  |                           |
|----------------------------|---|-----------|---------------------|-----------------------|--------------|-----------------|-----------------|---------------|------------------|---------------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                      | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>    | <u>TDC</u>    | <u>TOTAL</u>     |                           |
| 12246.19                   | OPERATING ASSISTANCE (SPECIAL RULE)     | 2020      | OPERATING           | \$83,079              | \$0          | \$0             | \$83,079        | 0             | \$166,158        |                           |
| <b>TOTAL:</b>              |   |           |                     | <b>\$83,079</b>       | <b>\$0</b>   | <b>\$0</b>      | <b>\$83,079</b> | <b>0</b>      | <b>\$166,158</b> |                           |
| <b>Revision Requested:</b> |   |           |                     | <b>FUNDING TABLE:</b> |              |                 |                 |               |                  | <b>REVISION REQUESTED</b> |
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                      | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>    | <u>TDC</u>    | <u>TOTAL</u>     | <u>BY PROJECT</u>         |
| 12246.19                   | OPERATING ASSISTANCE (SPECIAL RULE)     | 2020      | OPERATING           | \$83,079              | \$0          | \$0             | \$83,079        | 0             | \$166,158        | NO CHANGE                 |
| 12247.19                   | PROJECT ADMINISTRATION                  | 2020      | CAPITAL             | \$42,016              | \$0          | \$0             | \$0             | 8,404         | \$42,016         | ADD PROJECT (MPO TDCs)    |
| 12664.19                   | ACQUISITION OF HARDWARE                 | 2020      | CAPITAL             | \$20,000              | \$0          | \$0             | \$0             | 4,000         | \$20,000         | ADD PROJECT (MPO TDCs)    |
| 12666.19                   | MOBILITY MANAGEMENT                     | 2020      | CAPITAL             | \$42,016              | \$0          | \$0             | \$0             | 8,404         | \$42,016         | ADD PROJECT (MPO TDCs)    |
| 12696.19                   | PREVENTIVE MAINTENANCE                  | 2020      | CAPITAL             | \$70,000              | \$0          | \$0             | \$0             | 14,000        | \$70,000         | ADD PROJECT (MPO TDCs)    |
| 12710.19                   | ACQUISITION OF SIGNAGE                  | 2020      | CAPITAL             | \$29,628              | \$0          | \$0             | \$0             | 5,926         | \$29,628         | ADD PROJECT (MPO TDCs)    |
| 12918.19                   | ACQUISITION OF COMMUNICATIONS EQUIPMENT | 2020      | CAPITAL             | \$25,500              | \$0          | \$0             | \$0             | 5,100         | \$25,500         | ADD PROJECT (MPO TDCs)    |
| <b>TOTAL:</b>              |   |           |                     | <b>\$312,239</b>      | <b>\$0</b>   | <b>\$0</b>      | <b>\$83,079</b> | <b>45,834</b> | <b>\$395,318</b> |                           |

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0587

**Request:** REFINE FY2019 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 25,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

| <b>Currently Approved:</b> |                                     |           |                     | <b>FUNDING TABLE:</b> |              |                 |                  |               |                  |                           |
|----------------------------|-------------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|---------------|------------------|---------------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                  | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>     | <u>TDC</u>    | <u>TOTAL</u>     |                           |
| 12150.19                   | OPERATING ASSISTANCE (SPECIAL RULE) | 2020      | OPERATING           | \$289,111             | \$0          | \$0             | \$289,111        | 0             | \$578,222        |                           |
| <b>TOTAL:</b>              |                                     |           |                     | <b>\$289,111</b>      | <b>\$0</b>   | <b>\$0</b>      | <b>\$289,111</b> | <b>0</b>      | <b>\$578,222</b> |                           |
| <b>Revision Requested:</b> |                                     |           |                     | <b>FUNDING TABLE:</b> |              |                 |                  |               |                  | <b>REVISION REQUESTED</b> |
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                  | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>     | <u>TDC</u>    | <u>TOTAL</u>     | <u>BY PROJECT</u>         |
| 12150.19                   | OPERATING ASSISTANCE (SPECIAL RULE) | 2020      | OPERATING           | \$289,111             | \$0          | \$0             | \$289,111        | 0             | \$578,222        | NO CHANGE                 |
| 12711.19                   | MOBILITY MANAGEMENT                 | 2020      | CAPITAL             | \$125,000             | \$0          | \$0             | \$0              | 25,000        | \$125,000        | ADD PROJECT (MPO TDCs)    |
| <b>TOTAL:</b>              |                                     |           |                     | <b>\$414,111</b>      | <b>\$0</b>   | <b>\$0</b>      | <b>\$289,111</b> | <b>25,000</b> | <b>\$703,222</b> |                           |

# PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0588

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 18,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

| <b>Revision Requested:</b> |                                  |           |                     | <b>FUNDING TABLE:</b> |              |                 |              |               |                 | <b>REVISION REQUESTED</b> |  |
|----------------------------|----------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|---------------|-----------------|---------------------------|--|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>               | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u>    | <u>TOTAL</u>    | <u>BY PROJECT</u>         |  |
| 12919.19                   | PURCHASE OF SERVICE - THE COLONY | 2020      | CAPITAL             | \$75,000              | \$0          | \$0             | \$0          | 15,000        | \$75,000        | ADD PROJECT (MPO TDCs)    |  |
| 12920.19                   | PURCHASE OF SERVICE - LITTLE ELM | 2020      | CAPITAL             | \$15,000              | \$0          | \$0             | \$0          | 3,000         | \$15,000        | ADD PROJECT (MPO TDCs)    |  |
| <b>TOTAL:</b>              |                                  |           |                     | <b>\$90,000</b>       | <b>\$0</b>   | <b>\$0</b>      | <b>\$0</b>   | <b>18,000</b> | <b>\$90,000</b> |                           |  |

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0589

**Request:** REFINE FY2019 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 217,200 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

| <b>Currently Approved:</b> |                                     |           |                     | <b>FUNDING TABLE:</b> |              |                 |                    |               |                    |
|----------------------------|-------------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------------|---------------|--------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                  | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>       | <u>TDC</u>    | <u>TOTAL</u>       |
| 12151.19                   | OPERATING ASSISTANCE (SPECIAL RULE) | 2020      | OPERATING           | \$1,005,944           | \$0          | \$0             | \$1,005,944        | 0             | \$2,011,888        |
| 12627.19                   | BUS PREVENTIVE MAINTENANCE          | 2020      | CAPITAL             | \$330,000             | \$0          | \$0             | \$0                | 66,000        | \$330,000          |
| <b>TOTAL:</b>              |                                     |           |                     | <b>\$1,335,944</b>    | <b>\$0</b>   | <b>\$0</b>      | <b>\$1,005,944</b> | <b>66,000</b> | <b>\$2,341,888</b> |

| <b>Revision Requested:</b> |                                     |           |                     | <b>FUNDING TABLE:</b> |              |                 |                    |                |                    | <b>REVISION REQUESTED</b> |  |
|----------------------------|-------------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------------|----------------|--------------------|---------------------------|--|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                  | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>       | <u>TDC</u>     | <u>TOTAL</u>       | <u>BY PROJECT</u>         |  |
| 12151.19                   | OPERATING ASSISTANCE (SPECIAL RULE) | 2020      | OPERATING           | \$1,005,944           | \$0          | \$0             | \$1,005,944        | 0              | \$2,011,888        | NO CHANGE                 |  |
| 12241.19                   | PROJECT ADMINISTRATION              | 2020      | CAPITAL             | \$268,000             | \$0          | \$0             | \$0                | 53,600         | \$268,000          | ADD PROJECT (MPO TDCs)    |  |
| 12627.19                   | BUS PREVENTIVE MAINTENANCE          | 2020      | CAPITAL             | \$330,000             | \$0          | \$0             | \$0                | 66,000         | \$330,000          | NO CHANGE                 |  |
| 12717.19                   | MOBILITY MANAGEMENT                 | 2020      | CAPITAL             | \$488,000             | \$0          | \$0             | \$0                | 97,600         | \$488,000          | ADD PROJECT (MPO TDCs)    |  |
| 12741.19                   | OPERATING ASSISTANCE-JARC           | 2020      | OPERATING           | \$356,000             | \$0          | \$0             | \$356,000          | 0              | \$712,000          | ADD PROJECT               |  |
| <b>TOTAL:</b>              |                                     |           |                     | <b>\$2,447,944</b>    | <b>\$0</b>   | <b>\$0</b>      | <b>\$1,361,944</b> | <b>217,200</b> | <b>\$3,809,888</b> |                           |  |

# PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY OF ARLINGTON

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0590

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 436,040 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

| <b>Revision Requested:</b> |                                       |           | <b>FUNDING TABLE:</b> |                    |              |                 |                  |                |                    | <b>REVISION REQUESTED</b> |  |
|----------------------------|---------------------------------------|-----------|-----------------------|--------------------|--------------|-----------------|------------------|----------------|--------------------|---------------------------|--|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                    | <u>FY</u> | <u>PROJECT TYPE</u>   | <u>FEDERAL</u>     | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>     | <u>TDC</u>     | <u>TOTAL</u>       | <u>BY PROJECT</u>         |  |
| 12153.19                   | PURCHASE REPLACEMENT VEHICLES         | 2020      | CAPITAL               | \$1,200,000        | \$0          | \$0             | \$0              | 180,000        | \$1,200,000        | ADD PROJECT (MPO TDCs)    |  |
| 12826.19                   | OPERATING ASSISTANCE - JARC           | 2020      | OPERATING             | \$384,500          | \$0          | \$0             | \$384,500        | 0              | \$769,000          | ADD PROJECT               |  |
| 12904.19                   | CAPITAL COST OF CONTRACTING-VIA       | 2020      | CAPITAL               | \$615,200          | \$0          | \$0             | \$0              | 123,040        | \$615,200          | ADD PROJECT (MPO TDCs)    |  |
| 12906.19                   | CAPITAL COST OF CONTRACTING-HANDITRAN | 2020      | CAPITAL               | \$480,000          | \$0          | \$0             | \$0              | 96,000         | \$480,000          | ADD PROJECT (MPO TDCs)    |  |
| 12907.19                   | PREVENTIVE MAINTENANCE                | 2020      | CAPITAL               | \$185,000          | \$0          | \$0             | \$0              | 37,000         | \$185,000          | ADD PROJECT (MPO TDCs)    |  |
| <b>TOTAL:</b>              |                                       |           |                       | <b>\$2,864,700</b> | <b>\$0</b>   | <b>\$0</b>      | <b>\$384,500</b> | <b>436,040</b> | <b>\$3,249,200</b> |                           |  |

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0591

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

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

| <b>Revision Requested:</b> |                                |           | <b>FUNDING TABLE:</b> |                  |              |                 |                  |            |                    | <b>REVISION REQUESTED</b> |  |
|----------------------------|--------------------------------|-----------|-----------------------|------------------|--------------|-----------------|------------------|------------|--------------------|---------------------------|--|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>             | <u>FY</u> | <u>PROJECT TYPE</u>   | <u>FEDERAL</u>   | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>     | <u>TDC</u> | <u>TOTAL</u>       | <u>BY PROJECT</u>         |  |
| 12905.18                   | ADA ACCESSIBILITY IMPROVEMENTS | 2020      | CAPITAL               | \$947,069        | \$0          | \$0             | \$236,769        | 0          | \$1,183,838        | ADD PROJECT               |  |
| <b>TOTAL:</b>              |                                |           |                       | <b>\$947,069</b> | <b>\$0</b>   | <b>\$0</b>      | <b>\$236,769</b> | <b>0</b>   | <b>\$1,183,838</b> |                           |  |

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0592

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

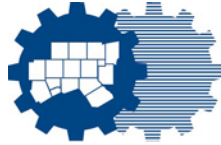
**UZA:** DENTON-LEWISVILLE

**Comment:** 459,896 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5337 FUNDS

| <b>Revision Requested:</b> |                             |           | <b>FUNDING TABLE:</b> |                    |              |                 |              |                |                    | <b>REVISION REQUESTED</b> |  |
|----------------------------|-----------------------------|-----------|-----------------------|--------------------|--------------|-----------------|--------------|----------------|--------------------|---------------------------|--|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>          | <u>FY</u> | <u>PROJECT TYPE</u>   | <u>FEDERAL</u>     | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u>     | <u>TOTAL</u>       | <u>BY PROJECT</u>         |  |
| 12909.19                   | RAIL PREVENTIVE MAINTENANCE | 2020      | CAPITAL               | \$2,299,479        | \$0          | \$0             | \$0          | 459,896        | \$2,299,479        | ADD PROJECT (MPO TDCs)    |  |
| <b>TOTAL:</b>              |                             |           |                       | <b>\$2,299,479</b> | <b>\$0</b>   | <b>\$0</b>      | <b>\$0</b>   | <b>459,896</b> | <b>\$2,299,479</b> |                           |  |





North Central Texas Council of Governments

TO: Surface Transportation Technical Committee    DATE: September 27, 2019

FROM: Vickie Alexander  
Program Manager

SUBJECT: Modifications to the FY2020 and FY2021 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2020 and FY2021 UPWP identifies the activities to be carried out between October 1, 2019, and September 30, 2021.

Listed below, and in the following attachment, is the first set of proposed modifications to the FY2020 and FY2021 UPWP. Included in these amendments are project updates and funding adjustments. The proposed modifications have been posted on the NCTCOG website for public review and comment. Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting.

**Transportation Planning Fund (TPF) Modifications**

- 1.04 Computer System Applications and Data Management – Geographic Information Systems Coordination and Data Management (update text to combine the two separate projects into one project)

**Other Funding Source Modifications**

- 3.03 Air Quality Management and Operations (add \$3,360 Department of Energy [DOE] funds as partial compensation for the services of an Intern through the Clean Cities University Workforce Development Program for the fall 2019 semester)
- 3.05 Transit Operations – Sustainability and Innovative Solutions for Transit (add \$1,000,000 Regional Toll Revenue funds to support implementation of the equitable transit fare program previously approved by the RTC; the source of funding has now been determined)

- 5.01 Regional Transportation Studies – High-Speed Passenger Technology (update text to reference the use of programmed RTC Local funds to support travel and associated costs for implementation of high- or higher-speed passenger technology, not just travel costs, and remove reference to the Dallas-Fort Worth corridor)
- 5.01 Regional Transportation Studies – DFW Airport Innovative Transportation Initiatives: Goods Movement, Rail Passenger Connections to the Trinity Railway Express and Hyperloop Feasibility (program \$250,000 RTC Local funds to support project work activities and update text to reflect funding source)
- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (add \$6,000 RTC Local funds to support continued partnership on the IH 30 Ballpark Park-N-Ride lot for daily commuters)
- 5.03 Land-use/Transportation Initiatives – Bicycle and Pedestrian Studies and Engineering, City of Irving Bicycle Plan (program \$400,000 Surface Transportation Block Grant Program [STBG] funds, matched with Transportation Development Credits, to support project work activities and update text to reflect funding source and fiscal year timeframe to include FY2020)
- 5.11 Automated Vehicle Technology – Automated Vehicles: Development and Deployment (remove \$800,000 STBG funds and \$200,000 Texas Department of Transportation [TxDOT] funds for work activities associated with the Texas Connected Freight Corridor; TxDOT will serve as the lead agency for the project instead of the North Central Texas Council of Governments)
- 5.12 Red River Navigation System Feasibility Study (program \$500,000 RTC Local funds to support this project previously approved by the RTC and update text to reflect the identified funding source)

**The following modifications have previously been approved by the Regional Transportation Council and/or NCTCOG Executive Board (e.g., via the Transportation Improvement Program) and are now being incorporated into the Unified Planning Work Program:**

**Other Funding Source Modifications**

- 2.02 Transportation Data Development – Data Supported Transportation Operations and Planning (D-STOP) in the Dallas-Fort Worth Area (carry over anticipated FY2019 funding balance of \$13,500 Regional Transportation Council [RTC] Local funds into FY2020 to support completion of the University Partnership Program project on Travel Modeling in an Era of Connected and Automated Transportation Systems: An Investigation in the Dallas-Fort Worth Area, Year III).

- 3.03 Air Quality Management and Operations – Fleet and Commercial Strategies (carry over anticipated FY2019 funding balance of \$30,500 RTC Local funds into FY2020 to support the purchase of a new low-emission vehicle and equipment for use by NCTCOG staff in the conduct of department business)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Blue-Green-Grey Silo-Busting Initiatives (carry over anticipated FY2019 funding balance of \$8,300 RTC Local funds into FY2020 to support completion of the Green Bus Stop Design Guidelines)
- 5.05 Congestion Management Planning and Operations – Video and Analytics Evaluating Lost Capacity Due to Technology-Related Behaviors (carry over anticipated FY2019 funding balance of \$5,000 STBG funds, matched with Transportation Development Credits, into FY2020 to support completion of the University Partnership Program project)
- 5.08 Roadway and Railroad Safety – Transportation Safety Planning (carry over anticipated FY2019 funding balance of \$24,000 local funds into FY2020 to support driver safety public education, outreach, and information)
- 5.11 Automated Vehicle Technology – Automated Vehicles: Development and Deployment (carry over anticipated FY2019 funding balance of \$88,000 STBG funds and \$22,000 TxDOT funds into FY2020 to support the completion of subrecipient agreements related to the Waze 511DFW data sharing program)
- 5.11 Automated Vehicle Technology – Automated Vehicles: Development and Deployment (carry over anticipated FY2019 funding balance of \$122,500 Congestion Mitigation and Air Quality Improvement Program [CMAQ] funds, matched with Transportation Development Credits, into FY2020 to support the completion of subrecipient agreements related to the sharing of traffic signal data with partner agencies and other technologies, and update text to reflect the use of CMAQ funds)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or [VPruitt-Jenkins@nctcog.org](mailto:VPruitt-Jenkins@nctcog.org) or me at (817) 695-9242 or [valexander@nctcog.org](mailto:valexander@nctcog.org) if you have any questions or comments regarding these proposed modifications to the FY2020 and FY2021 UPWP prior to the Surface Transportation Technical Committee meeting. A recommendation will be requested at the meeting for Regional Transportation Council approval of the proposed modifications.

vpj  
Attachment

## AMENDMENT #1 TO THE FY2020 AND FY2021 UNIFIED PLANNING WORK PROGRAM

### 1.04 Computer System Applications and Data Management

#### Geographic Information Systems Coordination

##### *Transportation Planning Funds*

This element is ongoing throughout both FY2020 and FY2021 and seeks to manage, coordinate and effectively utilize Geographic Information System (GIS) technologies to support transportation planning, inventories/tracking of infrastructure, environmental analyses, and other technical initiatives. This may include development, training, technical support, software incorporation, as well as substantial data management activities including maintenance, integration/linkages with multiple internal/external agency databases, and quality control/assurance processes. Anticipated products include:

- GIS datasets and resource management and organization;
- GIS training;
- Map design and creation; and
- GIS analysis services.

#### Data Management

##### *Transportation Planning Funds*

This element is ongoing throughout both FY2020 and FY2021 among efforts to develop, inventory, maintain, consolidate, and optimize the numerous internal and external data sources, tools, and applications critical for the comprehensive processing of NCTCOG transportation projects, programs, and stakeholder services. This work will support the establishment of seamless multi-disciplinary linkages, improved productivity and analysis capabilities, increased visualization and consumption opportunities, and enhanced inter-relationships in identifying, tracking, and reporting on transportation needs, effects, and outcomes. Resulting databases and applications will incorporate the following information, including but not limited to:

- Transportation Improvement Program (TIP) projects and programs;
- Metropolitan Transportation Plan (MTP) projects and programs;
- Roadway networks and attributes;
- Rail (passenger and freight) networks and attributes;
- Infrastructure systems/operations networks and attributes;
- NCTCOG Travel Demand Model attributes and outputs;
- National Environmental Policy Act (NEPA) effects and constraints;
- Safety, security, and sustainability qualities;
- Demographic and environmental justice properties; and
- Geographic Information System (GIS) features and outputs.

Integration activities and products will require extensive coordination among Transportation Department program areas, other NCTCOG departments, and external partnering agencies. Anticipated products include:

- ~~Multi-variate database and application tools;~~
- ~~Database training;~~
- ~~Technical templates, manuals and protocols for data coding, storage, manipulation, and linkages;~~
- ~~Data collection, control, and analysis services;~~
- ~~Open source and/or web-based information sharing; and~~
- ~~Performance measure tracking and reporting.~~

## Database and Geographic Information Systems Management

### *Transportation Planning Funds*

This element is ongoing throughout both FY2020 and FY2021 among efforts to inventory, develop, maintain, consolidate, and optimize the numerous internal and external data sources, hardware/software tools, and various computer or web-based applications critical for the comprehensive processing of NCTCOG transportation projects, programs, and stakeholder services. This includes the management, coordination, and more effective utilization of Geographic Information System (GIS) technologies, due not just to the spatial references tied to most databases relevant to transportation-related activities and effects, but also to their potential for increased visualization, communication, and performance tracking opportunities. This work will support the establishment of seamless multi-disciplinary linkages, improved productivity and analysis capabilities, expanded venues for public/agency interaction and consumption, and enhanced inter-relationships in identifying, tracking, and reporting on transportation needs, impacts, and outcomes. These objectives will be accomplished through extensive investigations, collaboration, training, and technical development among Transportation Department program areas, other NCTCOG departments, and external partnering agencies.

Resulting databases and applications will integrate the following information, including but not limited to:

- Transportation Improvement Program (TIP) projects and programs;
- Metropolitan Transportation Plan (MTP) projects and programs;
- Multi-modal transportation networks and attributes (roadway, rail, bicycle/pedestrian, etc.);
- Infrastructure support systems/operations networks and attributes;
- NCTCOG Travel Demand Model attributes and outputs;
- National Environmental Policy Act (NEPA) effects and constraints;
- Safety, security, and sustainability qualities;
- Demographic and environmental justice properties; and
- GIS features and outputs.

Anticipated products include:

- Multi-variate databases and application tools, including GIS datasets and maps;
- GIS and database management training;
- Technical templates, manuals, and protocols for data coding, storage, manipulation, linkages, and visualization;
- Data collection, quality control/assurance processes, and analysis services;

- **Open-source and/or web-based information sharing; and**
- **Performance measure/target tracking and reporting.**

## **5.01 Regional Transportation Studies**

### High-Speed Passenger Technology

#### *Other Funding Sources*

NCTCOG staff will provide leadership and/or support for work activities related to high- and higher-speed passenger technology within the Dallas-Fort Worth planning area boundary and those areas outside the planning area boundary that impact travel within the boundary. NCTCOG work activities will be supported with Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, Regional Transportation Council Local funds, and Transportation Development Credits. Efforts may include all activities associated with planning and implementation of high- or higher-speed passenger technology (i.e., rail, next-generation magnetic levitation) in the Dallas-Fort Worth region, as well as activities related to connecting the Dallas-Fort Worth region to other metropolitan areas. Consultant assistance may be used for this initiative. Regional Transportation Council Local funds will also be used to support **project-related travel expenses associated with the Dallas to Fort Worth corridor and associated costs for implementation of high- or higher-speed passenger technology.**

The following products will be delivered during FY2020 and FY2021 as the result of work done on this project:

- Various maps identifying alternatives and Regional Transportation Council policies;
- Development of ridership modeling analyses for various high-speed passenger technology alignments and station locations; and
- Recommended station locations, alignments, and technology.

### DFW Airport Innovative Transportation Initiatives: Goods Movement, Rail Passenger Connections to the Trinity Railway Express and Hyperloop Feasibility

#### *Other Funding Sources*

During FY2020 and FY2021, this study will assess the impact of regional freight movement to and from the Dallas Fort Worth (DFW) International Airport including air cargo and truck traffic using advanced technologies. Expectations from this effort are to reduce congestion and improve air quality using next generation technology and logistics. This study will also evaluate passenger movements by automated vehicle/rail improvements to and from the southern entrance to DFW International Airport. This will include improved access from the CentrePort station on the Trinity Railway Express (TRE) corridor. With new possible terminal expansion at DFW International Airport, the focus will be to and from the Airport in the southern direction. The study will include opportunities to reduce the need for vehicle parking at the Airport. To help with both goods movement and passenger movement capabilities, the study will address opportunities for Hyperloop technology to and from the Airport in the southern direction. ~~The funding source for this initiative will be determined.~~ **Regional Transportation Council Local funds will be utilized for these initiatives.** Anticipated products include:

- Strategic direction on goods movement using latest technologies associated with vehicles, information systems and logistic chains. For example, will the introduction of next generation autonomous vehicles be able to deliver goods directly from the warehouse to the tarmac? This effort will determine if Hyperloop technology can provide for cost-effective delivery of people and goods.
- The evaluation of additional passenger improvements. Passenger Rail exists in two corridors to and from DFW International Airport. A third corridor is already funded and soon to be under construction. This effort will answer the passenger rail movements to and from the south considering a range of technology options. This effort will result in the system connection of four distinct rail corridors impacting the Airport.
- The evaluation of Hyperloop technology. This technology can move people and goods. As a result, this study will evaluate the use of Hyperloop technology to help with the first objective, that being goods movement. In addition, this technology will be evaluated to assist with the second objective, that being passenger movements. The consideration of goods movement and passenger movements in the same study permits next generation technologies to be considered in addressing today's problems.

### 5.03 Land-use/Transportation Initiatives

#### Bicycle and Pedestrian Studies and Engineering

##### *Other Funding Sources*

City of Irving Bicycle Plan: During **FY2020 and** FY2021, staff will oversee the development of a citywide Bicycle Plan for the City of Irving focused on a seamless network of on- and off-street bicycle facilities integrated with the public transportation and the thoroughfare network. The Plan will include stakeholder involvement and analysis of the existing and planned bicycling/public transportation infrastructure network, including gaps in the network, crash data, and technology options. Consultant assistance will be utilized to support planning activities. ~~The funding source for this initiative will be determined.~~ **Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities.** Anticipated products include:

- City-wide bicycle network plan; and
- Project prioritization, implementation plan, and funding strategies.

### 5.11 Automated Vehicle Technology

#### Automated Vehicles: Development and Deployment

##### *Other Funding Sources*

This program is ongoing throughout FY2020 and FY2021 providing for the development and deployment of automated vehicles and related technologies. Strategies include building an open data infrastructure to support safe deployment of automated vehicles, encouraging shared mobility transportation models to deliver more mobility to more people in the region more cost-effectively, and exploring the benefit of using automated/driverless vehicles and innovative

approaches such as transportation network companies to bridge the transportation gap for rural transportation agencies. Consultant and University Partnership Program (UPP) assistance may be utilized to support work activities. This program uses **Congestion Mitigation and Air Quality Improvement Program funds**, Surface Transportation Block Grant Program funds, Texas Department of Transportation funds, Regional Transportation Council Local funds and Transportation Development Credits to support activities in this area. Anticipated products include:

- An open data infrastructure for use by automated vehicles;
- Support for shared mobility service delivery models, especially those that increase average vehicle occupancy;
- Development and deployment of automated vehicle technologies in the region;
- Advancement of emerging cellular-V2X, DSRC and other communications technologies;
- Liaison to the Smart City/Smart State program; and
- UPP report on the benefit of using transportation network companies and automated vehicles to bridge the transportation gap for rural transportation agencies.

### **5.12 Red River Navigation System Feasibility Study**

During the 86<sup>th</sup> Texas Legislative Session, Texas legislators approved the conduct of a feasibility study by the Red River Authority of Texas on increasing navigation on the Red River between Texarkana and Denison, Texas. This is a partnership effort between the states of Arkansas, Louisiana, Oklahoma, and Texas. During FY2020 and FY2021, NCTCOG will join this partnership and participate in the planning process to extend the study from Denison to the Gulf of Mexico. The extension of the navigable waters could provide the Dallas-Fort Worth region with access to the sea and result in logistics changes for goods movement in the region. The use of the Red River could potentially provide additional freight transport options, divert freight traffic, provide an inexpensive transportation option for bulk freight, provide potential electric power generation, result in possible air quality benefits, and provide an opportunity to partner with the sovereign Indian nations. ~~The funding source for this initiative will be determined.~~ **Regional Transportation Council Local funds will be utilized to support this initiative.** Anticipated products include:

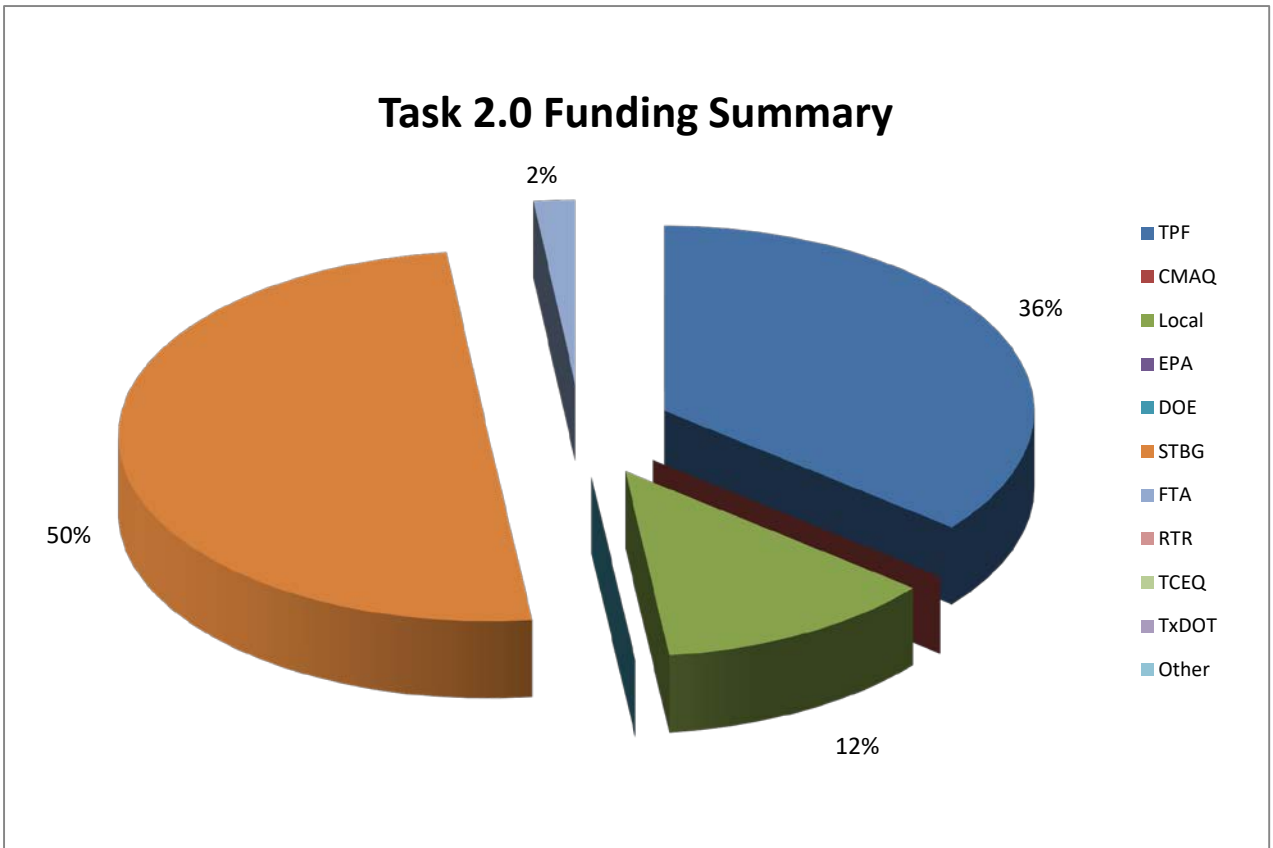
- Navigational report on the findings of the study, including a navigation system of locks and dams or other means;
- Presentation of the navigational report to the standing committees of the Texas Legislature having jurisdiction over navigation; and
- Other studies requested by the State of Texas including conceptual engineering and benefit cost studies.



**E. Funding Summary**

| Subtask         | TPF <sup>1</sup>   | Additional Funding |              | Total              |
|-----------------|--------------------|--------------------|--------------|--------------------|
|                 |                    | Amount             | Source       |                    |
| 2.01            | \$1,637,300        | \$155,200          | FTA          |                    |
|                 |                    | \$963,800          | Local        |                    |
|                 |                    | \$4,295,600        | STBG         |                    |
| <b>Subtotal</b> |                    |                    |              | <b>\$7,051,900</b> |
| 2.02            | \$470,700          |                    |              |                    |
|                 |                    | <b>\$88,500</b>    | <b>Local</b> |                    |
| <b>Subtotal</b> |                    |                    |              | <b>\$559,200</b>   |
| 2.03            | \$966,600          |                    |              |                    |
| <b>Subtotal</b> |                    |                    |              | <b>\$966,600</b>   |
| <b>Total</b>    | <b>\$3,074,600</b> | <b>\$5,503,100</b> |              | <b>\$8,577,700</b> |

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

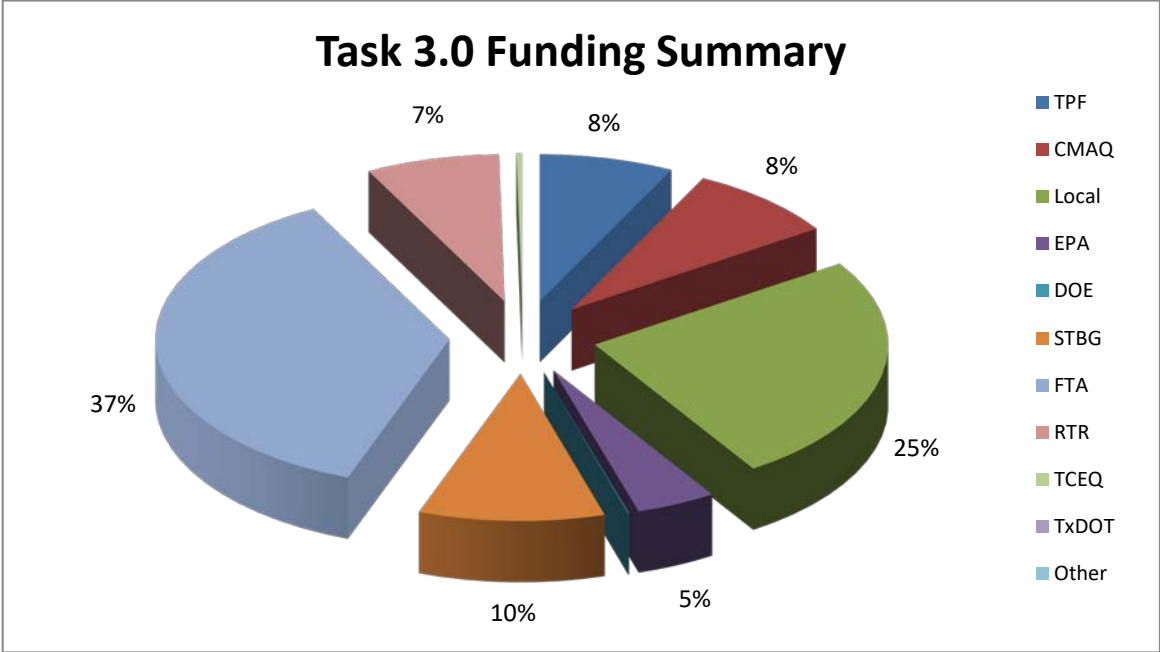


**E. Funding Summary**

| Subtask         | TPF <sup>1</sup>   | Additional Funding  |              | Total               |
|-----------------|--------------------|---------------------|--------------|---------------------|
|                 |                    | Amount              | Source       |                     |
| 3.01            | \$2,304,600        | \$1,888,000         | RTR          |                     |
|                 |                    | \$894,600           | STBG         |                     |
| <b>Subtotal</b> |                    |                     |              | <b>\$5,087,200</b>  |
| 3.02            | \$1,077,400        | \$100,000           | TCEQ         |                     |
| <b>Subtotal</b> |                    |                     |              | <b>\$1,177,400</b>  |
| 3.03            |                    | \$5,719,500         | CMAQ         |                     |
|                 |                    | <b>\$34,560</b>     | <b>DOE</b>   |                     |
|                 |                    | \$3,022,739         | EPA          |                     |
|                 |                    | <b>\$11,233,225</b> | <b>Local</b> |                     |
|                 |                    | \$4,774,400         | STBG         |                     |
|                 |                    | \$111,500           | TCEQ         |                     |
| <b>Subtotal</b> |                    |                     |              | <b>\$24,895,924</b> |
| 3.04            | \$1,706,100        | \$850,000           | FTA          |                     |
|                 |                    | \$1,358,000         | STBG         |                     |
| <b>Subtotal</b> |                    |                     |              | <b>\$3,914,100</b>  |
| 3.05            |                    | \$24,400,000        | FTA          |                     |
|                 |                    | \$6,100,000         | Local        |                     |
|                 |                    | <b>\$3,167,400</b>  | <b>RTR</b>   |                     |
| <b>Subtotal</b> |                    |                     |              | <b>\$33,667,400</b> |
| <b>Total</b>    | <b>\$5,088,100</b> | <b>\$63,653,924</b> |              | <b>\$68,742,024</b> |

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

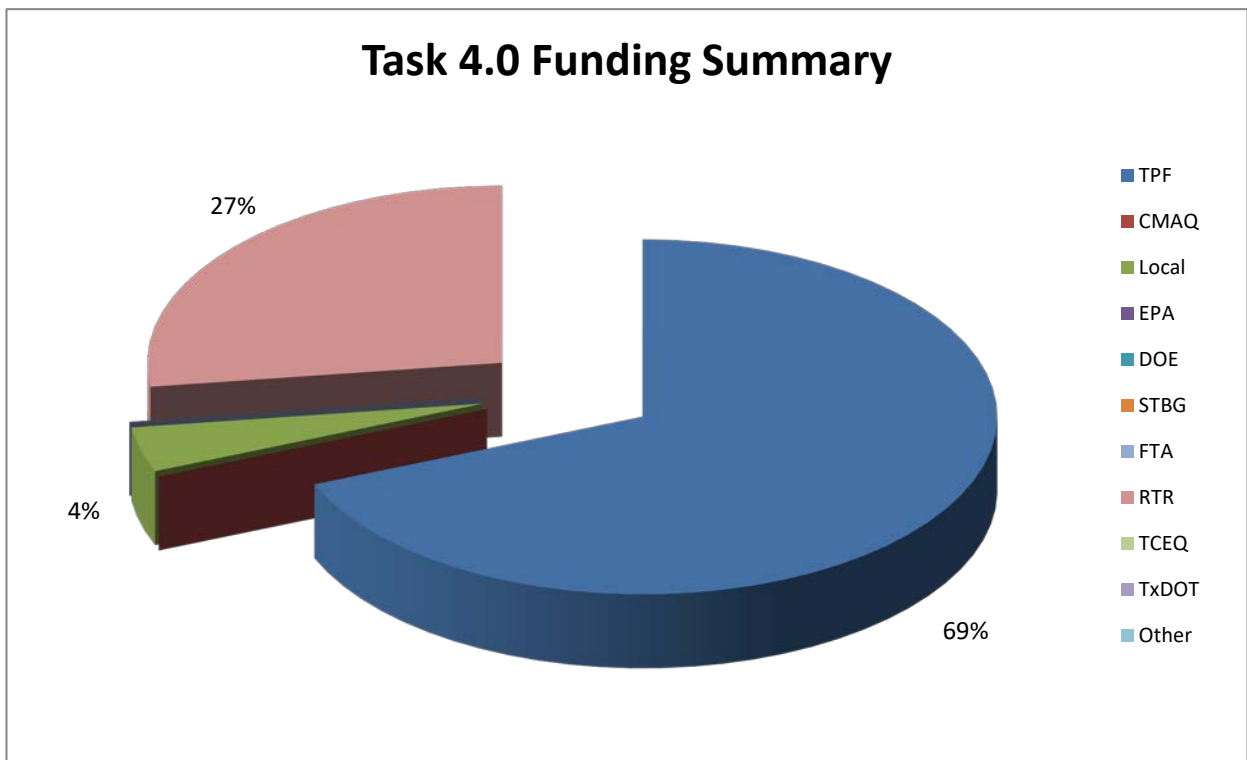
E. Funding Summary



**E. Funding Summary**

| Subtask         | TPF <sup>1</sup>   | Additional Funding |              | Total              |
|-----------------|--------------------|--------------------|--------------|--------------------|
|                 |                    | Amount             | Source       |                    |
| 4.01            | \$2,314,000        |                    |              |                    |
| <b>Subtotal</b> |                    |                    |              | <b>\$2,314,000</b> |
| 4.02            | \$498,400          |                    |              |                    |
|                 |                    | <b>\$192,500</b>   | <b>Local</b> |                    |
|                 |                    | \$1,284,400        | RTR          |                    |
| <b>Subtotal</b> |                    |                    |              | <b>\$1,975,300</b> |
| 4.03            | \$341,200          |                    |              |                    |
| <b>Subtotal</b> |                    |                    |              | <b>\$341,200</b>   |
| 4.04            | \$99,200           |                    |              |                    |
| <b>Subtotal</b> |                    |                    |              | <b>\$99,200</b>    |
| <b>Total</b>    | <b>\$3,252,800</b> | <b>\$1,476,900</b> |              | <b>\$4,729,700</b> |

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



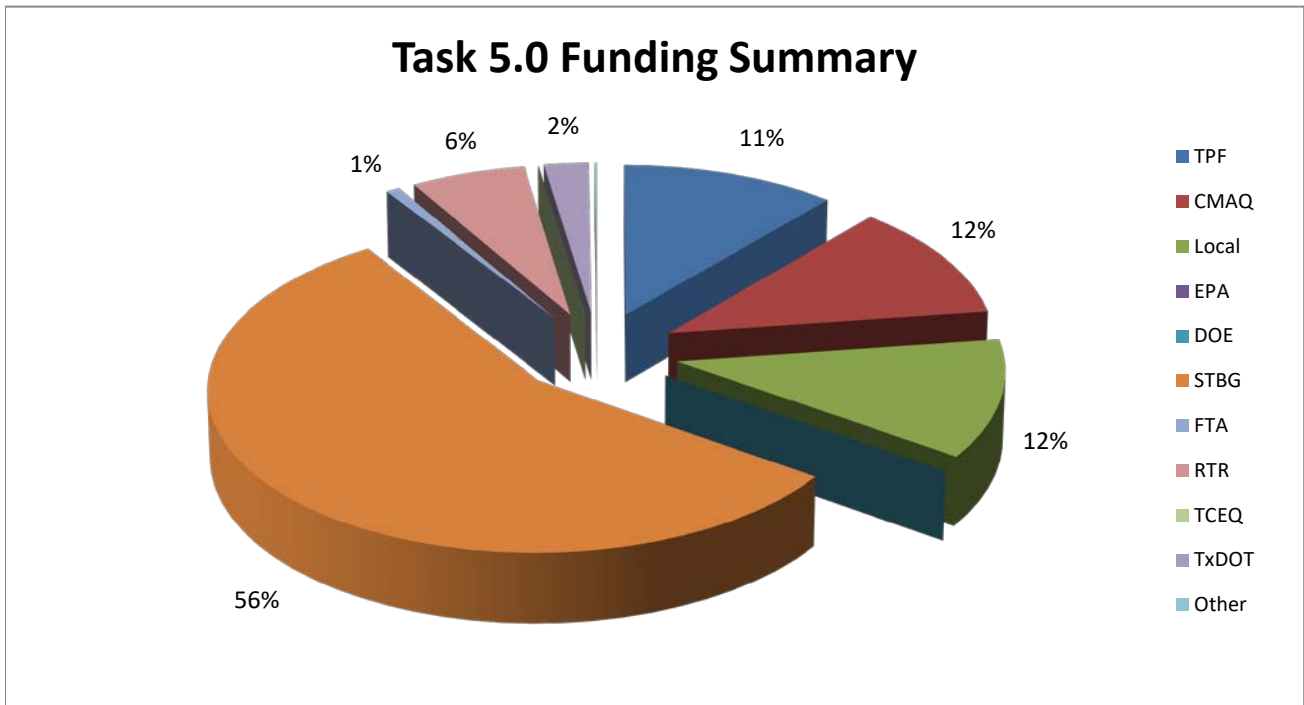
**E. Funding Summary**

| Subtask         | TPF <sup>1</sup> | Additional Funding |        | Total               |
|-----------------|------------------|--------------------|--------|---------------------|
|                 |                  | Amount             | Source |                     |
| 5.01            | \$1,244,800      |                    |        |                     |
|                 |                  | \$686,700          | Local  |                     |
|                 |                  | \$76,400           | NTTA   |                     |
|                 |                  | \$2,601,300        | RTR    |                     |
|                 |                  | \$11,510,400       | STBG   |                     |
| <b>Subtotal</b> |                  |                    |        | <b>\$16,119,600</b> |
| 5.02            | \$1,195,100      |                    |        |                     |
|                 |                  | \$154,200          | RTR    |                     |
| <b>Subtotal</b> |                  |                    |        | <b>\$1,349,300</b>  |
| 5.03            | \$787,400        |                    |        |                     |
|                 |                  | \$164,200          | CMAQ   |                     |
|                 |                  | \$390,800          | FTA    |                     |
|                 |                  | \$1,483,750        | Local  |                     |
|                 |                  | \$4,402,700        | STBG   |                     |
| <b>Subtotal</b> |                  |                    |        | <b>\$7,228,850</b>  |
| 5.04            | \$310,000        |                    |        |                     |
|                 |                  | \$350,000          | STBG   |                     |
| <b>Subtotal</b> |                  |                    |        | <b>\$660,000</b>    |
| 5.05            | \$1,002,500      |                    |        |                     |
|                 |                  | \$6,042,400        | CMAQ   |                     |
|                 |                  | \$2,042,200        | Local  |                     |
|                 |                  | \$547,900          | RTR    |                     |
|                 |                  | \$6,730,500        | STBG   |                     |
|                 |                  | \$1,235,200        | TXDOT  |                     |
| <b>Subtotal</b> |                  |                    |        | <b>\$17,600,700</b> |
| 5.06            | \$52,300         |                    |        |                     |
|                 |                  | \$1,322,400        | STBG   |                     |
| <b>Subtotal</b> |                  |                    |        | <b>\$1,374,700</b>  |
| 5.07            | \$58,700         |                    |        |                     |
| <b>Subtotal</b> |                  |                    |        | <b>\$58,700</b>     |

**E. Funding Summary**

| Subtask         | TPF <sup>1</sup>   | Additional Funding                                |                                | Total               |
|-----------------|--------------------|---|--------------------------------|---------------------|
|                 |                    | Amount  | Source                         |                     |
| 5.08            | \$613,900          | \$24,000<br>\$704,900                             | Local<br>STBG                  |                     |
| <b>Subtotal</b> |                    |   |                                | <b>\$1,342,800</b>  |
| 5.09            | \$160,800          | \$613,900   | Local                          |                     |
| <b>Subtotal</b> |                    |   |                                | <b>\$774,700</b>    |
| 5.10            |                    | \$281,100   | Local                          |                     |
| <b>Subtotal</b> |                    |   |                                | <b>\$281,100</b>    |
| 5.11            | \$776,300          | \$885,660<br>\$122,500<br>\$5,813,640<br>\$34,700 | Local<br>CMAQ<br>STBG<br>TXDOT |                     |
| <b>Subtotal</b> |                    |   |                                | <b>\$7,632,800</b>  |
| 5.12            |                    | \$500,000   | Local                          |                     |
| <b>Subtotal</b> |                    |   |                                | <b>\$500,000</b>    |
| <b>Total</b>    | <b>\$6,201,800</b> | <b>\$48,721,450</b>                               |                                | <b>\$54,923,250</b> |

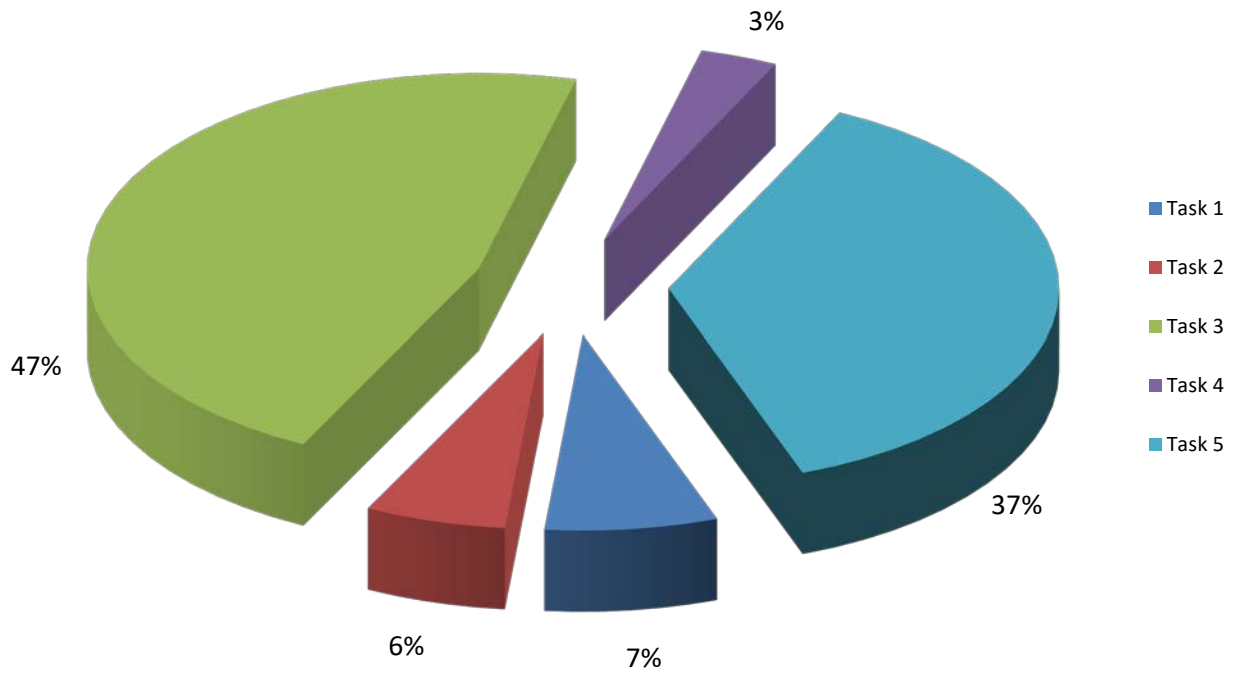
<sup>1</sup> Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in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



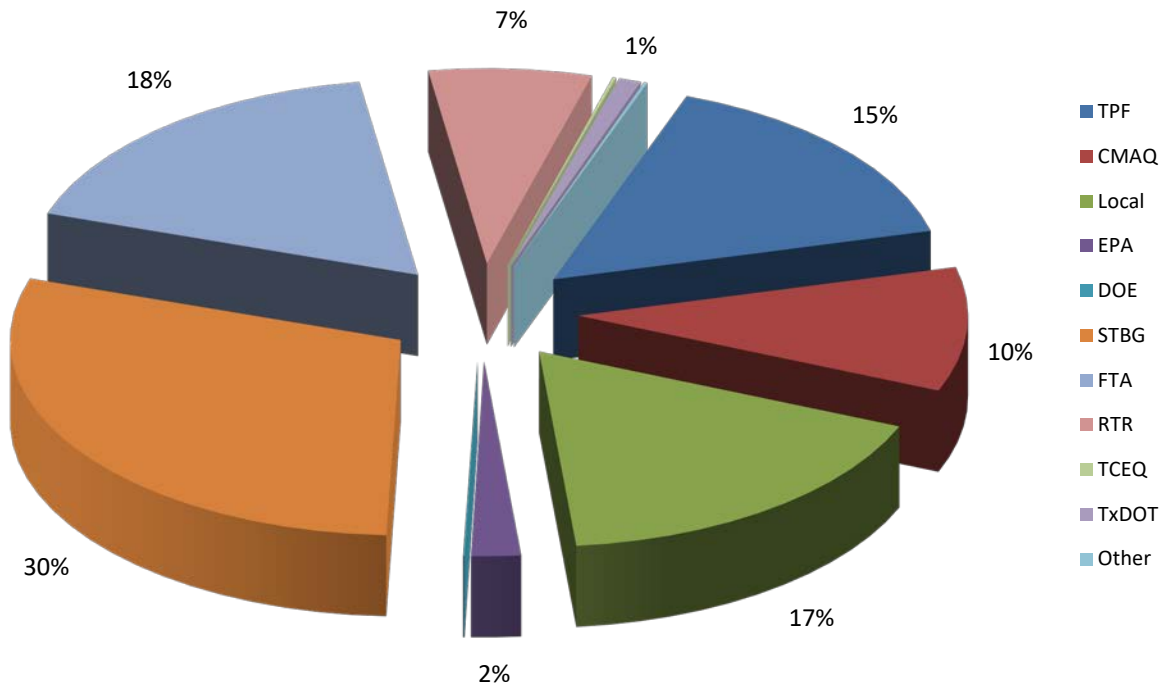
**EXHIBIT VIII-4  
FY2020 AND FY2021 UPWP FUNDING SUMMARY**

| <b>Funding Source</b> | <b>Task 1.0<br/>Administration</b> | <b>Task 2.0 Data<br/>Development</b> | <b>Task 3.0 Short<br/>Range<br/>Planning</b> | <b>Task 4.0<br/>Metropolitan<br/>Transportation<br/>Planning</b> | <b>Task 5.0<br/>Special Studies</b>                    | <b>Total</b>         |
|-----------------------|------------------------------------|--------------------------------------|--|--|--|----------------------|
| <b>FTA Activities</b> | <b>44.21.00</b>                    | <b>44.22.00</b>                      | <b>44.24.00<br/>44.25.00</b>                 | <b>44.23.01</b>  | <b>44.23.02<br/>44.24.00<br/>44.22.00<br/>44.27.00</b> |                      |
| TPF                   | \$5,153,300                        | \$3,074,600                          | \$5,088,100                                  | \$3,252,800  | \$6,201,800  | \$22,770,600         |
| CMAQ                  | \$3,097,400                        | \$0                                  | \$5,719,500                                  | \$0  | <b>\$6,329,100</b>                                     | <b>\$15,146,000</b>  |
| DOD                   | \$0                                | \$0                                  | \$0  | \$0  | \$0  | \$0                  |
| DOE                   | \$53,500                           | \$0                                  | <b>\$34,560</b>                              | \$0  | \$0  | <b>\$88,060</b>      |
| EPA                   | \$0                                | \$0                                  | \$3,022,739                                  | \$0  | \$0  | \$3,022,739          |
| FAA                   | \$0                                | \$0                                  | \$0  | \$0  | \$0  | \$0                  |
| FHWA                  | \$0                                | \$0                                  | \$0  | \$0  | \$0  | \$0                  |
| FTA                   | \$0                                | \$155,200                            | \$25,250,000                                 | \$0  | \$390,800  | \$25,796,000         |
| HUD                   | \$0                                | \$0                                  | \$0  | \$0  | \$0  | \$0                  |
| Local                 | \$292,200                          | <b>\$1,052,300</b>                   | <b>\$17,333,225</b>                          | <b>\$192,500</b>   | <b>\$6,517,310</b>                                     | <b>\$25,387,535</b>  |
| NCTCOG Local          | \$143,800                          | \$0                                  | \$0  | \$0  | \$0  | \$143,800            |
| NTTA                  | \$0                                | \$0                                  | \$0  | \$0  | \$76,400   | \$76,400             |
| RTR                   | \$300,000                          | \$0                                  | <b>\$5,055,400</b>                           | \$1,284,400  | \$3,303,400  | <b>\$9,943,200</b>   |
| SECO                  | \$0                                | \$0                                  | \$0  | \$0  | \$0  | \$0                  |
| STBG                  | \$1,368,600                        | \$4,295,600                          | \$7,027,000                                  | \$0  | <b>\$30,834,540</b>                                    | <b>\$43,525,740</b>  |
| TBD                   | \$0                                | \$0                                  | \$0  | \$0  | \$0  | \$0                  |
| TCEQ                  | \$0                                | \$0                                  | \$211,500                                    | \$0  | \$0  | \$211,500            |
| TxDOT                 | \$96,000                           | \$0                                  | \$0  | \$0  | <b>\$1,269,900</b>                                     | <b>\$1,365,900</b>   |
| <b>Subtotal</b>       | <b>\$10,504,800</b>                | <b>\$8,577,700</b>                   | <b>\$68,742,024</b>                          | <b>\$4,729,700</b>   | <b>\$54,923,250</b>                                    | <b>\$147,477,474</b> |

## Summary of Funding by Task



## Summary of Total Funding





# ***Modifications to the FY2020 and FY2021 Unified Planning Work Program***

**Surface Transportation Technical Committee  
October 4, 2019**

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

## *Transportation Planning Fund Modifications*

| Project   | Financial Action | Description   |
|---|------------------|---|
| Computer System Applications and Data Management – Geographic Information Systems Coordination and Data Management (Subtask 1.04) | N/A              | Update text to combine the two separate projects into one project |

## Other Funding Source Modifications

| Project  | Financial Action | Description   |
|--|------------------|---|
| Air Quality Management and Operations<br>(Subtask 3.03)                                    | \$ 3,360 DOE     | Add funds as partial compensation for the services of an Intern through the Clean Cities University Workforce Development Program for the fall 2019 semester  |
| Transit Operations – Sustainability and Innovative Solutions for Transit<br>(Subtask 3.05) | \$1,000,000 RTR  | Add funds to support implementation of the equitable transit fare program previously approved by the RTC; the source of funding has now been determined   |
| Regional Transportation Studies – High-Speed Passenger Technology<br>(Subtask 5.01)        | N/A              | Update text to reference the use of programmed RTC Local funds to support travel and associated costs for implementation of high- or higher-speed passenger technology, not just travel costs, and remove reference to the Dallas-Fort Worth corridor |

## Other Funding Source Modifications (cont'd)

| Project   | Financial Action     | Description  |
|---|----------------------|--|
| Regional Transportation Studies – DFW Airport Innovative Transportation Initiatives: Goods Movement, Rail Passenger Connections to the Trinity Railway Express and Hyperloop Feasibility (Subtask 5.01) | \$ 250,000 RTC Local | Program funds to support project work activities and update text to reflect funding source   |
| Land-use/Transportation Initiatives – Sustainable Development Initiatives (Subtask 5.03)  | \$ 6,000 RTC Local   | Add funds to support continued partnership on the IH 30 Ballpark Park-N-Ride lot for daily commuters   |
| Land-use/Transportation Initiatives – Bicycle and Pedestrian Studies and Engineering, City of Irving Bicycle Plan (Subtask 5.03)  | \$ 400,000 STBG      | Program funds, matched with Transportation Development Credits, to support project work activities and update text to reflect funding source and fiscal year timeframe to include FY2020 |

## *Other Funding Source Modifications (cont'd)*

| <b>Project</b>   | <b>Financial Action</b>                 | <b>Description</b>   |
|--|---|--|
| Automated Vehicle Technology – Automated Vehicles: Development and Deployment (Subtask 5.11) | (\$ 800,000 STBG)<br>(\$ 200,000 TxDOT) | Remove funds for work activities associated with the Texas Connected Freight Corridor; TxDOT will serve as the lead agency for the project instead of NCTCOG |
| Red River Navigation System Feasibility Study (Subtask 5.12)                                 | \$ 500,000 RTC Local                    | Program funds to support this project previously approved by the RTC and update text to reflect the identified funding source                                |

## ***Total Funding Increase from Other Sources***

| <b>Funding Source</b> | <b>Funding Adjustment</b>  | <b>UPWP Subtask</b>                |
|-----------------------|----------------------------|------------------------------------|
| CMAQ                  | \$ 122,500                 | 5.11                               |
| DOE                   | \$ 3,360                   | 3.03                               |
| RTR                   | \$1,000,000                | 3.05                               |
| STBG                  | \$ 493,000<br>(\$ 800,000) | 5.03, 5.05, 5.11<br>5.11           |
| TxDOT                 | \$ 22,000<br>(\$ 200,000)  | 5.11<br>5.11                       |
| RTC Local             | \$ 808,300                 | 2.02, 3.03, 4.02, 5.01, 5.03, 5.12 |
| Local                 | \$ 24,000                  | 5.08                               |
| <b>Total</b>          | <b>\$1,473,160*</b>        |                                    |

\*Total amount includes \$313,800 in carryover funds from FY2019

# ***Modification Schedule***

**September 9**

**Initiation of Online Public Outreach**

**October 4**

**Action by Surface Transportation  
Technical Committee**

**October 10**

**Action by Regional Transportation  
Council**

**October 24**

**Action by NCTCOG Executive Board**

**October 25**

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

## ***Requested STTC Action***

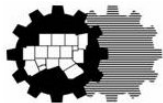
**Recommend RTC approval of the proposed UPWP modifications and the direction for staff to amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**



# ***Unified Planning Work Program*** ***Contact Information***

**Vickie Alexander**  
**Program Manager**  
**817-695-9242**  
[valexander@nctcog.org](mailto:valexander@nctcog.org)

**Vercie Pruitt-Jenkins**  
**Administrative Program Coordinator**  
**817-608-2325**  
[VPruitt-Jenkins@nctcog.org](mailto:VPruitt-Jenkins@nctcog.org)



North Central Texas  
Council of Governments  
Transportation Department

<https://www.nctcog.org/trans/study/unified-planning-work-program>



Jon Niermann, *Chairman*  
 Emily Lindley, *Commissioner*  
 Toby Baker, *Executive Director*

## TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

*Protecting Texas by Reducing and Preventing Pollution*

August 14, 2019

The Honorable Andy Eads, Chair  
 Regional Transportation Council  
 County Judge, Denton County  
 P.O. Box 5888  
 Arlington, Texas 76005-5888

Subject: Interest and Rebates from Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP): Retention of Local Funds

Dear Judge Eads:

Thank you for your letter dated July 11, 2019 requesting that the interest and rebates collected as a part of LIRAP remain for use by the North Central Texas Council of Governments (NCTCOG) or in the alternative that these funds be retained in Clean Air Account 151 for future Appropriations. As you noted in your letter, as of June 28, 2019 the AirCheck Texas program has ended and the contracts between TCEQ and participating counties have expired. However, according to item 18 under the Special Terms and Conditions of the intergovernmental contracts between the TCEQ and the participating counties, funds generated through the use of grant funding, including rebates and interest, are considered program income and treated as grant funds. Grant funding is only available while the contracts are in place between the TCEQ and the participating counties. Unexpended grant funding returned to the TCEQ goes back into Clear Air Account 151.

We appreciate our partnership and look forward to continuing our work with NCTCOG on air quality issues. If you have additional questions, please contact Donna Huff, Air Quality Division Director at (512) 239-6628.

Sincerely,

Toby Baker  
 Executive Director

cc: Jon Niermann, Chairman, TCEQ  
 Commissioner Emily Lindley, TCEQ  
 Stephanie Bergeron Perdue, Deputy Executive Director, TCEQ  
 Michael Morris, P.E., Director of Transportation, NCTCOG  
 Donna F. Huff, Director, Air Quality Division, TCEQ

RECEIVED

AUG 22 2019

TRANSPORTATION

**DRAFT**

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

November 14, 2019

Chairman Jon Niermann  
Texas Commission on Environmental Quality  
P.O. Box 13087  
Austin, TX 78711-3086

Re: Interest and Rebates from Low Income Repair Assistance, Retrofit, and Accelerated  
Vehicle Retirement Program (LIRAP): Retention of Local Funds

Dear Chairman Niermann:

Thank you for your agency's response on August 14, 2019, to the Regional Transportation Council's (RTC) previous request that TCEQ allow locally generated income revenue through interest and rebates remain for use in the region. Although it was explained these revenues become program income and treated as grant funds, the RTC respectfully asks for your continued review of all options that will allow these funds to be retained and utilized in the counties where collected. A conversation with the Legislative Budget Board is one idea deserving consideration. If successful, this would avoid lengthy and threatening obstacles to invest into emission reduction programs that the region needs in order to reach two concurrent ozone National Ambient Air Quality Standards (NAAQS).

Alternatively, the RTC understands that unexpended grant funding returned to TCEQ goes back into Clean Air Account (CAA) 151 with hopes that these monies will be appropriated back to the counties for emission reduction programs. As this local program income was created through innovative approaches by participating North Central Texas counties, the RTC requests these funds remain allocated or returned to the counties where collected. The RTC's position is that monies collected or generated in the region should stay in the region.

In recent years, appropriations from the Texas Legislature have been more difficult to obtain. Therefore, we request TCEQ's assistance in actively pursuing the appropriation of all dedicated air quality funds in the upcoming 87<sup>th</sup> Texas Legislative Session so that more emission reductions can be achieved.

These requests are important because both the 2008 and 2015 eight-hour ozone NAAQS have an attainment year at the conclusion of the 2020 ozone season, which translates to having the annual fourth-highest daily maximum eight-hour average ozone concentration over a three-year period to be less than or equal to 75 parts per billion (ppb) and 70 ppb, respectively. Currently, the regional ozone design value has increased from last year to 77 ppb in 2019. The proposed air quality rules and State Implementation Plan (SIP) revisions resulting from reclassification from moderate to serious nonattainment for the 2008 eight-hour ozone NAAQS suggest at the conclusion of the 2020 ozone season our regional design value will be at 72 ppb. While sophisticated photochemical modeling suggest compliance to the 2008 eight-hour ozone NAAQS, it is not enough nor acceptable for the 2015 eight-hour ozone NAAQS.

Chairman Jon Niermann  
Page Two

November 14, 2019

In the proposed air quality rules and SIP revisions referenced above, the RTC takes its weight-of-evidence program commitments seriously. Our offices have a great working partnership in achieving significant emission reductions through real world programs. Programming efforts are needed now to continue to drive down precursor emissions under the weight-of-evidence process.

Your consideration of these requests is much appreciated due to potential consequences with continuing to not comply with NAAQS. Please contact Michael Morris, P.E., Director of Transportation, at (817) 695-9241 with any questions.

Sincerely,

Andy Eads, Chair  
Regional Transportation Council  
County Judge, Denton County

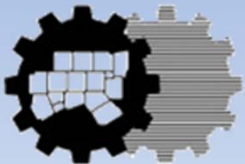
CK:cg

cc: David Serrins, Mobile Source Programs Team Leader, TCEQ  
Michael Morris, P.E., Director of Transportation, NCTCOG

# AIRCHECKTEXAS FUNDING

## Surface Transportation Technical Committee

October 4, 2019



**Chris Klaus**  
**Senior Program Manager**  
**North Central Texas Council of Governments**



# PROGRAM INNOVATIONS = LOCAL FUNDS

## REBATES:

Partnership with credit card vendor created monetary rebates for each transaction: approximately **\$1.5 million**

## INTEREST:

AirCheckTexas county funds were placed in an interest bearing account: approximately **\$2.3 million**

## TOTAL LOCAL FUNDS:

**\$3,864,000** projected earnings through December 2019

# PROPOSED FUND RETENTION DENIED

**July 11, 2019** - RTC requested to TCEQ for the approximate \$3.8M from generated interest and rebates remain in the region or retain funds in Clean Air Account 151 to assist with future air quality efforts.

**August 14, 2019** - TCEQ responded that contracts with participating counties have expired, however, funds generated through use of grant funding are program income and treated as grant funds. Unexpended grant funds will go back into Clean Air Account 151.

## NEXT STEPS

**Request the TCEQ continue to review all avenues allowing AirCheckTexas locally generated program income be utilized in counties where collected**

**If turned back to Clean Air Account 151, request this locally generated program income remain allocated **or returned** to the counties where collected**

**Request the TCEQ actively pursue all dedicated air quality funds collected be appropriated for their intended purposes**

**Programming efforts needed now to continue reducing precursor emissions under Weight-of-Evidence process**

**STTC members provide comments on letter by October 18**



# CONTACT INFORMATION

**Chris Klaus**  
**Senior Program Manager**  
**(817) 695-9286**  
**[cklaus@nctcog.org](mailto:cklaus@nctcog.org)**

**EPA-APPROVED REGULATIONS IN THE ARKANSAS SIP—Continued**

| State citation   | Title/subject   | State<br>submittal/<br>effective<br>date | EPA approval date  | Explanation |
|--|---|--|--|-------------|
| *  | *   | *  | *  | *           |
| <b>Regulation 26: Regulations of the Arkansas Operating Permit Program</b> |   |  |  |             |
| <b>Chapter 3: Requirements for Permit Applicability</b>                    |   |  |  |             |
| Reg. 26.301 .....  | Requirement for a permit .....                              | 07/26/2010                               | 8/23/2019, [Insert <b>Federal Register</b> cita-<br>tion]. |             |
| Reg. 26.302 .....  | Sources subject to permitting .....                         | 03/24/2017                               | 8/23/2019, [Insert <b>Federal Register</b> cita-<br>tion]. |             |
| <b>Chapter 4: Applications for Permits</b>                                 |   |  |  |             |
| Reg. 26.401 .....  | Duty to apply .....   | 03/24/2017                               | 8/23/2019, [Insert <b>Federal Register</b> cita-<br>tion]. |             |
| Reg. 26.402 .....  | Standard application form and required in-<br>formation.    | 03/24/2017                               | 8/23/2019, [Insert <b>Federal Register</b> cita-<br>tion]. |             |
| Reg. 26.407 .....  | Complete application .....                                  | 03/24/2017                               | 8/23/2019, [Insert <b>Federal Register</b> cita-<br>tion]. |             |
| Reg. 26.409 .....  | Applicant's duty to supplement correct ap-<br>plication.    | 07/26/2010                               | 8/23/2019, [Insert <b>Federal Register</b> cita-<br>tion]. |             |
| Reg. 26.410 .....  | Certification by responsible official .....                 | 07/26/2010                               | 8/23/2019, [Insert <b>Federal Register</b> cita-<br>tion]. |             |
| <b>Chapter 5: Action on Application</b>                                    |   |  |  |             |
| Reg. 26.501 .....  | Action on part 70 permit applications .....                 | 07/26/2010                               | 8/23/2019, [Insert <b>Federal Register</b> cita-<br>tion]. |             |
| Reg. 26.502 .....  | Final action on permit application .....                    | 03/24/2017                               | 8/23/2019, [Insert <b>Federal Register</b> cita-<br>tion]. |             |
| <b>Chapter 6: Permit Review by the Public, Affected States, and EPA</b>    |   |  |  |             |
| Reg. 26.601 .....  | Applicability .....   | 07/26/2010                               | 8/23/2019, [Insert <b>Federal Register</b> cita-<br>tion]. |             |
| Reg. 26.602 .....  | Public participation .....                                  | 03/24/2017                               | 8/23/2019, [Insert <b>Federal Register</b> cita-<br>tion]. |             |
| Reg. 26.603 .....  | Transmission of permit information to the<br>Administrator. | 03/24/2017                               | 8/23/2019, [Insert <b>Federal Register</b> cita-<br>tion]. |             |
| Reg. 26.604 .....  | Review of draft permit by affected States ..                | 03/24/2017                               | 8/23/2019, [Insert <b>Federal Register</b> cita-<br>tion]. |             |
| *  | *   | *  | *  | *           |

[FR Doc. 2019-18146 Filed 8-22-19; 8:45 am]

**BILLING CODE 6560-50-P**

**ENVIRONMENTAL PROTECTION AGENCY**

**40 CFR Parts 52 and 81**

**[EPA-HQ-OAR-2018-0226; FRL-9998-28-OAR]**

**RIN 2060-AT97**

**Determinations of Attainment by the Attainment Date, Extensions of the Attainment Date, and Reclassification of Several Areas Classified as Moderate for the 2008 Ozone National Ambient Air Quality Standards**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is taking final action for 11 ozone nonattainment areas that are classified as “Moderate” for the 2008 ozone national ambient air quality standards (NAAQS). First, the agency is determining that two Moderate areas—Baltimore, Maryland, and Mariposa County, California—attained the standards by the July 20, 2018, applicable attainment date. Second, the agency is granting a 1-year attainment date extension for the two Moderate areas in Sheboygan County, Wisconsin—Inland Sheboygan County, Wisconsin, and Shoreline Sheboygan County, Wisconsin. Third, the agency is determining that seven Moderate areas failed to attain the standards by the applicable attainment date—Chicago-

Naperville, Illinois-Indiana-Wisconsin; Dallas-Fort Worth, Texas; Greater Connecticut, Connecticut; Houston-Galveston-Brazoria, Texas; Nevada County (Western part), California; New York-North New Jersey-Long Island, New York-New Jersey-Connecticut; and San Diego County, California. The effect of failing to attain by the applicable attainment date is that these areas will be reclassified by operation of law to “Serious” nonattainment for the 2008 ozone NAAQS on September 23, 2019, the effective date of this final rule. Accordingly, the responsible state air agencies must submit State Implementation Plan (SIP) revisions and implement controls to satisfy the statutory and regulatory requirements for Serious areas for the 2008 ozone

NAAQS according to the deadlines established in this final rule.

**DATES:** This rule is effective on September 23, 2019.

**ADDRESSES:** The EPA established Docket ID No. EPA-HQ-OAR-2018-0226 for this action. All documents on the docket are listed at <https://www.regulations.gov>.

Although listed in the docket index, some information may not be publicly available, e.g., Confidential Business Information (CBI) or other information for which disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Docket materials are available electronically to the public through <http://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** For further general information on this final rule, contact Ms. Virginia Raps, Air Quality Policy Division, Office of Air Quality Planning and Standards, U.S. Environmental Protection Agency, Mail Code: C539-01, Research Triangle Park, NC 27711, telephone (919) 541-4383; fax number: (919) 541-5315; email address: [raps.virginia@epa.gov](mailto:raps.virginia@epa.gov).

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**I. Proposed Actions**

*A. Proposed Determinations of Attainment by the Attainment Date, Determinations of Failure To Attain by the Attainment Date and Extensions of the Attainment Date*

On November 14, 2018, the EPA proposed actions to fulfill its statutory obligation under Clean Air Act (CAA or the Act) section 181 to determine whether 11 Moderate ozone nonattainment areas attained the 2008 ozone NAAQS by July 20, 2018, the applicable attainment date for such areas.<sup>1</sup>

First, the EPA proposed to find that two areas—Baltimore, Maryland, and Mariposa County, California—attained the 2008 ozone NAAQS by the applicable attainment date based on complete, quality-assured and certified ozone air quality monitoring data for the 2015–2017 calendar years.

Second, the EPA proposed to grant state requests for a 1-year extension of the attainment date from July 20, 2018,

to July 20, 2019, for two areas—Denver-Boulder-Greeley-Ft. Collins-Loveland, Colorado, and Sheboygan County, Wisconsin. The proposed extensions were based on the states' specific requests for such extensions and compliance with the criteria under CAA section 181(a)(5)(B) and 40 CFR 51.1107,<sup>2</sup> i.e., the fourth highest daily maximum 8-hour average ozone concentration recorded in each area during the attainment year (2017 calendar year) did not exceed the 2008 ozone NAAQS level of 0.075 parts per million (ppm), and the states certified that they were in compliance with all requirements and commitments pertaining to the areas in their respective applicable implementation plans. The EPA proposed that upon the effective date of a final reclassification action, the attainment date for these areas would be extended to July 20, 2019.

Third, the EPA proposed to find that seven areas failed to attain the 2008 ozone NAAQS by the applicable attainment date and did not qualify for a 1-year attainment date extension: Chicago-Naperville, Illinois-Indiana-Wisconsin; Dallas-Fort Worth, Texas; Greater Connecticut, Connecticut; Houston-Galveston-Brazoria, Texas; Nevada County (Western part), California; New York-North New Jersey-Long Island, New York-New Jersey-Connecticut; and San Diego County, California. The proposed determination for each of these areas was based upon complete, quality-assured and certified ozone air quality monitoring data that showed that the 8-hour ozone design value for the area exceeded 0.075 ppm for the period 2015–2017. The EPA proposed that these seven areas would be reclassified as Serious nonattainment areas by operation of law on the effective date of a final action finding that these areas failed to attain the 2008 ozone NAAQS by the applicable attainment date for Moderate areas.<sup>3</sup> A summary of the actions proposed for the 11 areas in the November 14, 2018, document is provided in Table 1.

TABLE 1—SUMMARY OF NOVEMBER 2018 PROPOSAL FOR 2008 OZONE NAAQS MODERATE NONATTAINMENT AREAS

| 2008 Ozone NAAQS Moderate Nonattainment Area | 2015–2017 design value (ppm) | Attained the 2008 ozone NAAQS by the moderate attainment date? | 2017 4th highest daily maximum 8-hr average (ppm) | Area failed to attain 2008 ozone NAAQS but eligible for 1-year attainment date extension |
|--|------------------------------|--|---|--|
| Baltimore, MD .....                          | 0.075                        | Attained .....   | Not applicable .....                              | Not applicable.  |
| Chicago-Naperville, IL-IN-WI .....           | 0.078                        | Failed to attain .....   | 0.079 .....                                       | No.  |
| Dallas-Fort Worth, TX .....                  | 0.079                        | Failed to attain .....   | 0.077 .....                                       | No.  |

<sup>1</sup> 83 FR 56781, November 14, 2018 (FR is the Federal Register).

<sup>2</sup> CFR is Code of Federal Regulations.

<sup>3</sup> See CAA section 181(b)(2)(A).

TABLE 1—SUMMARY OF NOVEMBER 2018 PROPOSAL FOR 2008 OZONE NAAQS MODERATE NONATTAINMENT AREAS—Continued

| 2008 Ozone NAAQS Moderate Nonattainment Area     | 2015–2017 design value (ppm) | Attained the 2008 ozone NAAQS by the moderate attainment date? | 2017 4th highest daily maximum 8-hr average (ppm) | Area failed to attain 2008 ozone NAAQS but eligible for 1-year attainment date extension |
|--|------------------------------|--|---|--|
| Denver-Boulder-Greeley-Ft. Collins-Loveland, CO. | 0.079                        | Failed to attain   | 0.075   | Yes.   |
| Greater Connecticut, CT                          | 0.076                        | Failed to attain   | 0.078   | No.  |
| Houston-Galveston-Brazoria, TX.                  | 0.081                        | Failed to attain   | 0.079   | No.  |
| Mariposa County, CA                              | 0.075                        | Attained   | Not applicable                                    | Not applicable.  |
| Nevada County (Western part), CA.                | 0.087                        | Failed to attain   | 0.090   | No.  |
| New York-N. New Jersey-Long Island, NY-NJ-CT.    | 0.083                        | Failed to attain   | 0.086   | No.  |
| San Diego County, CA                             | 0.084                        | Failed to attain   | 0.090   | No.  |
| Sheboygan County, WI                             | 0.080                        | Failed to attain   | 0.075   | Yes.   |

*B. Proposed Serious Area SIP Submission Due Dates and RACT Implementation Deadlines*

In the November 2018 proposal, the EPA also solicited comment on adjusting the due dates, in accordance with CAA section 182(i), for SIP submissions and setting deadlines for implementation of reasonably available control technology (RACT) for ozone nonattainment areas that would be reclassified to Serious. Under CAA section 181(b)(2), Moderate nonattainment areas that fail to attain the 2008 ozone NAAQS by the applicable attainment date for such areas will be reclassified as Serious by operation of law upon the effective date of the final reclassification action. Each responsible state air agency must subsequently submit a SIP revision that satisfies the air quality planning requirements for a Serious area under CAA section 182(c).

On July 20, 2012, when final nonattainment designations became effective for the 2008 ozone NAAQS, states responsible for areas initially classified as Serious were required to submit SIP revisions by due dates relative to that effective date. For those areas, the SIP submission due dates ranged from 2 to 4 years after July 20, 2012, depending on the required SIP “element” (e.g., 2 years, or July 20, 2014, for the RACT SIP, and 4 years, or July 20, 2016, for the attainment demonstration). Since those dates have passed, the EPA proposed in its November 2018 proposal to apply the Administrator’s discretion provided in CAA section 182(i) to adjust the Serious area SIP due dates and certain implementation deadlines for newly reclassified areas. CAA section 182(i) requires that reclassified areas meet the applicable plan submission

requirements “according to the schedules prescribed in connection with such requirements, except that the Administrator may adjust any applicable deadlines (other than attainment dates) to the extent such adjustment is necessary or appropriate to assure consistency among the required submissions.” With regard to RACT, the November 2018 proposal made a distinction between RACT measures that would be needed for purposes of meeting reasonable further progress (RFP) requirements or for attaining the NAAQS expeditiously, and the possible set of RACT measures that nevertheless are required to be adopted and implemented under the CAA but would not necessarily be needed for a state to meet RFP or demonstrate timely attainment in a particular nonattainment area.<sup>4</sup> In this final action, these two “categories” of RACT measures are referred to as “RACT measures tied to attainment” and “RACT measures not tied to attainment,” respectively.

First, the EPA proposed that states submit Serious area SIP revisions (including RACT measures tied to attainment) and implement those RACT measures no later than 12 months from the effective date of the final reclassification action. Second, the EPA proposed the date for submitting SIP revisions addressing RACT measures not tied to attainment and implementing those measures as August 3, 2020, which is the deadline for areas classified Moderate and higher for the 2015 ozone NAAQS to submit RACT SIP revisions.<sup>5</sup> At the time of proposal, the EPA estimated that August 3, 2020

would be approximately 18 months after the effective date of its final reclassification action.<sup>6</sup> In the proposal, the EPA requested comment on an alternative that would allow states to submit SIP revisions addressing RACT measures not tied to attainment no later than 24 months from the effective date of the final reclassification action. The EPA also requested comment on whether a longer timeframe for implementing RACT measures not tied to attainment (but no later than January 1, 2024, i.e., providing 5 years from the anticipated date of reclassification,) would result in significant emission reductions and improvement in air quality. The EPA’s rationale supporting its proposed due dates and deadlines is summarized in the following sections.

1. *Proposed due date for Serious-area SIP revisions (including RACT measures tied to attainment), and Proposed implementation deadline for RACT measures tied to attainment.* The EPA proposed that states submit all Serious-area SIP revisions—with the exception of any RACT measures not tied to attainment—by no later than 12 months after the effective date of the final reclassification action.<sup>7</sup> The state

<sup>6</sup> See 83 FR 56781, November 14, 2018.

<sup>7</sup> The EPA has long taken the position that the statutory requirement for states to assess and adopt RACT for sources in ozone nonattainment areas classified Moderate and higher generally exists independently from the attainment planning requirements for such areas. See Memo from John Seitz, “Reasonable Further Progress, Attainment Demonstration, and Related Requirements for Ozone Nonattainment Areas Meeting the Ozone National Ambient Air Quality Standard” (1995), at 5 (explaining that Subpart 2 requirements linked to the attainment demonstration are suspended by a finding that a nonattainment area is attaining but that requirements such as RACT must be met whether or not an area has attained the standard); see also 40 CFR 51.1118 (suspending attainment demonstrations, RACM, RFP, contingency measures, and other attainment planning SIPs with a finding of attainment). In addition to the

<sup>4</sup> See 83 FR 62998, December 6, 2018; 40 CFR 51.1312(a)(2).

<sup>5</sup> See 83 FR 62998, December 6, 2018; 40 CFR 51.1312(a)(2).

submittal requirements for nonattainment areas, in general, are provided under CAA section 172(c); the SIP requirements that apply specifically to Serious areas are listed under CAA section 182(c) and include: (1) Enhanced monitoring; (2) an attainment demonstration and RFP; (3) an enhanced vehicle inspection and maintenance program, if applicable; (4) clean-fuel vehicle programs and transportation control measures; (5) nonattainment New Source Review (NSR) program revisions; and (6) contingency measures. States must also provide an analysis of—and adopt all—reasonably available control measures (RACM), including RACT needed for purposes of meeting RFP or timely attaining the NAAQS. In the case of areas that are reclassified from Moderate to Serious for the 2008 ozone NAAQS, such an analysis should include: (1) An evaluation of controls for sources emitting 100 tons per year (tpy) or more that may have become reasonably available since the January 1, 2017, Moderate area deadline for adopting and implementing RACT, and (2) an evaluation of controls for sources emitting 50 tpy or more that are currently reasonably available, consistent with the definition of “major source” or “major stationary source” for areas classified as Serious.<sup>8</sup>

In CAA section 182(c), the schedule for submitting attainment planning requirements for Serious areas is 4 years from the effective date of nonattainment designation.<sup>9</sup> As such, in accordance with CAA section 182(i), EPA believed it was necessary to establish a shorter deadline for all areas being reclassified to Serious, given that a due date 4 years beyond reclassification would well surpass the Serious area attainment date of July 20, 2021. EPA therefore proposed a 12-month deadline for the Serious area attainment planning requirements believing this timeframe to be appropriate for all the newly reclassified areas, given that these areas are being

reclassified rather than newly designated, classified as Serious and have therefore been adopting and implementing control measures to attain the 2008 ozone NAAQS for many years. The EPA considered the proposed timeframe to be consistent with how the EPA handled setting SIP submission deadlines for other nonattainment areas that were reclassified from Moderate to Serious for past ozone NAAQS. Examples include Dallas-Ft. Worth, Texas,<sup>10</sup> an area reclassified in 2010 as Serious for the 1997 8-hour ozone NAAQS, and the Beaumont-Port Arthur, Texas,<sup>11</sup> and St. Louis, Missouri,<sup>12</sup> nonattainment areas, reclassified in 2003 and 2004, respectively, from Moderate to Serious for the 1979 1-hour ozone NAAQS. Based on these examples, the EPA considered that 12 months would generally provide the time necessary for states and local air districts to finish reviews of available control measures, adopt revisions to necessary attainment strategies, address other SIP requirements and complete the public notice process necessary to adopt and submit timely SIP revisions.<sup>13</sup>

The EPA also proposed that any RACT that states determine is needed for meeting RFP or timely attainment of the 2008 ozone NAAQS would need to be implemented by the date that the attainment plan is due, *i.e.*, no later than 12 months after the effective date of the final reclassification action. As a general matter, the Act requires implementation of those requirements needed for timely attainment “as expeditiously as practicable.”<sup>14</sup> The EPA considered an implementation deadline of 12 months from the anticipated effective date of the final reclassification action to be consistent with the requirement to act expeditiously. Moreover, at the time of the November 2018 proposal, EPA anticipated that a 12-month deadline would be generally consistent with the start of the attainment year ozone season for all 2008 ozone NAAQS Serious areas (early 2020). Ideally, all emissions control strategies designed to help areas attain the 2008 ozone NAAQS by the applicable Serious area attainment date of July 20, 2021, or to qualify for a 1-year extension of that attainment date, would be in place and in effect for the

start of the final full ozone season preceding the attainment date, as that is the last ozone season of air quality monitoring data that could affect the area’s design value as of the attainment date or would decide whether the area met the 1-year extension air quality eligibility criterion.<sup>15</sup>

Due dates for SIP submission often precede the deadline for implementation of control strategies contained in those SIP submissions. However, given the compressed timeframe available for states to meet the July 20, 2021, attainment date for Serious areas, the EPA considered that, at the very least, it would be appropriate to align the due date for RACT SIP submissions with the deadline for implementation of any new control measures contained in that RACT SIP.

2. *Proposed due date for Serious-area SIP revisions for RACT measures not tied to attainment.* The EPA proposed that states submit their SIP revisions by August 3, 2020, for any RACT not otherwise needed for attainment purposes, which was based on our prediction that such a due date would be approximately 18 months after the effective date of the final reclassification action. The proposed August 3, 2020, due date would have aligned the 2008 ozone Serious area SIP due date for RACT measures not tied to attainment with the SIP revision due dates for RACT (areas classified Moderate or higher) and certain other implementation plan elements required for 2015 ozone NAAQS nonattainment areas.<sup>16</sup>

As provided for in CAA section 182(i), the Administrator may adjust deadlines for reclassified areas “to the extent such adjustment is necessary or appropriate to assure consistency among the required submissions.” In the November 2018 proposal, the EPA interpreted “consistency among the required submissions” to allow for consideration of “required submissions” for various ozone NAAQS that are being implemented simultaneously. Since all the areas that are subject to reclassification to Serious upon the effective date of this final reclassification action are also designated nonattainment for the 2015 ozone NAAQS or are in the Ozone Transport Region (OTR), the same state air agencies are required under CAA section 182 to submit SIP revisions for certain SIP elements for the 2015 ozone

independent RACT requirement, states have a statutory obligation to apply RACM (including such reductions in emissions from existing sources in the area as may be obtained through implementation of RACT) to meet RFP requirements and to demonstrate attainment as expeditiously as practicable. Therefore, to the extent that a state adopts new or additional RACT controls to meet RFP requirements or to demonstrate attainment as expeditiously as practicable, those states must include such RACT revisions with the other SIP elements due as part of the attainment plan required under CAA sections 172(c) and 182(c) and must implement them by the same date as explained further in Section III.D.3 of this preamble.

<sup>8</sup> See CAA section 182(c).

<sup>9</sup> See CAA section 182(c)(2) and (i) for SIP submissions and requirements.

<sup>10</sup> See 75 FR 79302, December 20, 2010, Dallas-Ft. Worth, Texas, reclassification to Serious for the 1997 8-hour ozone NAAQS.

<sup>11</sup> See 69 FR 16483, March 30, 2004, Beaumont-Port Arthur, Texas, reclassification to Serious for the 1979 1-hour ozone NAAQS.

<sup>12</sup> See 68 FR 4836, January 30, 2003, St. Louis, Missouri, reclassification to Serious for the 1979 1-hour ozone NAAQS.

<sup>13</sup> Cf. CAA section 179(d)(1).

<sup>14</sup> See CAA section 172(c)(1).

<sup>15</sup> See 40 CFR 51.1108(d).

<sup>16</sup> All the areas reclassified because of this final rule are among those designated nonattainment for the 2015 ozone NAAQS, effective August 3, 2018 (see 83 FR 25776, June 4, 2018).

NAAQS within 2 years of the effective date of the nonattainment area designations. The effective date of nonattainment area designations for the 2015 ozone NAAQS was August 3, 2018, and therefore the due date for submitting nonattainment SIP revisions associated with that standard is August 3, 2020. Consistent with CAA section 182(i), the EPA considered coordinating the SIP due dates related to the 2008 and 2015 ozone NAAQS for these nonattainment areas to be “appropriate” and could result in more effective implementation of the NAAQS.

Under CAA section 182(i), reclassified areas generally are required to submit SIP revisions associated with their new classification “according to the schedules prescribed in connection with such requirements.” CAA section 182(b)(2), which establishes the RACT requirement for ozone nonattainment areas classified as Moderate or above, and CAA section 184(b), which establishes RACT requirements for states in the ozone transport region, provide a 24-month schedule for compliance with those requirements.<sup>17</sup> Although the proposed due date of August 3, 2020, would have provided states with less than 24 months to submit their SIP revisions for RACT measures not tied to attainment, the EPA considered the anticipated timeframe to be “appropriate” given coordination with the 2015 ozone NAAQS SIP due dates and the nature of the submission, *i.e.*, because states with newly reclassified Serious areas should recently have addressed RACT requirements commensurate with the Moderate area classification, such that their Serious area RACT SIP submittal should primarily only have to address sources emitting between 50–100 tpy. The EPA also requested comment on an alternative approach that would have allowed states a full 24 months from the effective date of the final reclassification action to submit SIP revisions for RACT not otherwise needed for attainment, if such additional time would yield significant emission reductions and improvement in air quality.

**3. Implementation deadline for Serious-area RACT measures not tied to attainment.** CAA section 182(b)(2) establishes the RACT area requirements for ozone areas designated and classified Moderate and higher.<sup>18</sup> That

provision, which was written for the 1-hour ozone NAAQS, established a RACT implementation deadline of approximately 5 years from November 15, 1990. In the 2008 ozone NAAQS SIP Requirements Rule, the EPA interpreted this statutory deadline for the 2008 ozone standard by establishing a RACT implementation deadline of January 1 of the fifth year after the effective date of nonattainment designation, and explained that this was consistent with the maximum timeframe provided under the CAA for implementing RACT in nonattainment areas classified Moderate or higher.<sup>19</sup> For nonattainment areas initially classified as Moderate or higher for the 2008 ozone NAAQS and for OTR states, RACT measures were required to be implemented by January 1, 2017. Because that date has now passed and cannot be applied to the areas that are subject to reclassification to Serious, the EPA proposed to set a new deadline of August 3, 2020, for implementation of any new RACT requirements not otherwise needed for RFP or timely attainment purposes.

This proposed deadline of August 3, 2020, was based on EPA’s estimation at proposal that the date would be approximately 18 months after the anticipated effective date of the final reclassification action. EPA also proposed the same date for the submission due date for related SIP revisions for RACT measures not tied to attainment discussed in Section I.B.2 of this final reclassification action.

Areas originally classified as Moderate and higher for the 2008 ozone NAAQS had just under 5 years to implement ozone RACT requirements (by January 1 of the fifth year after the effective date of designation, *i.e.*, January 1, 2017). By contrast, areas reclassified in 2016 from Marginal to Moderate for the 2008 ozone NAAQS became subject to the RACT requirement less than seven months (and in two cases significantly less than seven months) before the RACT implementation deadline.<sup>20 21 22</sup> In some reclassified Moderate areas, states may have been able to adopt additional controls as RACT had there been additional time to implement them. In

respectively, to also fulfill the obligations required of lower-classified areas).

<sup>19</sup> See 40 CFR 51.1112(a)(3); 80 FR 12264, 12280, March 6, 2015.

<sup>20</sup> See 81 FR 26697, May 4, 2016.

<sup>21</sup> See 81 FR 90207, December 14, 2016. Houston-Galveston-Brazoria, Texas, reclassification to Moderate for the 2008 8-hour ozone NAAQS.

<sup>22</sup> See 81 FR 91841, December 19, 2016.

Reclassification of the Sheboygan, Wisconsin, nonattainment area to Moderate Nonattainment for the 2008 ozone NAAQS.

their proposal the EPA, therefore, also solicited comment on whether an extended RACT implementation deadline—beyond August 3, 2020, but no later than January 1 of the fifth year after the effective date of reclassification to Serious (*i.e.*, January 1, 2024)—would yield additional and substantial emission reductions in newly-reclassified Serious areas beyond what could be achieved by the due date of August 3, 2020.

## II. Significant Events Following EPA’s November 2018 Proposal

Following EPA’s issuance of the November 2018 proposal, two significant events occurred which have bearing on this final rule. First, on March 26, 2019, the State of Colorado’s Governor Jared Polis sent a letter to EPA to withdraw the state’s request for a 1-year attainment date extension.<sup>23</sup> As stated in the Act’s attainment date extension provision for ozone nonattainment areas, section 181(a)(5), “[u]pon application by any State,” the EPA may extend an area’s attainment date by 1 year provided certain criteria are met. The EPA interprets a state’s application to be a necessary prerequisite to granting the 1-year extension.<sup>24</sup> Because the Governor has withdrawn the request, this rulemaking does not finalize the 1-year extension for the Denver-Greeley-Ft. Collins-Loveland, CO, nonattainment area for the 2008 ozone NAAQS.

Second, since the EPA issued its November 2018 proposal, the agency has taken final action to approve a request from the State of Wisconsin to revise the designation for the Sheboygan County nonattainment area for the 1997 and 2008 primary and secondary ozone NAAQS, by splitting the historic nonattainment area into two distinct nonattainment areas that together cover the identical geographic area of Sheboygan County, Wisconsin.<sup>25</sup> For purposes of this action, the former Sheboygan County 2008 ozone moderate nonattainment area is now the “Inland Sheboygan County, WI,” nonattainment area and the “Shoreline Sheboygan County, WI,” area. Because the boundary of the two nonattainment areas together covers the entire historic nonattainment area, for which EPA

<sup>23</sup> See docket item EPA–HQ–OAR–2018–0226–0059, “GOV Letter Attainment Extension withdrawal 3.26.2019.”

<sup>24</sup> *Cf. Del. Dep’t of Natural Res. and Env’tl. Control v. EPA*, 895 F.3d 90 (D.C. Cir. 2018) (interpreting section 181(a)(5)’s reference to “any” state literally to provide EPA with authority to grant an extension to a multi-state nonattainment area based on the extension request of only one state in that area).

<sup>25</sup> See 84 FR 33699, July 15, 2019; effective July 15, 2019.

<sup>17</sup> See 40 CFR 51.1112(a)(2).

<sup>18</sup> CAA Section 182(b)(2) sets the RACT requirement for Moderate areas, and the Act requires other higher-classified areas to fulfill the CAA section 182(b) requirements. See CAA sections 182(c), (d), and (e) (requiring states with Serious, Severe, and Extreme nonattainment areas,

proposed a 1-year extension of the attainment date for the 2008 ozone NAAQS in November 2018, the EPA is taking final action to grant a 1-year extension of the Moderate area attainment date to July 20, 2019 for both areas.<sup>26</sup> The EPA may grant a 1-year attainment date extension for the two areas because air quality data for each area, evaluated independently, shows the 2017 fourth-highest 8-hour ozone value for the Inland Sheboygan County, WI, nonattainment area was 0.070 ppm, and the corresponding value for the Shoreline Sheboygan County, WI, nonattainment area was 0.075 ppm. Furthermore, the other statutory criteria for qualifying for a 1-year attainment date extension for an ozone nonattainment area are met.<sup>27</sup>

**III. Final Actions**

The public comment period for EPA’s November 2018 proposal closed on December 14, 2018. To accommodate a request for a public hearing, the comment period was subsequently reopened on February 8, 2019, a public hearing was held on February 15, 2019, and the comment period closed on February 22, 2019.

All comments received during these two public comment periods may be found in the electronic docket for this final action. In this section describing EPA’s final actions, certain key comments and the agency’s responses are included. A Response to Comments document including all significant comments received on the EPA’s proposal and the agency’s responses to those comments is also included in the docket for this rulemaking. To access the full set of comments received and

the Response to Comments document, please go to <http://www.regulations.gov> and search for Docket No. EPA–HQ–OAR–2018–0226, or contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Due to the withdrawal of Colorado’s request for a 1-year attainment date extension, EPA is not taking final action for the Denver-Boulder-Greeley-Ft. Collins-Loveland, CO, nonattainment area in this final rule. However, EPA is finalizing the attainment date extension for both portions of the historic Sheboygan, Wisconsin, nonattainment area (*i.e.*, Inland Sheboygan County, WI, and Shoreline Sheboygan County, WI), which now counts as two nonattainment areas. A summary of EPA’s final actions for the 11 Moderate nonattainment areas is provided in Table 2.

TABLE 2—2008 OZONE MODERATE NONATTAINMENT AREA FINAL ACTION SUMMARY

| 2008 NAAQS nonattainment area                      | Attained by the attainment date | Failed to attain by the attainment date | Extension of the moderate area attainment date to July 20, 2019 |
|--|---------------------------------|---|---|
| Baltimore, MD .....                                | X                               |   |   |
| Chicago-Naperville, IL-IN-WI .....                 |                                 | X                                       |   |
| Dallas-Fort Worth, TX .....                        |                                 | X                                       |   |
| Greater Connecticut, CT .....                      |                                 | X                                       |   |
| Houston-Galveston-Brazoria, TX .....               |                                 | X                                       |   |
| Mariposa County, CA .....                          | X                               |   |   |
| Nevada County (Western part), CA .....             |                                 | X                                       |   |
| New York-N. New Jersey-Long Island, CT-NJ-NY ..... |                                 | X                                       |   |
| San Diego County, CA .....                         |                                 | X                                       |   |
| Inland Sheboygan County, WI .....                  |                                 |   | X   |
| Shoreline Sheboygan County, WI .....               |                                 |   | X   |

*A. Determinations of Attainment by the Attainment Date*

Pursuant to section 181(b)(2)(A) of the CAA and 40 CFR 51.1103, the EPA is making final determinations that the Baltimore, MD, and Mariposa County, CA, Moderate nonattainment areas listed in Table 2 attained the 2008 ozone NAAQS by the applicable attainment date of July 20, 2018. Once effective, this final action satisfies the EPA’s obligation pursuant to CAA section 181(b)(2)(A) to determine, based on an area’s air quality as of the attainment date, whether the area attained the standard by the applicable attainment date. The effect of a final determination

of attainment by an area’s attainment date is to discharge the EPA’s obligation under CAA section 181(b)(2)(A), and to establish that, in accordance with CAA section 181(b)(2)(A), the area will not be reclassified for failure to attain by the applicable attainment date.

These determinations of attainment do not constitute a redesignation to attainment as provided for under CAA section 107(d)(3). Redesignations require states to meet additional statutory criteria, including the EPA approval of a state plan demonstrating maintenance of the air quality standard for 10 years after redesignation, as required under CAA section 175A. As for all NAAQS, the EPA is committed to

working with states that choose to submit redesignation requests for the 2008 ozone NAAQS.<sup>28</sup>

*Comment:* One commenter suggested that the record supporting the Baltimore, Maryland, reclassification action was incomplete because it appeared that the state relied on two exceptional events claims for Canadian wildfires impacting air quality in Baltimore in May and July 2016.<sup>29</sup> The commenter claimed that the EPA failed to clearly identify the basis for its action in the docket. The commenter also suggested that Maryland appears to be the only state to claim that the July 2016 wildfires justified exclusion of any air quality data, indicating that Maryland’s

<sup>26</sup> See Section III.B of this preamble.

<sup>27</sup> The Wisconsin Department of Natural Resources requested an extension for the Sheboygan County, WI, nonattainment area and certified its implementation plan applicable for the entire historic geographic area.

<sup>28</sup> It is worth noting that EPA issued Clean Data Determinations, which suspend certain attainment

planning requirements, for both the Baltimore, Maryland, and Mariposa, California, 2008 ozone NAAQS nonattainment areas. For Baltimore, Maryland, the final 2008 ozone NAAQS Clean Data Determination was effective on July 1, 2015 (80 FR 30941, June 1, 2015). For Mariposa, California, EPA issued a final 2008 ozone NAAQS Clean Data Determination that was initially effective on February 21, 2017 (81 FR 93624, December 21,

2016) and was delayed until March 21, 2017, due to a Presidential Directive (82 FR 8499, January 26, 2017). More information about the Clean Data Policy and redesignation guidance is available at <https://www.epa.gov/ozone-pollution/redesignation-and-clean-data-policy-cdp>.

<sup>29</sup> See comments from Earthjustice, docket item EPA–HQ–OAR–2018–0226–0050.

demonstration and the EPA's acceptance of the data exclusion were arbitrary and not valid.

*Response:* The EPA acknowledges that it inadvertently omitted from the record for this proposed action the supporting information received from Maryland regarding these exceptional events claims. The EPA therefore issued a supplemental proposal in the **Federal Register** on May 7, 2019.<sup>30</sup> This supplemental proposal made available the exceptional events demonstration relied upon by Maryland to support the exclusion of air quality data for the Baltimore area due to Canadian wildfire impacts in May and July 2016. Comments were solicited for a 15-day period through May 22, 2019. No substantive comments requiring a response were received.

#### B. Extension of the Moderate Area Attainment Date

Pursuant to CAA section 181(a)(5), the EPA is taking final action to grant a 1-year extension of the applicable attainment date from July 20, 2018, to July 20, 2019, for the two nonattainment areas in Sheboygan County, Wisconsin—Inland Sheboygan County, WI, and Shoreline Sheboygan County, WI.<sup>31</sup>

The EPA is not taking final action to grant a 1-year extension for the Denver area because the State withdrew its request for an extension, and the EPA interprets that request to be a necessary prerequisite to an extension of the attainment date under CAA section 181(a)(5). The EPA is therefore addressing whether the Denver area attained the 2008 ozone NAAQS by the July 20, 2018 attainment date and any associated reclassification in a separate action.

*Comment:* One commenter opposed an attainment date extension for the Sheboygan area. The commenter claimed that because the “extension year” runs from July 2018 to July 2019, and the year preceding the Extension Year runs from July 2017 to July 2018, then the relevant monitoring data for making the CAA section 181(a)(5)(B) extension determination should be from the July 2017 to July 2018 period. The commenter noted that during this period, one of the Sheboygan County monitors recorded a fourth-highest daily

maximum 8-hour average of 0.081 ppm, and they claimed that for this reason the area does not qualify for a 1-year attainment date extension.

*Response:* The EPA does not agree with the commenter because a 1-year attainment date extension for an ozone nonattainment area is based on air quality data for the most recent *calendar year* prior to the attainment date. This interpretation of CAA section 181(a)(5)(B) is explained in the SIP requirements rule for the 2008 ozone NAAQS.<sup>32</sup> As noted in Table 1, the fourth-highest 8-hour ozone value during 2017 for the historic Sheboygan County nonattainment area was below the level of the standard. Furthermore, as noted in Section II of this preamble, when analyzed separately, the fourth-highest 8-hour ozone value during 2017 for each of the “new” attainment areas in Sheboygan County (*i.e.*, Inland Sheboygan County, WI, and Shoreline Sheboygan County, WI), was below the level of the standard, and thus Sheboygan County, now separated into two nonattainment areas, qualifies for a 1-year attainment date extension.

#### C. Determinations of Failure To Attain and Reclassification

Pursuant to CAA section 181(b)(2), the EPA is finalizing its proposed determinations that the seven Moderate nonattainment areas listed in Table 2 have failed to attain the 2008 ozone NAAQS by the applicable attainment date of July 20, 2018. Therefore, upon the effective date of this final action, these seven areas will be reclassified, by operation of law, to Serious for the 2008 ozone NAAQS. Once reclassified to Serious, these areas will be required to attain the standard “as expeditiously as practicable” but no later than 9 years after the initial designation as nonattainment, which in this case would be no later than July 20, 2021. If any of these areas attains the 2008 ozone NAAQS prior to the Serious area attainment date, the relevant state may request redesignation to attainment, provided the state can demonstrate that the criteria under CAA section 107(d)(3)(E) are met.<sup>33</sup>

Following the November 2018 proposal, the California Air Resources Board submitted a request under CAA section 181(b)(3) to voluntarily reclassify the Nevada County (Western part) nonattainment area from Moderate to Serious nonattainment for the 2008

ozone standards.<sup>34</sup> The State's request for voluntary reclassification was accompanied by a SIP revision that addresses Serious area attainment, RFP, RACM and other planning requirements.<sup>35</sup> The State previously submitted a SIP revision to address the Serious-area RACT requirements on June 7, 2018,<sup>36</sup> and a SIP revision to address NSR requirements for the 2008 ozone standard on September 6, 2016.<sup>37</sup> In this final action, the EPA is finding that the Nevada County (western part), California area failed to attain the 2008 ozone standard by the applicable attainment date, which means the area will be reclassified to Serious by operation of law. The EPA notes that there is no need for the EPA to act on the request for voluntary reclassification because the EPA's final determination here results in the same outcome as would occur with an approval of that request—in either scenario, the area would be reclassified to Serious, and subject to the Serious area requirements described in CAA section 182(c).

The EPA received some adverse comments on its proposal to determine that certain areas failed to attain by the applicable attainment date and to reclassify those areas to Serious nonattainment. For a discussion of additional comments received on the proposal and responses to those comments, please see the Response to Comments document in the docket for this action.

*Comment:* Several commenters noted that when the Chicago area was designated as nonattainment for the

<sup>30</sup> See 84 FR 19893, May 7, 2019; and docket item EPA-HQ-OAR-2018-0226-0061.

<sup>31</sup> Subsequent to EPA's proposal to extend the 2008 ozone Moderate area attainment deadline for the Sheboygan County nonattainment area, the EPA approved Wisconsin's request to split the area into two distinct nonattainment areas. See 84 FR 33699, July 15, 2019; effective July 15, 2019. See also Section II of this preamble.

<sup>32</sup> See 80 FR 12292 (March 6, 2015) and 40 CFR 51.1107.

<sup>33</sup> See more information about the Clean Data Policy and redesignation guidance is available at <https://www.epa.gov/ozone-pollution/redesignation-and-clean-data-policy-cdp>.

<sup>34</sup> See the December 2, 2018, letter from California Air Resources Board (CARB) Executive Officer Richard W. Corey to EPA Region 9 Regional Administrator Michael Stoker, transmitting CARB Resolution 18-36, and November 14, 2018 letter from Northern Sierra Air Quality Management District (NSAQMD) Executive Director Gretchen Bennett to CARB Executive Officer Richard W. Corey, transmitting NSAQMD Resolution 2018-07.

<sup>35</sup> The Northern Sierra Air Quality Management District, which has local jurisdiction over the area, adopted the *Ozone Attainment Plan for Western Nevada County* on October 22, 2018. The California Air Resources Board adopted the plan as a revision to the California SIP on November 15, 2018.

<sup>36</sup> The Northern Sierra Air Quality Management District adopted the *Reasonably Available Control Technology (RACT) State Implementation Plan (SIP) Revision for Western Nevada County 8-hour Ozone Nonattainment Area* on March 26, 2018. The California Air Resources Board Executive Officer adopted the Plan as a revision to the California SIP on June 7, 2018.

<sup>37</sup> The Northern Sierra Air Quality Management District adopted District Rule 428: *New Source Review Requirements for New and Modified Major Sources in Federally Designated Nonattainment Areas* on June 27, 2016. The California Air Resources Board Executive Officer adopted the rule as a revision to the California SIP on September 6, 2016.



more stringent 2015 ozone NAAQS,<sup>38</sup> a portion of Lake County, Indiana, and all of Porter County, Indiana, were designated as attainment rather than being included as part of the Chicago, IL-IL-WI, nonattainment area for the more stringent 2015 ozone NAAQS. For this reason, the commenters oppose the inclusion of these Indiana counties in the reclassification of the Chicago nonattainment area to Serious for the 2008 ozone NAAQS.

*Response:* Although the Chicago, IL-IN-WI, nonattainment area for the 2015 ozone NAAQS consists of a smaller geographic area than the Chicago-Naperville, IL-IN-WI, nonattainment area for the 2008 ozone NAAQS, the differences in the geographic extent of the nonattainment areas does not constitute a revision to the nonattainment area boundary for the 2008 ozone NAAQS. Under CAA section 181(b)(2), when the EPA determines that an area has failed to attain a standard by the applicable attainment date, that area is reclassified by operation of law to the next higher classification for the area or the classification applicable to the area's design value as of the date EPA determines the area failed to attain. Because the Chicago-Naperville, IL-IN-WI, nonattainment area for the 2008 ozone NAAQS failed to attain the standard by its Moderate attainment date, the EPA is required by the CAA to reclassify the area, not a portion of the area, to Serious. The boundary of the nonattainment area for a different NAAQS, in this case the 2015 ozone NAAQS, has no relevance on the EPA's duties with respect to the 2008 ozone NAAQS.

*Comment:* One commenter suggested that the Houston, Texas, area should not be reclassified to Serious for the 2008 ozone NAAQS because certain days in 2018 were impacted by exceptional events, and if such events were taken into account, the area would attain the standard based on 2016–2018 data.

*Response:* The CAA section 181(b)(2)(A) requires the EPA Administrator to determine whether an area attained the 2008 ozone 8-hour NAAQS based on the area's 2015–2017 design value as of the attainment date, July 20, 2018. Based on these data, the Houston area is being reclassified to Serious as of the effective date of this final action. The EPA will review any exceptional events demonstrations that may be provided by Texas in the future, and the EPA will determine if it concurs with such demonstrations. If Houston or

any other area that has been reclassified to Serious provides the EPA with quality-assured, certified air quality data for 2016–2018 that demonstrates attainment of the 2008 ozone NAAQS, the area could be eligible for a clean data determination,<sup>39</sup> which would suspend the obligation to submit the attainment planning elements so long as the area continues to attain the standard. Such areas would also be able to submit a request for redesignation provided they meet the statutory criteria for redesignation, including an approved maintenance plan.

*Comment:* One commenter claimed that Connecticut has failed to attain the 2008 ozone NAAQS by the applicable attainment date due to emissions it does not have authority to control, either because such emissions originate out of state or are from mobile sources regulated by EPA. The commenter believes that EPA failed to adequately address interstate transport of air pollution under CAA section 110(a)(2)(D) for the 2008 ozone NAAQS when it finalized the 2016 Cross-State Air Pollution Rule (CSAPR) Update. They claimed that the underlying logic of this rule was flawed because the EPA limited its assessment of control strategies to those that were feasible to implement only as late as the 2017 ozone season. The commenter recommends that the EPA revisit this transport rule to address longer term control strategies that could be feasible to implement beyond 2017 to benefit air quality in areas reclassified to Serious and beyond.

*Response:* The agency's mandatory duty to make determinations of attainment or failure to attain the NAAQS is contained in CAA section 182(b)(2), which does not reference or make any exclusions based on the nature or effect of transported emissions on monitored air quality data in a given nonattainment area.<sup>40</sup> Moreover, to the extent the comment is raising issues related to the EPA's separate action, the CSAPR Update, to address the requirements of CAA section 110(a)(2)(D), or the "good neighbor" provision, with respect to the 2008 ozone NAAQS, they are outside the scope of this final determination and should be addressed in the context of

those EPA actions.<sup>41</sup> Nevertheless, the EPA acknowledges the role interstate transport of precursors to ozone pollution plays in the efforts of downwind areas to attain and maintain the NAAQS. The EPA finalized a determination in December 2018, the "CSAPR Close Out," that fulfilled its statutory obligations under CAA section 110(a)(2)(D), or the "good neighbor" provision, with respect to the 2008 ozone NAAQS.<sup>42</sup> In that determination, the EPA's air quality modeling projected that all monitors in the Eastern United States, including those air quality monitors in Connecticut, would be attaining and maintaining the NAAQS by 2023, the analytic year used by the agency.<sup>43</sup> *Id.*

#### *D. Serious Area SIP Submission Deadlines and RACT Implementation Deadlines*

The EPA received comments on the proposed alternatives for the Serious area deadlines for submitting SIP and RACT revisions, and on the deadlines for implementation of RACT. After full consideration of those comments, and pursuant to CAA section 182(i), the EPA is finalizing the SIP submission due dates and RACT implementation deadlines.

1. *Due date for Serious area SIP revisions (including RACT measures tied to attainment), and implementation deadline for RACT measures tied to attainment.* The EPA is finalizing August 3, 2020, as the due date for Serious area SIP revisions, including RACT measures tied to attainment. The EPA is also finalizing August 3, 2020, as the implementation deadline for RACT measures tied to attainment.

The EPA's decision to finalize the date of August 3, 2020, for these deadlines was informed by several factors. The EPA proposed a due date of 12 months from the effective date of a final action for these SIP elements and the implementation deadline for RACT measures tied to attainment in its November 2018 proposal. At the time of proposal, the agency had hoped to issue a timely final action—by January 2019. Under such a scenario, the actual due dates for Serious area SIP submissions and deadlines for implementation of RACT measures tied to attainment

<sup>41</sup> As of the date of signature of this final action, litigation over the CSAPR Update is pending in the D.C. Circuit. *State of Wisconsin, et al., v. EPA*, No. 16–1406 (D.C. Cir.). Connecticut is not a petitioner or intervenor in this litigation.

<sup>42</sup> See 83 FR 65878, December 21, 2018.

<sup>43</sup> As of the date of signature of this final action, litigation over the CSAPR Close Out is pending in the D.C. Circuit. *State of New York, et al., v. EPA*, No. 19–1019 (D.C. Cir.). Connecticut is a petitioner in this litigation.

<sup>38</sup> See 83 FR 25776, June 4, 2018; final rule effective August 3, 2018.

<sup>39</sup> More information about the Clean Data Policy and redesignation guidance is available at <https://www.epa.gov/ozone-pollution/redesignation-and-clean-data-policy-cdp>.

<sup>40</sup> See *Sierra Club v. EPA*, 294 F.3d 155, 160–62 (D.C. Cir. 2002). The Court held that the EPA is not permitted to relax mandatory statutory requirements for downwind areas on the basis of interstate transport.

would have been January 2020, the beginning of the final year of the 3-year period (2018–2020) that would be evaluated to determine whether an area attains the 2008 ozone NAAQS by the July 20, 2021, Serious-area attainment date. This intended schedule would have enabled the state to implement controls by the beginning of 2020, the last year for which air quality data could impact an area's ability to timely attain the NAAQS or to achieve qualifying air quality for a 1-year extension of the attainment deadline from July 20, 2021, to July 20, 2022.

The timeliness of the final action was delayed when the EPA received a request to schedule a public hearing on the proposal around the time of the lapse in government appropriations, otherwise referred to as the Federal Government shutdown, occurred beginning on December 22, 2018, and ended January 25, 2019. Consequently, while the original public comment period for the November 2018 proposal closed on December 14, 2018, the EPA was unable to hold a public hearing in December. As quickly as possible after the shutdown ended, and the Government resumed normal operations, the EPA reopened the public comment period on February 8, 2019, held the public hearing on February 15, 2019,<sup>44</sup> and closed the public comment period on February 22, 2019. After considering the time that it would take to finalize the rule after the lapse in federal government appropriations, the EPA determined that finalizing the Serious area SIP due date and implementation deadline for RACT measures tied to attainment at 12 months from the effective date of a final rule would result in deadlines falling on a date close to August 3, 2020. Based on this revised timing scenario, and considering comments supporting the alignment of SIP due dates and deadlines for the 2008 and 2015 ozone NAAQS, the EPA determined that it would be appropriate in this case to finalize a due date for Serious Area SIP revisions, including RACT measures tied to attainment, and deadline for implementation of those RACT measures of August 3, 2020, in order to ensure greater consistency among the submissions and implementation for both NAAQS.

More specifically, although the EPA did not propose August 3, 2020, as a due date for these particular SIP submissions, the date was proposed as the due date for SIP revisions

addressing RACT measures not tied to attainment and proposed for the deadline for implementation of those RACT measures. In the November 2018 proposal, the EPA provided its rationale for proposing August 3, 2020, to provide for “consistency among submissions” that may be due from a nonattainment area for more than one NAAQS. For the reasons provided to proposing the August 3, 2020, due date for SIP submissions and the deadline for implementation of RACT measures not tied to attainment, the EPA believes that establishing August 3, 2020, as the due date for Serious-area SIP submissions (including RACT measures tied to attainment) and the implementation deadline of those RACT measures, would more effectively meet the objective of having consistency among submissions pursuant to CAA section 182(i), rather than a deadline that is 12 months from the effective date of this final rule.

*Comment:* Some commenters opposed the proposed deadline of 12 months from the effective date of the final action for SIP submissions and implementation of RACT measures tied to attainment because it would not provide a reasonable amount of time to evaluate control options, conduct rulemaking, and give affected sources sufficient time to implement control requirements. These commenters preferred a period of 18 months or more for Serious Area SIP submission due dates and implementation deadlines for RACT measures tied to attainment. Other commenters supported the proposed 12-month due date for SIP submissions and implementation deadline for RACT measures tied to attainment because they claimed that any additional delay would only extend the duration of unnecessary adverse health impacts on nonattainment area residents. One commenter stated that, because the EPA is directed to streamline SIP submittals when it considers appropriate due dates after reclassification, the EPA should set a due date for Serious area SIP submittals under the 2008 ozone NAAQS that is consistent with the August 3, 2020, deadline for the Moderate area SIP submittals that will be due under the 2015 ozone NAAQS. The commenter indicated that states could realize significant savings of limited state resources if these 2015 ozone Moderate area and 2008 ozone Serious area SIP due dates were coordinated.

*Response:* As discussed earlier, CAA section 182(i) provides authority to the Administrator to adjust SIP submission due dates as necessary or appropriate to assure consistency among SIP

submissions. Although the specific date of August 3, 2020 was not included as an option in the November 2018 proposal, the EPA is persuaded by comments received supporting this date because setting such a due date pursuant to the authority of CAA section 182(i) could allow states to save limited resources by consolidating two SIPs into a single submission. In addition, given the timing of this final action, the August 3, 2020 SIP submission due date will be relatively close in time to 12 months after this final action becomes effective, consistent with due dates established by EPA in past ozone reclassification actions from Moderate to Serious, which was discussed in the proposal. With regard to commenters seeking an 18-month period or longer for developing SIP revisions, the EPA notes that states with areas that were proposed for reclassification in November 2018 have known with a reasonable amount of certainty that revised implementation plans would be due in the near future to provide for expeditious attainment of the 2008 ozone NAAQS, and have had the opportunity to make progress on plan development activities before issuance of this final action. Nonetheless, the EPA recognizes the challenges posed by these due dates and deadlines and is committed to working closely with states to help them as they prepare SIP revisions in a timely manner.

*2. Due date for submitting SIP revisions for RACT measures not tied to attainment.* For SIP revisions for RACT measures not tied to attainment, the EPA proposed a due date of August 3, 2020, which would have been about 18 months from the anticipated effective date of the final action (anticipated in early 2019). The EPA also requested comment on an alternative due date for submitting SIP revisions for RACT measures not tied to attainment that would have been 24 months from the effective date of the final action, *i.e.*, “according to the schedule[] prescribed in connection with such requirement[].”<sup>45</sup> Taking in to account several comments on these proposed dates and the circumstances surrounding the timing of this final action, the EPA is finalizing a due date for SIP revisions for RACT measures not tied to attainment of 18 months from the effective date of this final action, as explained further below.

The proposal's due date of August 3, 2020, for RACT submissions not tied to attainment was expected to be roughly 18 months from the effective date of the

<sup>44</sup> EPA is required under the Administrative Procedure Act (APA) to provide adequate notice of a public hearing (*see* 5 U.S.C. 553).

<sup>45</sup> *See* CAA section 182(i).

anticipated final action. By proposing such a date, the EPA recognized that these measures could reasonably be submitted after the attainment year ozone season (2020) relevant to the Serious area attainment date, because these measures were explicitly not tied to the area's ability to achieve timely attainment. In taking comment on providing a due date that accounted for a full 24 months to prepare a RACT submission, the EPA suggested that such additional time could yield a more desirable end result in terms of emissions reductions and air quality benefits, reducing state processing and resource burdens, and/or burden on emissions sources.

While EPA is not electing to finalize a due date of 24 months from the effective date of this action (approximately August 2021), we are also electing not to finalize a due date of August 3, 2020, given that such a date would provide just under 12 months from the effective date. Because the measures that states identify as "reasonably available" are directly tied to the time provided by the EPA in establishing such a due date, providing a slightly longer timeframe (*i.e.*, 18 months rather than 12 months) to identify and submit RACT measures not tied to attainment for newly reclassified Serious areas for the 2008 standards could lead states to determine that additional controls are reasonable, thus helping areas attain both the 2008 and 2015 standards more expeditiously. Areas subject to this newer due date should have already implemented RACT for sources emitting 100 tpy or more of volatile organic compounds (VOC) or nitrogen oxides (NO<sub>x</sub>) under their Moderate area requirements. Therefore, at this stage, states should be primarily focused on identifying and adopting new RACT measures required to control sources emitting between 50 to 100 tpy of VOC or NO<sub>x</sub>. The EPA believes that 18 months would provide adequate time to adopt any new controls determined to be RACT for this group of sources and submit a SIP to the EPA accordingly.

*Comment:* Several commenters supported either the proposed August 2020 due date or a due date of 18 months from the effective date of this final action. One commenter stated that a period of at least 18 months is needed to properly identify and evaluate potential controls and conduct necessary rulemaking at the state level. Another commenter believed that there was no justification for a due date any earlier than the July 2021 Serious-area attainment date because this SIP submission would be for RACT not

needed for the area to attain. A third commenter supported the August 2020 due date because it would provide for aligned SIP submittal due dates for 2008 ozone Serious areas and for 2015 ozone Moderate areas.

*Response:* Section 182(i) of the CAA provides that states shall meet requirements for reclassified Moderate, Serious and Severe ozone areas "according to the schedules prescribed in connection with such requirements, except that the Administrator may adjust any applicable deadlines (other than attainment dates) to the extent such adjustment is necessary or appropriate to assure consistency among the required submissions."

The EPA notes that the notion embodied in this provision is consistent with several other CAA provisions to establish a SIP submission due date for an area that has failed to attain a NAAQS by the relevant attainment date that may be shorter than the SIP submission due date for the first plan due after an area is initially designated as nonattainment.<sup>46</sup> In this case, the areas that are being reclassified to Serious are identifying and adopting RACT measures not tied to attainment for a subset of sources emitting between 50–100 tpy of VOC or NO<sub>x</sub>, because as Moderate areas they were already required to address RACT and submit SIPs for sources emitting over 100 tpy. Therefore, the EPA does not agree with the commenter that it is appropriate or necessary to extend the due date out to the July 2021 attainment date (which would be nearly 24 months) for submitting SIPs addressing RACT measures not tied to attainment. The EPA is generally in agreement with the commenter who stated that aligning deadlines between submissions required for the 2015 ozone NAAQS and the 2008 ozone NAAQS addresses section 182(i)'s call for "consistency among submissions" and creates efficiencies for states in preparing submissions. However, a SIP revision submission due date of August 3, 2020, for RACT measures not tied to attainment would at this point provide the states with less than 12 months from the effective date of this final action to identify and evaluate such RACT, and prepare and

approve those RACT SIPs at the state level.

Finally, the EPA is cognizant and in agreement with the commenter who stated that a due date of 18 months (which was the expected amount of time the EPA anticipated with an August 3, 2020, due date) could allow states to identify additional controls as "reasonably available" in comparison with the shorter deadline.<sup>47</sup> Therefore, the EPA believes a due date 18-months from the effective date of this final action for submission of certain RACT measures not tied to attainment is appropriate.

*3. Implementation deadline for RACT measures not tied to attainment.* The EPA proposed two options for the implementation deadline for RACT measures not tied to attainment: (1) August 3, 2020 or (2) up through the full 5 years provided by the statute for RACT implementation, *i.e.*, January 1, 2024. In proposing the two dates, the EPA made several observations. We noted at the time that "[i]deally, SIP submission deadlines would precede the implementation of control strategies contained in those SIP submissions."<sup>48</sup> We also noted, in the context of taking comment on a providing a deadline past August 3, 2020, but no later than January 1, 2024, that additional time provided for implementation of control measures "could lead states to determine that additional controls are reasonable, thus helping areas attain both the 2008 and 2015 standards more expeditiously." *Id.* In particular, we noted that in reclassifying areas from Marginal to Moderate in 2016 for the 2008 ozone NAAQS after findings of failure to attain, states were provided less than seven months to implement RACT. We acknowledged that a more generous timeframe for implementing RACT may have allowed states to adopt additional controls.

Thus, the EPA is finalizing July 20, 2021, the Serious area attainment date, as the deadline for implementation of RACT measures not tied to attainment. Given the intervening time between proposed and final rules, an August 3, 2020, deadline for implementation of RACT measures not tied to attainment would limit the controls that states could consider implementing. As noted

<sup>46</sup> For example, CAA section 179(d) requires a state that failed to attain a NAAQS by the attainment date to submit a revised implementation plan within 12 months of an EPA finding of failure to attain. In addition, the requirements for PM<sub>10</sub> and PM<sub>2.5</sub> nonattainment areas in CAA section 189(d) require a Serious area to submit a revised implementation plan within 12 months of a failure to attain the standard.

<sup>47</sup> Moreover, the EPA notes that CAA section 110(k)(5), which provides the EPA with authority to "establish reasonable deadlines" for the submission of SIP revisions to address substantial inadequacies in the SIP identified by the EPA, states that the EPA may not establish such deadline "to exceed 18 months after the date of such notice." While this provision is not directly applicable here, the EPA believes it is informative.

<sup>48</sup> See 83 FR 56781, November 14, 2018.

in the proposal, the EPA believes that there is a direct relationship between the amount of time provided for implementation of RACT measures not tied to attainment and the actual measures that will be available to states to install or implement. We also continue to believe that a slightly longer timeframe for measures that are not directly tied to the area's attainment can be appropriate, especially where an area is simultaneously implementing two ozone standards, such that additional controls will help the area attain both standards more expeditiously. On the other hand, the outside timeframe proposed by the EPA for implementation of RACT measures not tied to attainment, January 1, 2024, was well beyond the Serious area attainment date and we received feedback during the public comment period suggesting that any implementation deadline beyond the attainment date would not serve timely attainment. We are therefore finalizing July 20, 2021, the Serious Area attainment date, as the deadline for implementing RACT measures not needed for attainment. The EPA believes this date is reasonable and appropriate when considering the comments received on this issue and the timing of this final action. We also note that because the EPA is finalizing the SIP submission date for RACT measures not tied to attainment as 18 months from the effective date of this final action, this implementation approach will provide at least some window of time between the SIP revision submission due date and the deadline for implementation of RACT measures not tied to attainment, which, as we noted at proposal, is preferable to direct alignment of the SIP submission due date and implementation deadline, where possible.

#### IV. Environmental Justice Considerations

The CAA requires that states with areas designated as nonattainment submit to the Administrator the appropriate SIP revisions and implement specified control measures by certain dates applicable to the area's classification. By requiring additional planning and implementation requirements for the seven nonattainment areas that the EPA determined failed to attain the 2008 ozone NAAQS standards, the part of this action reclassifying those seven areas from Moderate to Serious will protect all those residing, working, attending school, or otherwise present in those areas regardless of minority or economic status.

#### V. Statutory and Executive Order Reviews

##### A. Executive Order 12866: Regulatory Planning and Review and Executive Order 13563: Improving Regulation and Regulatory Review

This action is not a significant regulatory action and was therefore not submitted to the Office of Management and Budget (OMB) for review.

##### B. Executive Order 13771: Reducing Regulations and Controlling Regulatory Costs

This action is not an Executive Order 13771 regulatory action because this action is not significant under Executive Order 12866.

##### C. Paperwork Reduction Act (PRA)

This rule does not impose any new information collection burden under the PRA not already approved by the Office of Management and Budget.<sup>49</sup> This action does not contain any information collection activities and serves only to make final: (1) Determinations that certain Moderate nonattainment areas listed in Table 2 attained the 2008 ozone standards by the July 20, 2018, attainment date; (2) approval to grant certain Moderate nonattainment areas listed in Table 2 a 1-year attainment date extension from the July 20, 2018, attainment date to July 20, 2019; (3) determinations that certain Moderate nonattainment areas listed in Table 2 failed to attain the 2008 ozone standards by the July 20, 2018, attainment date where such areas will be reclassified as Serious nonattainment for the 2008 ozone standards by operation of law upon the effective date of the final reclassification action; and (4) establishment of adjusted due dates for SIP revisions, including RACT SIP revisions, and RACT implementation deadlines.

##### D. Regulatory Flexibility Act (RFA)

I certify that this action will not have a significant economic impact on a substantial number of small entities under the RFA. This action will not impose any requirements on small entities. The determinations of attainment and failure to attain the 2008 ozone standards (and resulting reclassifications), and the final approval to grant 1-year attainment date extensions do not in and of themselves

<sup>49</sup> On April 30, 2018, the OMB approved EPA's request for renewal of the previously approved information collection request (ICR). The renewed request expires on April 30, 2021, 3 years after the approval date (see OMB Control Number 2060-0695 and ICR Reference Number 201801-2060-003 for EPA ICR No. 2347.03).

create any new requirements beyond what is mandated by the CAA. Instead, this rulemaking only makes factual determinations, and does not directly regulate any entities.

##### E. Unfunded Mandates Reform Act (UMRA)

This action does not contain any unfunded mandate as described in UMRA, 2 U.S.C. 1531-1538,<sup>50</sup> and does not significantly or uniquely affect small governments. This action imposes no enforceable duty on any state, local or tribal governments or the private sector.

##### F. Executive Order 13132: Federalism

This action does not have federalism implications. It will not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government.

##### G. Executive Order 13175: Consultation and Coordination With Indian Tribal Governments

This action has tribal implications. However, it will neither impose substantial direct compliance costs on federally recognized tribal governments, nor preempt tribal law. The EPA has identified a few tribal areas that exist within certain Moderate nonattainment areas for which the EPA is making final determinations of attainment for the 2008 ozone NAAQS. The EPA regional offices consulted with tribal officials under the EPA policy on Consultation and Coordination with Indian Tribes early in the process of developing this regulation to permit them to have meaningful and timely input into its development. Documentation of the consultation is provided in docket items EPA-HQ-OAR-2018-0226-0041 and 0043.

##### H. Executive Order 13045: Protection of Children From Environmental Health and Safety Risks

The EPA interprets Executive Order 13045 as applying only to those regulatory actions that concern environmental health or safety risks that the EPA has reason to believe may disproportionately affect children, per the definition of "covered regulatory action" in section 2-202 of the Executive Order. This action is not subject to Executive Order 13045 because it does not concern an environmental health risk or safety risk.

<sup>50</sup> U.S.C. is United States Code.

*I. Executive Order 13211: Actions That Significantly Affect Energy Supply, Distribution, or Use*

This action is not subject to Executive Order 13211, because it is not a significant regulatory action under Executive Order 12866.

*J. National Technology Transfer Advancement Act (NTTAA)*

This rulemaking does not involve technical standards.

*K. Executive Order 12898: Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations*

The EPA believes that this action does not have disproportionately high and adverse human health or environmental effects on minority, low-income populations and/or indigenous peoples, as specified in Executive Order 12898 (59 FR 7629, February 16, 1994). The documentation for this decision is contained in the section of the preamble titled, “Environmental Justice Considerations.”

*L. Congressional Review Act (CRA)*

This rule is exempt from the CRA because it is a rule of particular applicability. The rule makes factual determinations for specific entities and does not directly regulate any entities. The determinations of attainment and failure to attain the 2008 ozone NAAQS (and resulting reclassifications), and the approval to grant 1-year attainment date extensions do not in themselves create any new requirements beyond what is mandated by the CAA.

*M. Judicial Review*

Under section 307(b)(1) of the CAA, petitions for judicial review of final actions that are locally and regionally applicable may be filed only in the United States Court of Appeals for the appropriate circuit. However, the statute also provides that notwithstanding that general rule, “a petition for review of any action . . . may be filed only in the United States Court of Appeals for the District of Columbia if such action is based on a determination of nationwide scope or effect and if in taking such action the Administrator finds and publishes that such action is based on

such a determination.”<sup>51</sup> Because this final action makes findings regarding nonattainment areas across the country, interprets the CAA and applies such interpretations to states and nonattainment areas across the country, and establishes SIP deadlines for newly reclassified areas in different states in a consistent fashion, the Administrator finds that this action has nationwide scope and effect. Therefore, in accordance with CAA section 307(b)(1), petitions for review of this final action may be filed only in the United States Court of Appeals for the District of Columbia Circuit by October 22, 2019. Note, under CAA section 307(b)(2), the requirements established by this final rule may not be challenged separately in any civil or criminal proceedings for enforcement.

**List of Subjects**

*40 CFR Part 52*

Environmental protection, Administrative practice and procedure, Air pollution control, Designations and classifications, Incorporation by reference, Intergovernmental relations, Nitrogen oxides, Ozone, Reporting and recordkeeping requirements, Volatile organic compounds.

*40 CFR Part 81*

Environmental protection, Administrative practice and procedure, Air pollution control, Designations and classifications, Intergovernmental relations, Nitrogen oxides, Ozone, Reporting and recordkeeping requirements, Volatile organic compounds.

Dated: August 7, 2019.

**Andrew R. Wheeler,**  
*Administrator.*

For the reasons stated in the preamble, parts 52 and 81, title 40, chapter 1 of the Code of Federal Regulations are amended as follows:

**PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS**

- 1. The authority citation for part 52 continues to read as follows:

<sup>51</sup> See 42 U.S.C. 7607(b)(1); see also *Dalton Trucking v. EPA*, 808 F.3d 875 (D.C. Circuit 2015).

Authority: 42 U.S.C. 7401 *et seq.*

**Subpart F—California**

- 2. Section 52.282 is amended by adding paragraph (k) to read as follows:

**§ 52.282 Control strategy and regulations: Ozone.**

\* \* \* \* \*

(k) *Determination of attainment by the attainment date.* Effective September 23, 2019. The EPA has determined that the Mariposa County Moderate nonattainment area in California attained the 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS) by the applicable attainment date of July 20, 2018, based upon complete quality-assured and certified data for the calendar years 2015–2017.

**Subpart V—Maryland**

- 3. Section 52.1076 is amended by adding paragraph (ff) to read as follows:

**§ 52.1076 Control strategy plans for attainment and rate-of-progress: Ozone.**

\* \* \* \* \*

(ff) The EPA has determined that the Baltimore, Maryland Moderate nonattainment area attained the 2008 8-hour ozone National Ambient Air Quality Standards by the applicable attainment date of July 20, 2018, based upon complete quality-assured and certified data for the calendar years 2015–2017.

**PART 81—DESIGNATION OF AREAS FOR AIR QUALITY PLANNING PURPOSES**

- 4. The authority citation for part 81 continues to read as follows:

Authority: 42 U.S.C. 7401, *et seq.*

**Subpart C—Section 107 Attainment Status Designations**

- 5. Section 81.305 is amended by revising the entries for “Nevada County (Western part), CA:” and “San Diego County, CA:” in the table entitled “California—2008 8-Hour Ozone NAAQS (Primary and secondary)” to read as follows:

**§ 81.305 California.**

\* \* \* \* \*

CALIFORNIA—2008 8-HOUR OZONE NAAQS  
[Primary and secondary]

| Designated area  | Designation       |               | Classification    |          |
|--|-------------------|---------------|-------------------|----------|
|  | Date <sup>1</sup> | Type          | Date <sup>1</sup> | Type     |
| * * * * *  |                   |               |                   |          |
| Nevada County (Western part), CA: <sup>2</sup> .....<br>Nevada County (part):<br>That portion of Nevada County, which lies west of a line, described as follows: Beginning at the Nevada-Placer County boundary and running north along the western boundaries of Sections 24, 13, 12, 1, Township 17 North, Range 14 East, Mount Diablo Base and Meridian, and Sections 36, 25, 24, 13, 12, Township 18 North, Range 14 East to the Nevada-Sierra County boundary.  | .....             | Nonattainment | 9/23/2019         | Serious. |
| * * * * *  |                   |               |                   |          |
| San Diego County, CA: <sup>2</sup> .....<br>San Diego County: <sup>2</sup><br>Barona Group of Capitan Grande Band of Mission Indians of the Barona Reservation <sup>3</sup> .<br>Campo Band of Diegueno Mission Indians of the Campo Indian Reservation <sup>3</sup> .<br>Capitan Grande Band of Diegueno Mission Indians of California <sup>3</sup> .<br>Ewiiapaayp Band of Kumayaay Indians <sup>3</sup> .<br>Iipay Nation of Santa Ysabel <sup>3</sup> .<br>Inaja Band of Diegueno Mission Indians of the Inaja and Cosmit Reservation <sup>3</sup> .<br>Jamul Indian Village of California <sup>3</sup> .<br>La Jolla Band of Luiseno Indians <sup>3</sup> .<br>La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation <sup>3</sup> .<br>Los Coyotes Band of Cahuilla and Cupeno Indians <sup>3</sup> .<br>Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation <sup>3</sup> .<br>Mesa Grande Band of Diegueno Mission Indians of the Mesa Grande Reservation <sup>3</sup> .<br>Pala Band of Luiseno Mission Indians of the Pala Reservation <sup>3</sup> .<br>Pauma Band of Luiseno Mission Indians of the Pauma and Yuima Reservation <sup>3</sup> .<br>Rincon Band of Luiseno Mission Indians of the Rincon Reservation <sup>3</sup> .<br>San Pasqual Band of Diegueno Mission Indians of California <sup>3</sup> .<br>Sycuan Band of the Kumeyaay Nation <sup>3</sup> .<br>Viejas (Baron Long) Group of Capitan Grande Band of Mission Indians <sup>3</sup> . | .....             | Nonattainment | 9/23/2019         | Serious. |
| * * * * *  |                   |               |                   |          |

<sup>1</sup> This date is July 20, 2012, unless otherwise noted.

<sup>2</sup> Excludes Indian country located in each area, unless otherwise noted.

<sup>3</sup> Includes Indian country of the tribe listed in this table located in the identified area. Information pertaining to areas of Indian country in this table is intended for CAA planning purposes only and is not an EPA determination of Indian country status or any Indian country boundary. EPA lacks the authority to establish Indian country land status, and is making no determination of Indian country boundaries, in this table.

\* \* \* \* \*  
■ 6. Section 81.307 is amended by revising the table entitled

“Connecticut—2008 8-Hour Ozone NAAQS [Primary and secondary]” to read as follows:

§ 81.307 Connecticut.  
\* \* \* \* \*

CONNECTICUT—2008 8-HOUR OZONE NAAQS  
[Primary and secondary]

| Designated area  | Designation       |               | Classification    |          |
|--|-------------------|---------------|-------------------|----------|
|  | Date <sup>1</sup> | Type          | Date <sup>1</sup> | Type     |
| Greater Connecticut, CT: <sup>2</sup> .....<br>Hartford County.<br>Litchfield County.<br>New London County.<br>Tolland County.<br>Windham County.<br>Mashantucket Pequot Tribe of Connecticut <sup>3</sup> .<br>Mohegan Indian Tribe of Connecticut <sup>3</sup> . |                   | Nonattainment | 9/23/2019         | Serious. |
| New York-N. New Jersey-Long Island, NY-NJ-CT: <sup>2</sup> ...<br>Fairfield County.<br>Middlesex County.<br>New Haven County.  |                   | Nonattainment | 9/23/2019         | Serious. |

<sup>1</sup> This date is July 20, 2012, unless otherwise noted.

<sup>2</sup> Excludes Indian country located in each area, unless otherwise noted.

<sup>3</sup> Includes Indian country of the tribe listed in this table located in the identified area. Information pertaining to areas of Indian country in this table is intended for CAA planning purposes only and is not an EPA determination of Indian country status or any Indian country boundary. EPA lacks the authority to establish Indian country land status, and is making no determination of Indian country boundaries, in this table.

\* \* \* \* \*

■ 7. Section 81.314 is amended by revising the entry for “Chicago-

Naperville, IL-IN-WI:” in the table entitled “Illinois—2008 8-Hour Ozone NAAQS (Primary and secondary)” to read as follows:

§ 81.314 Illinois.

\* \* \* \* \*

ILLINOIS—2008 8-HOUR OZONE NAAQS  
[Primary and secondary]

| Designated area   | Designation       |               | Classification    |          |
|---|-------------------|---------------|-------------------|----------|
|   | Date <sup>1</sup> | Type          | Date <sup>1</sup> | Type     |
| Chicago-Naperville, IL-IN-WI: <sup>2</sup> .....<br>Cook County.<br>DuPage County.<br>Grundy County (part).<br>Aux Sable Township.<br>Goose Lake Township.<br>Kane County.<br>Kendall County (part).<br>Oswego Township.<br>Lake County.<br>McHenry County.<br>Will County. |                   | Nonattainment | 9/23/2019         | Serious. |
| * * * * *   |                   |               |                   |          |

<sup>1</sup> This date is July 20, 2012, unless otherwise noted.

<sup>2</sup> Excludes Indian country located in each area, unless otherwise noted.

\* \* \* \* \*

■ 8. Section 81.315 is amended by revising the entry for “Chicago-

Naperville, IL-IN-WI:” in the table entitled “Indiana—2008 8-Hour Ozone NAAQS (Primary and secondary)” to read as follows:

§ 81.315 Indiana.

\* \* \* \* \*

INDIANA—2008 8-HOUR OZONE NAAQS  
[Primary and secondary]

| Designated area  | Designation       |               | Classification    |          |
|--|-------------------|---------------|-------------------|----------|
|  | Date <sup>1</sup> | Type          | Date <sup>1</sup> | Type     |
| Chicago-Naperville, IL-IN-WI: <sup>2</sup> .....<br>Lake County.<br>Porter County. |                   | Nonattainment | 9/23/2019         | Serious. |

INDIANA—2008 8-HOUR OZONE NAAQS—Continued  
[Primary and secondary]

| Designated area | Designation       |      | Classification    |      |
|-----------------|-------------------|------|-------------------|------|
|                 | Date <sup>1</sup> | Type | Date <sup>1</sup> | Type |
| *               | *                 | *    | *                 | *    |

<sup>1</sup> This date is July 20, 2012, unless otherwise noted.  
<sup>2</sup> Excludes Indian country located in each area, unless otherwise noted.

\* \* \* \* \*

■ 9. Section 81.331 is amended by revising the entry for “New York-N. New Jersey-Long Island, NY-NJ-CT:” in the table entitled “New Jersey—2008 8-Hour Ozone NAAQS [Primary and secondary]” to read as follows:

NEW JERSEY—2008 8-HOUR OZONE NAAQS  
[Primary and secondary]

| Designated area   | Designation       |               | Classification    |          |
|---|-------------------|---------------|-------------------|----------|
|   | Date <sup>1</sup> | Type          | Date <sup>1</sup> | Type     |
| New York-N. New Jersey-Long Island, NY-NJ-CT: <sup>2</sup> ...<br>Bergen County.<br>Essex County.<br>Hudson County.<br>Hunterdon County.<br>Middlesex County.<br>Monmouth County.<br>Morris County.<br>Passaic County.<br>Somerset County.<br>Sussex County.<br>Union County.<br>Warren County. | 9/23/2019         | Nonattainment | 9/23/2019         | Serious. |
| *   | *                 | *             | *                 | *        |

<sup>1</sup> This date is July 20, 2012, unless otherwise noted.  
<sup>2</sup> Excludes Indian country located in each area, unless otherwise noted.

\* \* \* \* \*

■ 10. Section 81.333 is amended by revising the entry for “New York-N. New Jersey-Long Island, NY-NJ-CT:” in the table entitled “New York—2008 8-Hour Ozone NAAQS (Primary and secondary)” to read as follows:

NEW YORK—2008 8-HOUR OZONE NAAQS  
[Primary and secondary]

| Designated area   | Designation       |               | Classification    |          |
|---|-------------------|---------------|-------------------|----------|
|   | Date <sup>1</sup> | Type          | Date <sup>1</sup> | Type     |
| New York-N. New Jersey-Long Island, NY-NJ-CT: <sup>2</sup> ...<br>Bronx County.<br>Kings County.<br>Nassau County.<br>New York County.<br>Queens County.<br>Richmond County.<br>Rockland County.<br>Suffolk County.<br>Westchester County.<br>Shinnecock Indian Nation <sup>3</sup> . | 9/23/2019         | Nonattainment | 9/23/2019         | Serious. |
| *   | *                 | *             | *                 | *        |

<sup>1</sup> This date is July 20, 2012, unless otherwise noted.  
<sup>2</sup> Excludes Indian country located in each area, unless otherwise noted.



<sup>3</sup>Includes Indian country of the tribe listed in this table located in the identified area. Information pertaining to areas of Indian country in this table is intended for CAA planning purposes only and is not an EPA determination of Indian country status or any Indian country boundary. EPA lacks the authority to establish Indian country land status, and is making no determination of Indian country boundaries, in this table.

\* \* \* \* \*

■ 11. Section 81.344 is amended by revising the entries for “Dallas-Fort Worth, TX:” and “Houston-Galveston-Brazoria, TX:” in the table entitled “Texas—2008 8-Hour Ozone NAAQS (Primary and secondary)” to read as follows:

**§ 81.344 Texas.**

\* \* \* \* \*

**TEXAS—2008 8-HOUR OZONE NAAQS**  
[Primary and secondary]

| Designated area                                    | Designation       |               | Classification    |          |
|--|-------------------|---------------|-------------------|----------|
|  | Date <sup>1</sup> | Type          | Date <sup>1</sup> | Type     |
| Dallas-Fort Worth, TX: <sup>2</sup> .....          |                   | Nonattainment | 9/23/2019         | Serious. |
| Collin County.                                     |                   |               |                   |          |
| Dallas County.                                     |                   |               |                   |          |
| Denton County.                                     |                   |               |                   |          |
| Ellis County.                                      |                   |               |                   |          |
| Johnson County.                                    |                   |               |                   |          |
| Kaufman County.                                    |                   |               |                   |          |
| Parker County.                                     |                   |               |                   |          |
| Rockwall County.                                   |                   |               |                   |          |
| Tarrant County.                                    |                   |               |                   |          |
| Wise County.                                       |                   |               |                   |          |
| Houston-Galveston-Brazoria, TX: <sup>2</sup> ..... |                   | Nonattainment | 9/23/2019         | Serious. |
| Brazoria County.                                   |                   |               |                   |          |
| Chambers County.                                   |                   |               |                   |          |
| Fort Bend County.                                  |                   |               |                   |          |
| Galveston County.                                  |                   |               |                   |          |
| Harris County.                                     |                   |               |                   |          |
| Liberty County.                                    |                   |               |                   |          |
| Montgomery County.                                 |                   |               |                   |          |
| Waller County.                                     |                   |               |                   |          |

<sup>1</sup> This date is July 20, 2012, unless otherwise noted.

<sup>2</sup> Excludes Indian country located in each area, unless otherwise noted.

\* \* \* \* \*

■ 12. Section 81.350 is amended by revising the entries for “Chicago-Naperville, IL-IN-WI:,” “Inland Sheboygan County, WI,” and “Shoreline Sheboygan County, WI” and adding footnote 5 in the table entitled “Wisconsin—2008 8-Hour Ozone NAAQS (Primary and secondary)” to read as follows:

**§ 81.350 Wisconsin.**

\* \* \* \* \*

**WISCONSIN—2008 8-HOUR OZONE NAAQS**  
[Primary and secondary]

| Designated area  | Designation       |               | Classification    |           |
|--|-------------------|---------------|-------------------|-----------|
|  | Date <sup>1</sup> | Type          | Date <sup>1</sup> | Type      |
| Chicago-Naperville, IL-IN-WI: <sup>2</sup> .....   |                   | Nonattainment | 9/23/2019         | Serious.  |
| Kenosha County (part):   |                   |               |                   |           |
| The portion of Kenosha County bounded by the Lake Michigan shoreline on the East, the Kenosha County boundary on the North, the Kenosha County boundary on the South, and the I-94 corridor (including the entire corridor) on the West. |                   |               |                   |           |
| Inland Sheboygan County, WI <sup>2 5</sup> .....   | 7/15/2019         | Nonattainment | 12/19/2016        | Moderate. |

WISCONSIN—2008 8-HOUR OZONE NAAQS—Continued  
[Primary and secondary]

| Designated area  | Designation       |               | Classification    |           |
|--|-------------------|---------------|-------------------|-----------|
|  | Date <sup>1</sup> | Type          | Date <sup>1</sup> | Type      |
| Sheboygan County (part):<br>Exclusive and west of the following roadways going from the northern county boundary to the southern county boundary: Highway 43, Wilson Lima Road, Minderhaud Road, County Road KK/Town Line Road, N 10th Street, County Road A S/Center Avenue, Gibbons Road, Hoftiezer Road, Highway 32, Palmer Road/Smies Road/Palmer Road, Amsterdam Road/County Road RR, Termaat Road. |                   |               |                   |           |
| Shoreline Sheboygan County, WI <sup>2 5</sup> .....  | 7/15/2019         | Nonattainment | 12/19/2016        | Moderate. |
| Sheboygan County (part):<br>Inclusive and east of the following roadways going from the northern county boundary to the southern county boundary: Highway 43, Wilson Lima Road, Minderhaud Road, County Road KK/Town Line Road, N 10th Street, County Road A S/Center Avenue, Gibbons Road, Hoftiezer Road, Highway 32, Palmer Road/Smies Road/Palmer Road, Amsterdam Road/County Road RR, Termaat Road. |                   |               |                   |           |
| * * * * *  |                   |               |                   |           |

<sup>1</sup> This date is July 20, 2012, unless otherwise noted.

<sup>2</sup> Excludes Indian country located in each area, unless otherwise noted.

<sup>5</sup> Attainment date is extended to July 20, 2019 for both Inland Sheboygan County, WI, and Shoreline Sheboygan County, WI, nonattainment areas.

\* \* \* \* \*  
[FR Doc. 2019-17796 Filed 8-22-19; 8:45 am]  
BILLING CODE 6560-50-P

**DEPARTMENT OF TRANSPORTATION**  
**National Highway Traffic Safety Administration**  
**49 CFR Part 571**  
[Docket No. NHTSA-2019-0009]  
RIN 2127-AM10  
**Federal Motor Vehicle Safety Standards; Electric-Powered Vehicles: Electrolyte Spillage and Electrical Shock Protection**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).  
**ACTION:** Final rule.

**SUMMARY:** This final rule clarifies the direct contact protection requirements for high voltage connectors in Federal Motor Vehicle Safety Standard (FMVSS) No. 305, “Electric-powered vehicles: electrolyte spillage and electrical shock protection.” It amends the standard to make clear the allowance of high voltage connectors that require the use of a tool

to separate from their mating component. This final rule also makes three minor technical corrections to FMVSS No. 305.

**DATES:**  
*Effective date:* This final rule is effective August 23, 2019.  
*Compliance date:* The compliance date for the amendments in this final rule is August 24, 2020. Optional early compliance is permitted.  
*Petitions for reconsideration:* Petitions for reconsideration of this final rule must be received not later than October 7, 2019.

**ADDRESSES:** Petitions for reconsideration of this final rule must refer to the docket and notice number set forth above and be submitted to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Note that all petitions received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

*Privacy Act:* Please see the Privacy Act heading under Rulemaking Analyses and Notices.

**FOR FURTHER INFORMATION CONTACT:** You may contact Ms. Shashi Kuppa, Office of Crashworthiness Standards;

telephone: 202-366-3827; facsimile: 202-493-2990, or Mr. Daniel Koblenz, Office of Chief Counsel; telephone: 202-366-2992; facsimile: 202-366-3820. The mailing address of these officials is: National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:**  
**Table of Contents**

- I. Introduction
- II. Alliance Comment to the NPRM
- III. Final Rule
- IV. Regulatory Notices and Analyses

**I. Introduction**

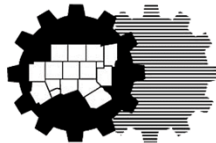
On February 28, 2019, NHTSA published a notice of proposed rulemaking (NPRM) proposing to amend Federal Motor Vehicle Safety Standard (FMVSS) No. 305, “Electric-powered vehicles: electrolyte spillage and electrical shock protection.” 84 FR 6758. The NPRM proposed to amend the regulatory text of FMVSS No. 305 to explicitly permit high-voltage connectors that provide direct contact protection when connected to their mating component and that require the use of a tool to separate from their mating component. The regulatory text that was the subject of the NPRM was

# 2008 Ozone Air Quality Standard, Current Ozone Season, and Status Report on Volkswagen

**Surface Transportation Technical Committee  
October 4, 2019**

**Jenny Narvaez**

**Nancy Luong**



North Central Texas  
Council of Governments

# **2008 OZONE AIR QUALITY STANDARD RECLASSIFICATION (EPA)**

***August 23, 2019*** – Dallas/Fort Worth 10-County Nonattainment Area  
Reclassification from “Moderate” to “Serious”

**Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall,  
Tarrant, and Wise**

***August 3, 2020*** – State Implementation Plan Revision Due From TCEQ to EPA

**Attainment Demonstration**

**Reasonable Further Progress**

**NOx & VOC Reasonable Available Control Technologies Rules**

***July 20, 2021*** – “Serious” Attainment Date

**Design Value Based on 2018, 2019, and 2020 Ozone Seasons**

# **2008 OZONE AIR QUALITY STANDARD**

## **STATE IMPLEMENTATION PLAN REVISION (TCEQ)**

*August 23, 2019* – SIP Documents Available on TCEQ Web Site

*September 11, 2019* – TCEQ Commission Proposal Agenda

**DRAFT**

*September 13, 2019 to October 28, 2019* – Public Comment Period

*October 17, 2019* – Public Hearing in Arlington TX

*March 4, 2020* – TCEQ Commission Adoption

?

– TCEQ Submits SIP Documents to EPA

*August 3, 2020* – SIP Documents Due to EPA

# 2008 OZONE AIR QUALITY STANDARD TRANSPORTATION CONFORMITY (RTC)

**August 23, 2019** – Proposed 2020 Motor Vehicle Emission Budgets:

NO<sub>x</sub>: 88.27 tons/day  
VOC: 53.05 tons/day

**DRAFT**

**August 3, 2020** – SIP Documents Due to EPA

90-DAYS ↓ (Assuming End of Deadline)

**November 2020** – EPA Adequacy on MVEB's for Conformity Purposes

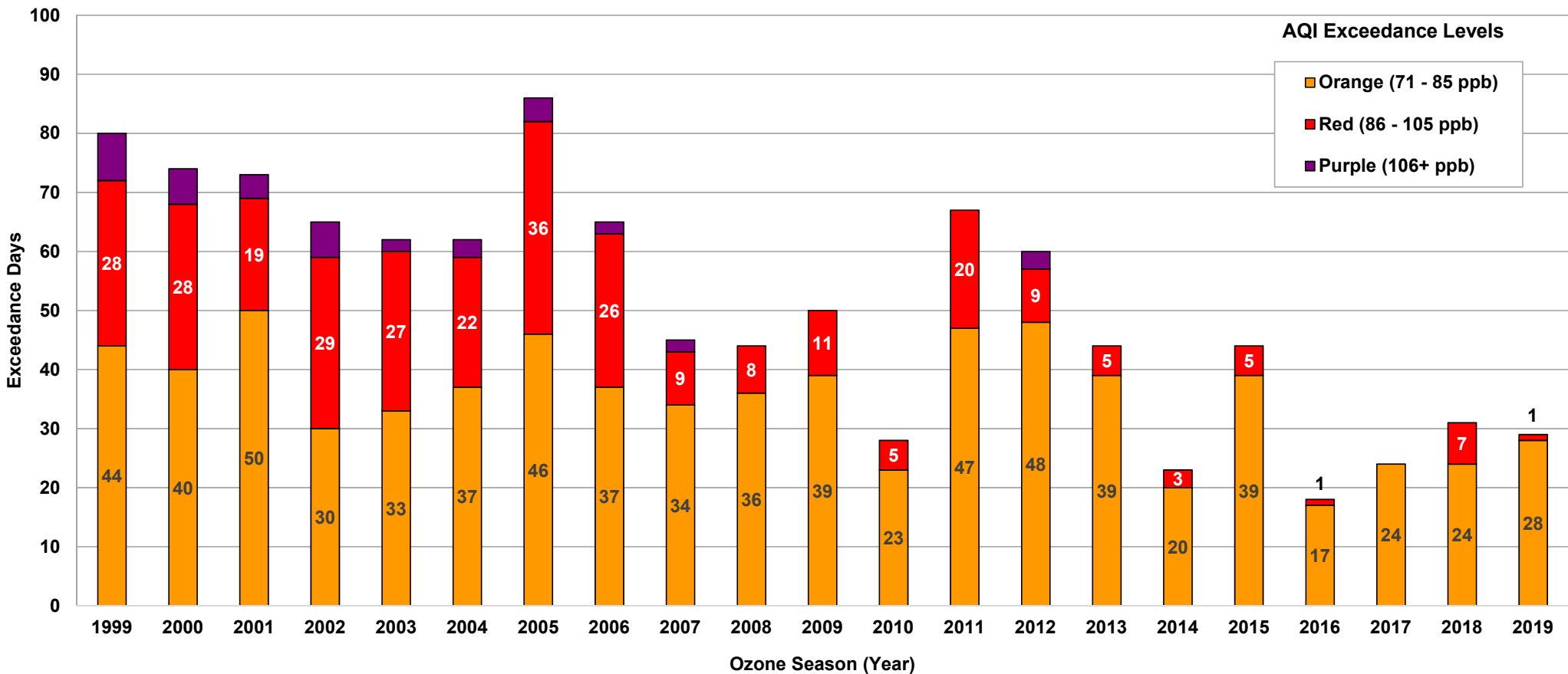
2-YEARS ↓ (Assuming End of Deadline)

**November 2022** – Transportation Conformity Determination Deadline

**NOTE: Mobility 2045 Existing 4-Year Plan Cycle Expires November 20, 2022  
Upcoming Mobility 2045 Schedule Under Development**

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of September 23, 2019)

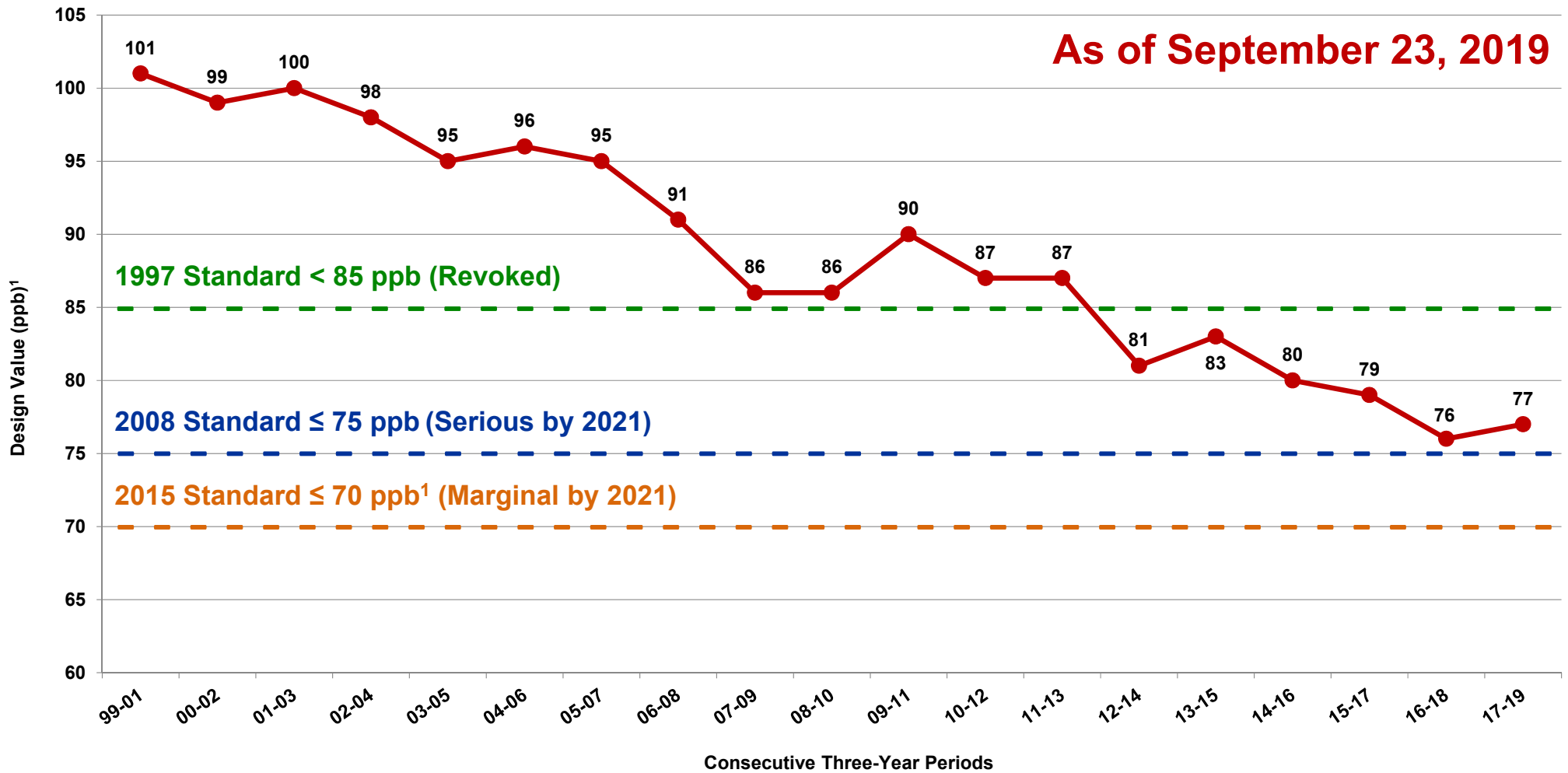


Exceedance Level indicates daily maximum eight-hour average ozone concentration.  
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of September 23, 2019



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

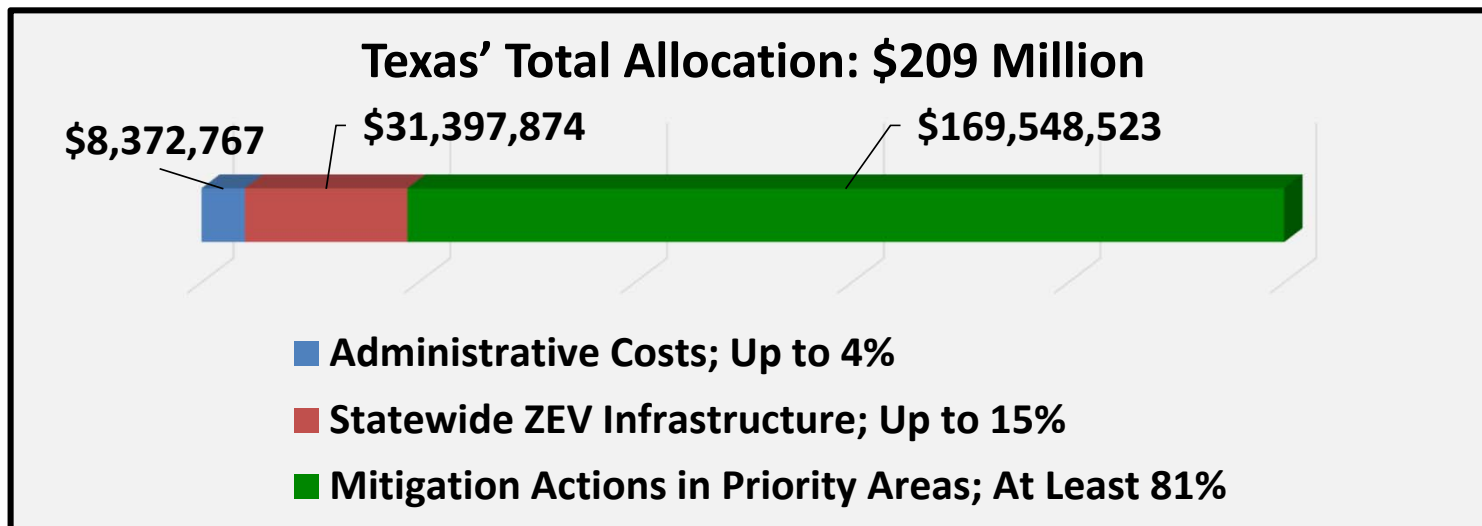


# VOLKSWAGEN ENVIRONMENTAL MITIGATION TRUST - TEXAS

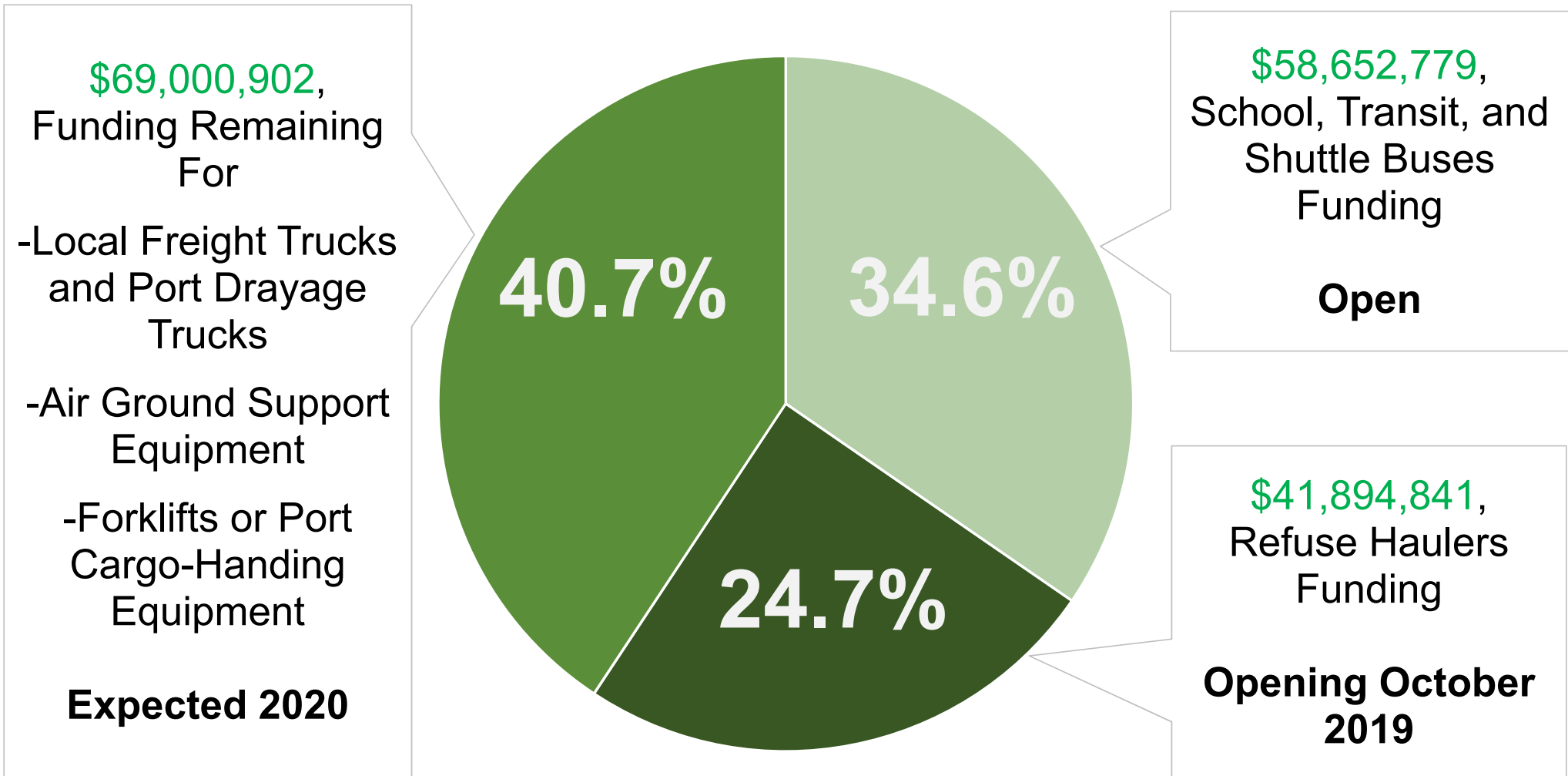
[www.TexasVWFund.org](http://www.TexasVWFund.org)

## Texas Commission on Environmental Quality (TCEQ) Goals

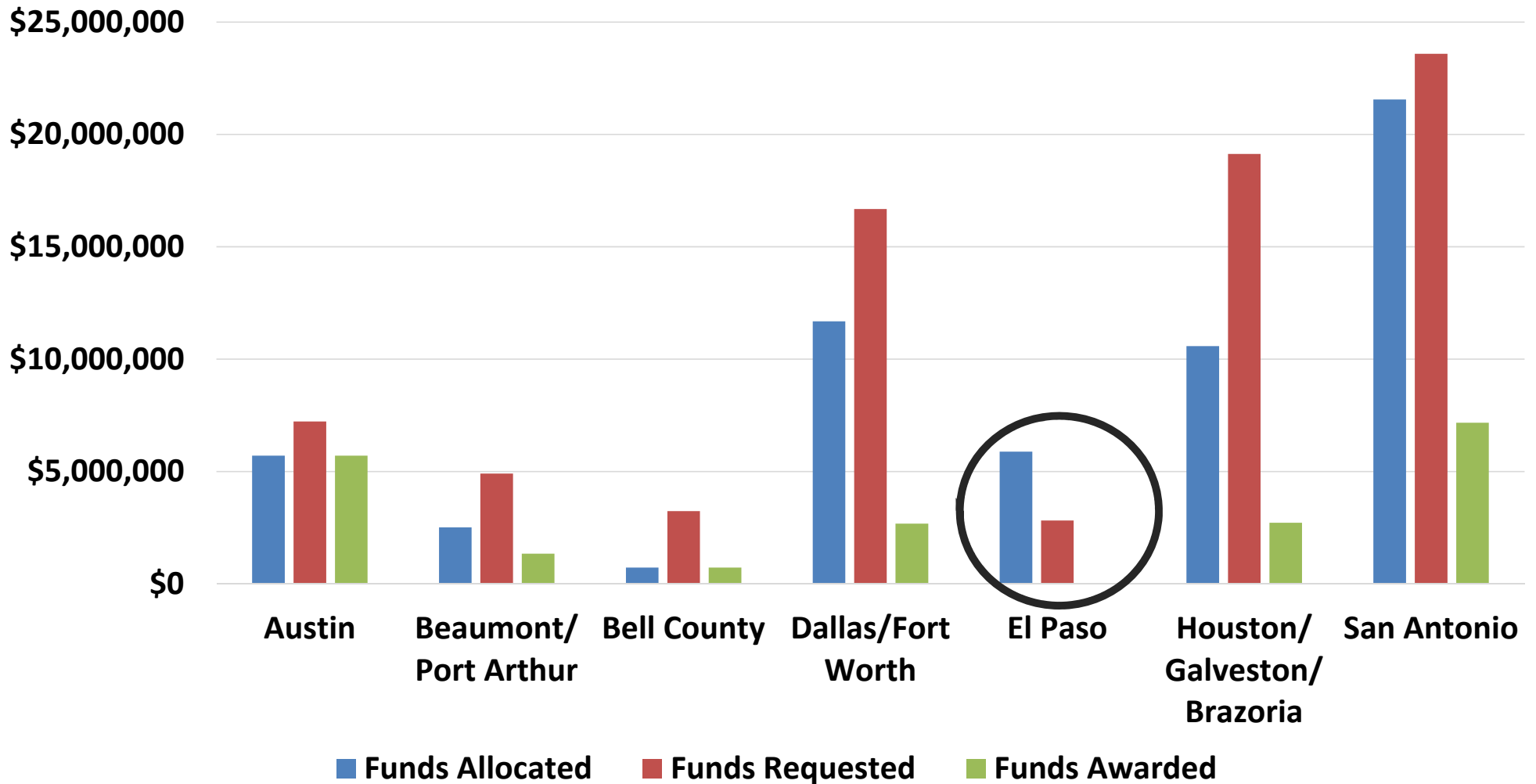
1. Reduce Nitrogen Oxides (NO<sub>x</sub>) Emissions
2. Reduce the Potential for Exposure of the Public to Pollutants
3. Prepare for Increased and Sustained Use of Zero Emission Vehicles (ZEV)
4. Complement Other Incentive Funding Programs



# STATEWIDE FUNDING DISTRIBUTION FOR \$169.5 M



# STATEWIDE BUS FUNDING DISTRIBUTION FOR PRIORITY AREAS



The information published by the Texas Commission on Environmental Quality is as current as September 6, 2019.

# APPLICANTS ACROSS DALLAS-FORT WORTH AREA

## Independent School District

Aledo ISD (1)

Argyle ISD (6)

Arlington ISD (20)

Birdville ISD (14)

Chico ISD (1)

Cleburne ISD (14)

Community ISD (6)

Dallas ISD (1)

Denton ISD (20)

Everman ISD (8)

Fort Worth ISD (20)

Godley ISD (14)

Grapevine Colleyville ISD (7)

Hurst-Euless-Bedford ISD (20)

Italy ISD (5)

Kaufman ISD (13)

Kemp ISD (8)

Lovejoy ISD (5)

Mabank ISD (2)

Maypearl ISD (3)

Poolville ISD (2)

Rio Vista ISD (2)

Sanger ISD (6)

Venus ISD (11)

Waxahachie ISD (7)

## Local Government

City of Granbury (1)

## Other

Durham School Services, LP (20)

Boys and Girls Club of Greater Dallas (3)

Student Transportation of America, Inc. (20)

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**29 Total Applicants Requesting 260 Activities**

# REFUSE HAULER FUNDING ROUND OPENING OCTOBER 2019

**Eligibility: Engine Model Year 1992 – 2009 Refuse Haulers Greater Than 26,001 lbs. That Are Configured To Collect And Transport Municipal Solid Waste**

**Eligible Refuse Vehicles Include: Garbage Trucks, Roll-off Trucks, Dump Trucks, Sweeper Trucks, Chipper Trucks, and Grapple Trucks.**

| <b>Priority Area</b>       | <b>Total Allocation</b> | <b>Funding by Priority Area</b> |
|----------------------------|-------------------------|---------------------------------|
| Dallas-Fort Worth          | \$33,385,160            | \$8,346,290                     |
| Houston-Galveston-Brazoria | \$31,826,279            | \$7,558,741                     |
| San Antonio                | \$61,585,516            | \$15,396,379                    |
| Austin                     | \$16,297,602            | \$4,074,401                     |
| El Paso                    | \$16,814,031            | \$4,203,508                     |
| Beaumont-Port Arthur       | \$7,556,869             | \$1,794,756                     |
| Bell County                | \$2,083,065             | \$520,766                       |
| <b>Total</b>               | <b>\$169,548,522</b>    | <b>\$41,894,841</b>             |

## FOR MORE INFORMATION

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[www.nctcog.org/airquality](http://www.nctcog.org/airquality)

# NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

## 2018 Safety Program Performance Measures



### Establishing NCTCOG's Safety Performance Targets

- NCTCOG Aspirational Safety Goal: Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.
- On February 14, 2019, the Regional Transportation Council adopted a resolution supporting Highway Safety Improvement Program Performance Targets (i.e. PM1) as established by the Texas Department of Transportation (TxDOT) in collaboration with statewide stakeholders.
- Targets were developed using a data-driven, multi-year, collaborative process.
- Two percent reduction from original trend line by Target Year 2022 — achieved by reducing each intermediate year by 0.4 percent in 2018, 0.8 percent in 2019, 1.2 percent in 2020, 1.6 percent in 2021, and 2.0 percent in 2022.
- Targets are based on a five-year rolling average (2014 - 2018) for 2019 targets.

| Safety Performance Targets                         | 2018 TxDOT Targets | 2018 NCTCOG Targets | 2019 TxDOT Targets | 2019 NCTCOG Targets |
|--|--------------------|---------------------|--------------------|---------------------|
|  | 0.4% Reduction     |                     | 0.8% Reduction     |                     |
| No. of Fatalities                                  | 3,703.08           | 665.2               | 3,791.0            | 599.2               |
| Fatality Rate                                      | 1.432              | 0.960               | 1.414              | 0.838               |
| No. of Serious Injuries                            | 17,565.4           | 3,647.8             | 17,751.0           | 3999.6              |
| Serious Injury Rate                                | 6.740              | 5.180               | 6.550              | 5.568               |
| No. of Non-motorized Fatalities & Serious Injuries | 2,150.6            | 560.0               | 2,237.6            | 582.4               |

### NCTCOG 12-County MPA Crash and Fatality Data 2014-2018

NCTCOG receives regional crash data from TxDOT's Crash Records Information System annually. The performance measures below highlight reportable crashes and fatalities that occurred in the NCTCOG 12-county Metropolitan Planning Area (MPA) from 2014 to 2018. The data below indicates that in 2018 the NCTCOG region experienced **one crash every four minutes** and **one fatality every 12 hours**.

| 2014-2018 Crashes |                |                |                |                |                |                    | 2014-2018 Fatalities |            |            |            |            |                    |
|-------------------|----------------|----------------|----------------|----------------|----------------|--------------------|----------------------|------------|------------|------------|------------|--------------------|
| County            | 2014           | 2015           | 2016           | 2017           | 2018           | % Change 2017-2018 | 2014                 | 2015       | 2016       | 2017       | 2018       | % Change 2017-2018 |
| Collin            | 11,861         | 13,222         | 13,898         | 13,100         | 13,201         | 0.77%              | 46                   | 38         | 50         | 68         | 45         | -33.82%            |
| Dallas            | 42,879         | 48,905         | 55,684         | 50,565         | 49,745         | -1.62%             | 222                  | 260        | 316        | 281        | 294        | 4.63%              |
| Denton            | 9,952          | 11,693         | 12,236         | 11,970         | 11,768         | -1.69%             | 34                   | 35         | 49         | 49         | 51         | 4.08%              |
| Ellis             | 2,181          | 2,407          | 2,596          | 2,725          | 2,810          | 3.12%              | 24                   | 25         | 28         | 33         | 16         | -51.52%            |
| Hood              | 752            | 751            | 795            | 819            | 725            | -11.48%            | 8                    | 3          | 15         | 11         | 5          | -54.55%            |
| Hunt              | 1,111          | 1,332          | 1,418          | 1,346          | 1,471          | 9.29%              | 18                   | 22         | 28         | 27         | 17         | -37.04%            |
| Johnson           | 1,998          | 2,020          | 2,287          | 2,354          | 2,358          | 0.17%              | 21                   | 23         | 23         | 21         | 23         | 9.52%              |
| Kaufman           | 1,482          | 1,802          | 2,026          | 1,913          | 2,128          | 11.24%             | 22                   | 18         | 28         | 31         | 25         | -19.35%            |
| Parker            | 2,003          | 2,014          | 2,176          | 2,306          | 2,219          | -3.77%             | 14                   | 18         | 21         | 20         | 29         | 45.00%             |
| Rockwall          | 1,109          | 1,308          | 1,369          | 1,346          | 1,407          | 4.53%              | 2                    | 4          | 12         | 13         | 8          | -38.46%            |
| Tarrant           | 28,274         | 30,831         | 34,722         | 34,295         | 32,809         | -4.33%             | 138                  | 151        | 166        | 182        | 168        | -7.69%             |
| Wise              | 911            | 811            | 968            | 954            | 971            | 1.78%              | 10                   | 21         | 19         | 22         | 16         | -27.27%            |
| <b>Total</b>      | <b>104,513</b> | <b>117,096</b> | <b>130,175</b> | <b>123,693</b> | <b>121,612</b> | <b>-1.68%</b>      | <b>559</b>           | <b>626</b> | <b>755</b> | <b>758</b> | <b>697</b> | <b>-8.05%</b>      |

Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/30/2019 - All TxDOT disclaimers apply to this information.

Note: A reportable motor vehicle crash is defined by TxDOT as: "Any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to property of any one person to the apparent extent of \$1,000."

# 2018 Contributing Factors for Serious Injury and Fatality Crashes

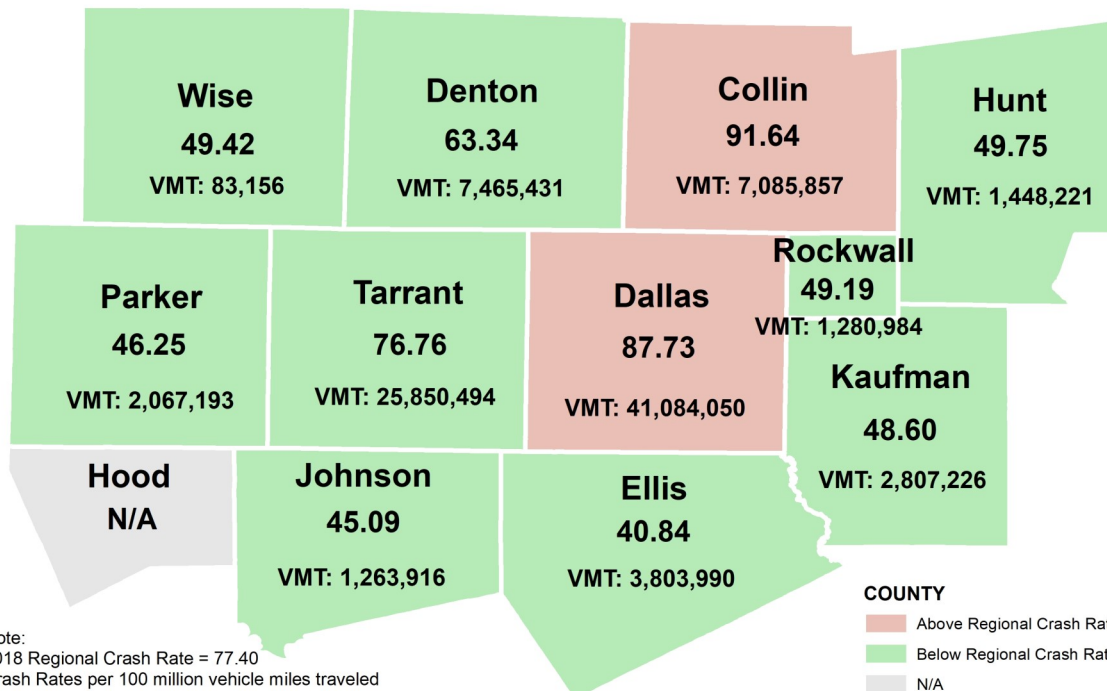
|    | Top Ten Contributing Factors — Limited Access Facilities Only  | 2018   | 2017   |
|----|--|--------|--------|
| 1  | Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)  | 34.23% | 33.15% |
| 2  | Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights / Cell/Mobile Device Use - (Texting / Other / Unknown - [0.53%])) | 11.41% | 10.24% |
| 3  | Changed Lane When Unsafe   | 11.31% | 6.81%  |
| 4  | Faulty Evasive Action  | 9.49%  | 7.88%  |
| 5  | Followed Too Closely   | 8.72%  | 3.98%  |
| 6  | Failed to Drive in Single Lane   | 8.26%  | 10.44% |
| 7  | Under Influence - (Had Been Drinking / Alcohol / Drug)   | 5.61%  | 9.10%  |
| 8  | Fatigued or Asleep   | 2.16%  | 2.09%  |
| 9  | Disabled in Traffic Lane   | 1.79%  | 2.36%  |
| 10 | Pedestrian Failed to Yield Right of Way to Vehicle   | 1.26%  | 3.71%  |

Note: The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA only. Speeding has been the number one contributing factor for all analysis done from 2016-2018. For more information on contributing factor trends for previous years, please visit the [NCTCOG Safety Program](#) webpage.

## 2018 Crash Rates by County

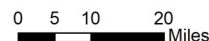
Each year, NCTCOG calculates crash rates on limited access facilities for each county within the NCTCOG 12-County MPA. The map below displays crash rates by county in comparison to the 2018 regional crash rate of 77.40 crashes per 100 million vehicle miles traveled (VMT). Counties that have a higher crash rate than the regional rate are shown in red, while counties with a rate below the regional crash rate are shown in green.

2018 Limited Access Roadway Crash Rates by County: NCTCOG 12 - County MPA



Note:  
 2018 Regional Crash Rate = 77.40  
 Crash Rates per 100 million vehicle miles traveled  
 Hood County is N/A as it does not have a limited access facility

Source:  
 Crash Data - TxDOT Crash Records Information System (CRIS)  
 VMT Data - NCTCOG Trans Model Performance Reports



Crash Rates calculated for limited access facilities: IH, SH, and US mainlanes



# NCTCOG Bicycle and Pedestrian Safety

## Look Out Texans Campaign and Planning Efforts

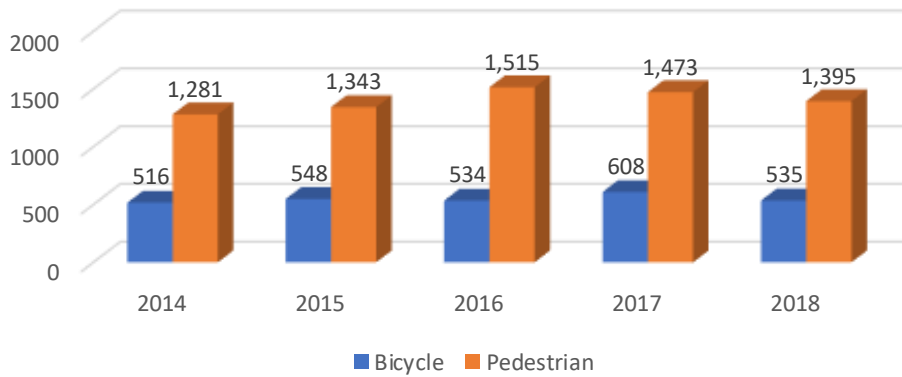
Launched in October 2015, the Look Out Texans Campaign encourages North Texans to watch out for one another and offers specific tips to bike, walk and drive safely together. The campaign was developed by the North Central Texas Council of Governments and funded by the Texas Department of Transportation. Between 2014 and 2018, there were more than 9,700 reported bicycle and pedestrian crashes involving a motor vehicle and over 785 fatalities in North Texas, according to TxDOT. The campaign features North Texans helping bring a greater sense of community and respect to our roads. Understanding how people bicycling, walking, and driving should interact together is important to improving safety on area roads and protecting our friends, families, and neighbors.

For example, people **bicycling** should follow the same traffic rules as motor vehicles, ride in the same direction as traffic, always stop at traffic signals and stop signs, and use hand signals to notify motorists of their intent. People **walking** must be alert and visible. Pedestrians should only cross streets at crosswalks and intersections where they can gauge traffic and be visible. Before crossing, eye contact with drivers ensures they were seen. Finally, people **driving** should allow at least three feet when passing someone on a bicycle. State law allows bicyclists to ride on roadways and use the middle of a lane. Drivers must also look out for people walking, always yielding to crossing pedestrians. To view safety education videos and see all 21 safety tips of the Look Out Texans campaign, visit [LookOutTexans.org](http://LookOutTexans.org).

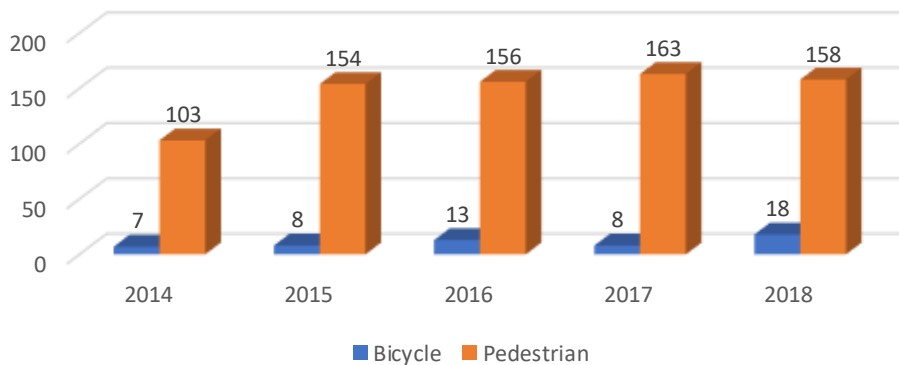
In a focused effort to reduce the number of pedestrian crashes and fatalities, NCTCOG in partnership with TxDOT, is creating a Pedestrian Safety Action Plan. The plan will identify goals and action items in the areas of engineering, education, and enforcement and brings together key stakeholders from various agencies across the metropolitan area to ensure the plan is a success. A survey was conducted to gather user input on the pedestrian experience to direct the goals and action items, which could result in projects and programs across the region. For more information about the plan, please visit the project web page [nctcog.org/pedsafetyplan](http://nctcog.org/pedsafetyplan).

## NCTCOG 12-County MPA Bicycle and Pedestrian Crash Data 2014—2018

### 2014-2018 Bicycle & Pedestrian Crashes 12-County MPA



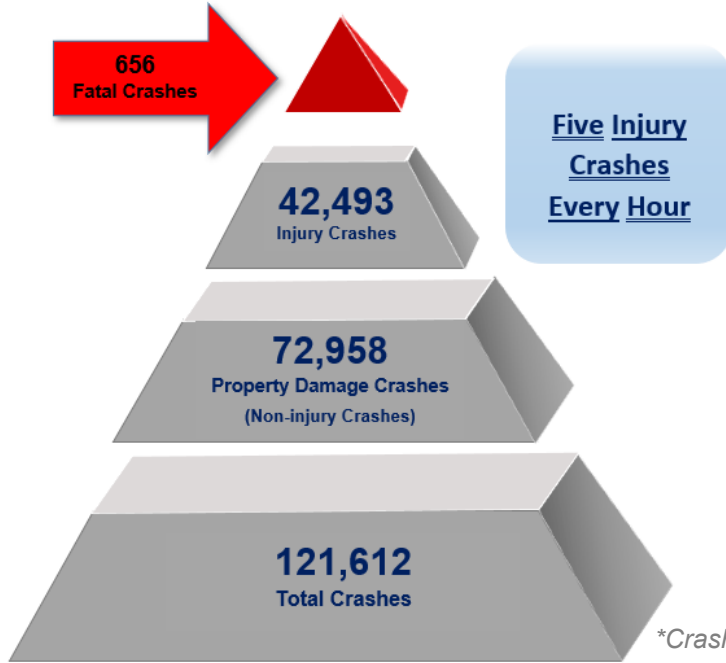
### 2014-2018 Bicycle & Pedestrian Fatalities 12-County MPA



# NCTCOG Traffic Incident Management Program

## 2018 Regional Crash Pyramid — NCTCOG 12-County MPA

The crash pyramid represents the high volume of crashes in the region, equating to five injury crashes every hour. There is an obvious need for highly effective training for those agencies responsible for managing and clearing traffic incidents. Traffic incident management training promotes consistency among agency responders, significantly improves responder and motorist safety, and reduces the duration of traffic incidents.



On average, each injury crash requires

- 2 Law Enforcement
- 4 Fire/Rescue
- 2 Emergency Medical Services
- 1 Towing and Recovery
- 9 Responders

*Potentially 45 responders "working in or near moving traffic" every hour 24/7/365.*

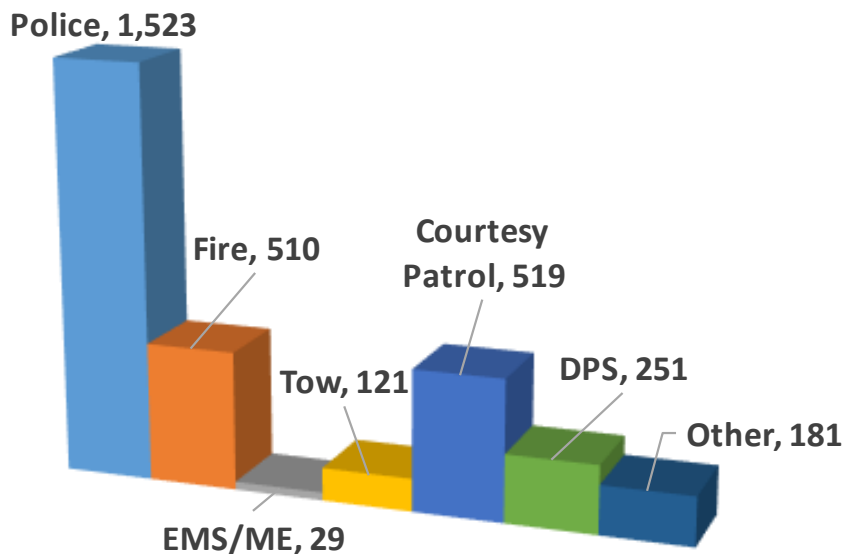
*\*Crash pyramid does not include "Unknown Injury Crashes"*

### NCTCOG TIM First Responder and Manager's Course

The Traffic Incident Management (TIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the TIM training course is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve the air quality in the Dallas-Fort Worth region. The **First Responder and Manager's Course**, geared towards those with daily involvement in responding to traffic incidents, is offered six times per year. The training is eligible for TCOLE Credits, Fire Commission Credits, and Emergency Medical Services Continuing Education Units.

| NCTCOG First Responder and Manager's Course Attendance |                     |       |
|--|---------------------|-------|
| 2003 - 2018  | January - July 2019 | Total |
| 3,012  | 122                 | 3,134 |

### NCTCOG First Responder and Manager's Course Attendance - Breakdown By Area



# NCTCOG Traffic Incident Management Program

## NCTCOG First Responder and Manager's Course Attendance — Breakdown By Agency

### Cities and Counties Represented (70): August 2013 - July 2019

|  |  |  |   |
|--|--|--|---|
| <b>Allen</b><br><b>Argyle</b><br><b>Arlington</b><br>Aubrey<br><b>Azle</b><br><b>Balch Springs</b><br><b>Bedford</b><br><b>Benbrook</b><br><b>Burleson</b><br>Caddo Mills<br><b>Carrollton</b><br><b>Cedar Hill</b><br><b>Cleburne</b><br>Colleyville<br><b>Corinth</b><br>Cresson | <b>Dallas</b><br><b>Decatur</b><br><b>DeSoto</b><br><b>Duncanville</b><br>Euless<br><b>Farmers Branch</b><br><b>Flower Mound</b><br><b>Forest Hill</b><br><b>Fort Worth</b><br><b>Frisco</b><br><b>Garland</b><br><b>Glenn Heights</b><br><b>Granbury</b><br><b>Grand Prairie</b><br><b>Grapevine</b><br><b>Greenville</b> | <b>Hickory Creek</b><br><b>Hurst</b><br><b>Irving</b><br>Joshua<br><b>Keller</b><br>Kennedale<br>Krum<br>Lake Cities<br><b>Lake Worth</b><br>Lewisville<br>Mansfield<br><b>McKinney</b><br>Melissa<br><b>Mesquite</b><br><b>N. Richland Hills</b><br>Northlake | <b>Plano</b><br><b>Ponder</b><br><b>Prosper</b><br><b>Richardson</b><br><b>Richland Hills</b><br><b>Roanoke</b><br><b>Rockwall</b><br><b>Sachse</b><br><b>Seagoville</b><br><b>Springtown</b><br><b>Terrell</b><br><b>University Park</b><br><b>Venus</b><br><b>Waxahachie</b><br><b>Willow Park</b><br><b>Wilmer</b> |
|--|--|--|---|

Counties: **Collin, Dallas**, Erath, Hunt, Tarrant, and Wise

**Notes:**

1. Agencies shown in bold text have attended both the First Responder and Manager's Course and the Executive Level Course.
2. The last major course update was done in August 2013.
3. A complete list of Agency Attendance from 2003 is available upon request.

### NCTCOG TIM Executive Level Course Attendance

The **Executive Level Course** was introduced in 2005 and is geared towards agency decision and policy makers and provides a high-level overview of the topics discussed in the First Responder and Manager's Course. The Executive Level Course is offered twice a year.

| Police | Fire | City Staff | Elected Officials | Public Works/<br>Strategic Services<br>Transportation | Medical Staff | Other | Total<br>(February 2005 - May 2019) |
|--------|------|------------|-------------------|---|---------------|-------|-------------------------------------|
| 366    | 159  | 32         | 15                | 57  | 17            | 187   | 833                                 |

### NCTCOG Photogrammetry Training Attendance: 2007— April 2019

Photogrammetry Training is offered as a complement to the region's TIM Training series. The Photogrammetry System, used for crash reconstruction, is an image-based 3D system that calculates measurements from photographs and digital images. The System helps reduce the time needed to investigate a crash scene. The following training is offered twice a year:

- Basic Training - five days (includes a three-day iWitness™ workshop and a two-day CAD workshop)
- Advanced Training - two days (offered to students who completed Basic Training)

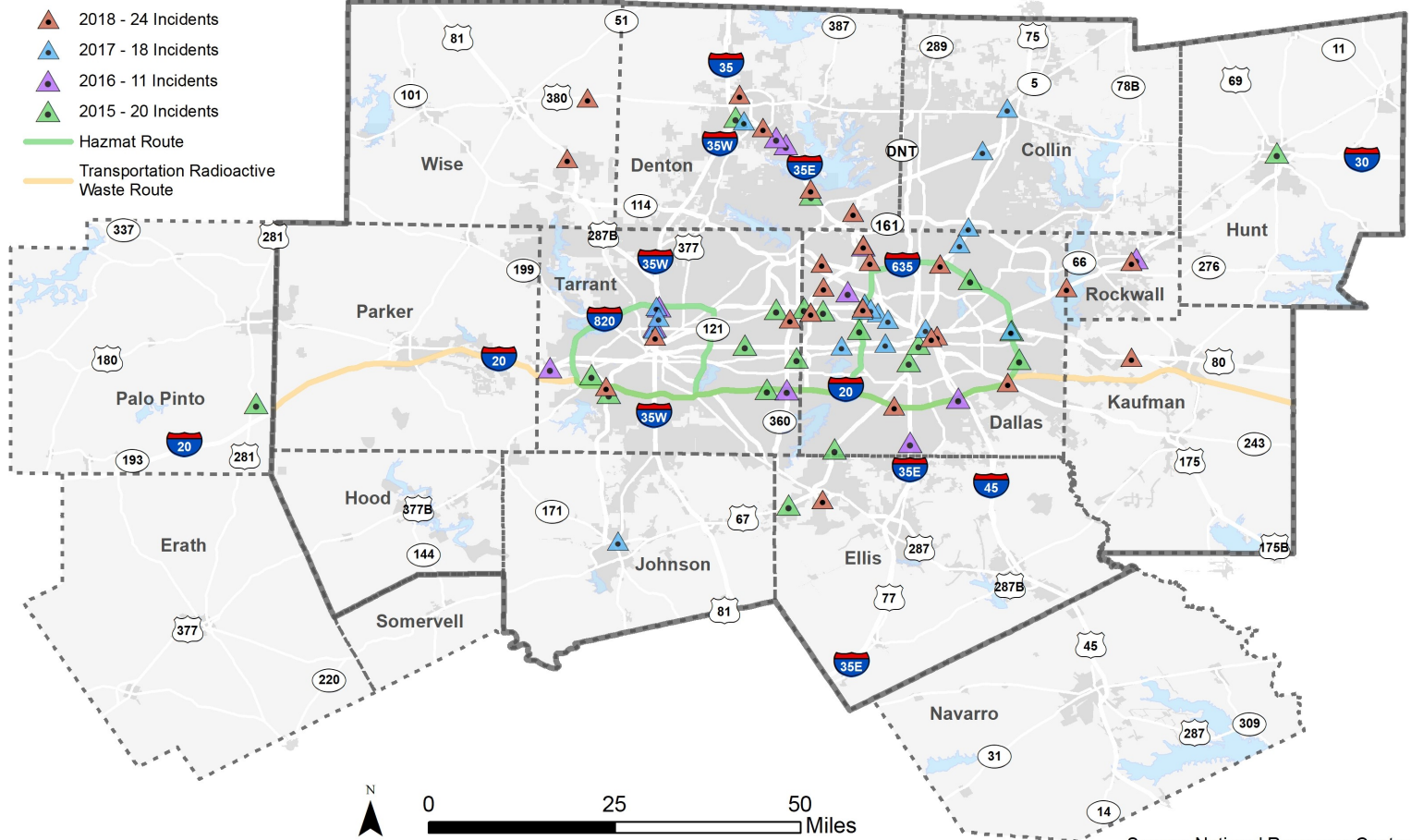
| Course            | Total |
|-------------------|-------|
| Basic Training    | 230   |
| Advanced Training | 133   |

### Cities and Counties Represented (72) - As of April 2019

|   |   |   |   |  |  |
|---|---|---|---|--|--|
| Addison<br>Allen<br>Alvarado<br>Anna<br>Argyle<br>Arlington<br>Azle<br>Balch Springs<br>Bedford<br>Benbrook<br>Carrollton<br>Cedar Hill<br>Cleburne | Coppell<br>Colleyville<br>Dallas<br>Decatur<br>Denton<br>DeSoto<br>Duncanville<br>Ennis<br>Euless<br>Fairview<br>Farmers Branch<br>Ferris | Flower Mound<br>Forest Hill<br>Forney<br>Fort Worth<br>Frisco<br>Glenn Heights<br>Granbury<br>Grand Prairie<br>Grapevine<br>Greenville<br>Highland Park | Hurst<br>Irving<br>Lake Dallas<br>Lancaster<br>Lewisville<br>Mansfield<br>McKinney<br>Melissa<br>Mesquite<br>Midlothian<br>North Richland Hills | Northlake<br>Red Oak<br>Richardson<br>Roanoke<br>Rockwall<br>Royse City<br>Sachse<br>Saginaw<br>Seagoville<br>Springtown<br>Terrell<br>Venus | Watauga<br>Waxahachie<br>Weatherford<br>Wilmer<br>Collin County<br>Dallas County<br>Denton County<br>Tarrant County<br>Wise County<br>DART<br>DFW Airport<br>FWTA<br>TxDPS |
|---|---|---|---|--|--|

# 2018 NCTCOG 16-County HazMat Incidents

NCTCOG continues to monitor major hazardous material spills on regional limited access facilities using data obtained from the National Response Center. This analysis helps identify areas which have been or may be impacted by hazardous materials carriers. Currently, the IH 20 corridor and the regional loops IH 820 and IH 635 are designated as radioactive waste routes. In 2018, there were 24 significant HazMat spills within the 16-county region.



Source: National Response Center  
Data current as of March 7, 2019

| County       | 2015      | 2016      | 2017      | 2018      | Total     |
|--------------|-----------|-----------|-----------|-----------|-----------|
| Collin       | 0         | 0         | 3         | 0         | 3         |
| Dallas       | 9         | 4         | 10        | 11        | 34        |
| Denton       | 2         | 2         | 1         | 4         | 9         |
| Ellis        | 1         | 0         | 0         | 1         | 2         |
| Erath        | 0         | 0         | 0         | 0         | 0         |
| Hood         | 0         | 0         | 0         | 0         | 0         |
| Hunt         | 1         | 0         | 0         | 0         | 1         |
| Johnson      | 0         | 0         | 1         | 0         | 1         |
| Kaufman      | 0         | 0         | 0         | 1         | 1         |
| Navarro      | 0         | 0         | 0         | 0         | 0         |
| Parker       | 0         | 0         | 0         | 0         | 0         |
| Palo Pinto   | 1         | 0         | 0         | 0         | 1         |
| Rockwall     | 0         | 1         | 0         | 2         | 3         |
| Somervell    | 0         | 0         | 0         | 0         | 0         |
| Tarrant      | 6         | 4         | 3         | 3         | 16        |
| Wise         | 0         | 0         | 0         | 2         | 2         |
| <b>Total</b> | <b>20</b> | <b>11</b> | <b>18</b> | <b>24</b> | <b>73</b> |

## Commercial Motor Vehicle Violations Training

NCTCOG, in partnership with the National Traffic Law Center at the National District Attorney's Association held two half-day Commercial Motor Vehicle Violations training opportunities on March 18-19, 2019. This interactive course was designed to provide prosecutors, judges, and law enforcement officers with a better understanding of commercial vehicle regulations and commercial drivers' licensing laws. The training is based on the Commercial Drivers' Licenses: A Prosecutor's Guide to the Basics of Commercial Motor Vehicle Licensing and Violations created by the National District Attorney's Association. It serves as a basic introduction for those who handle court cases related to commercial drivers' licenses and commercial motor vehicles. Training materials can be requested from Kevin Kroll at [kkroll@nctcog.org](mailto:kkroll@nctcog.org) and cover commercial drivers licenses (CDLs), convictions, driver disqualifications, and ethics. Additional CMV Violations training dates are expected to be scheduled in 2020.

# Roadside Assistance Program

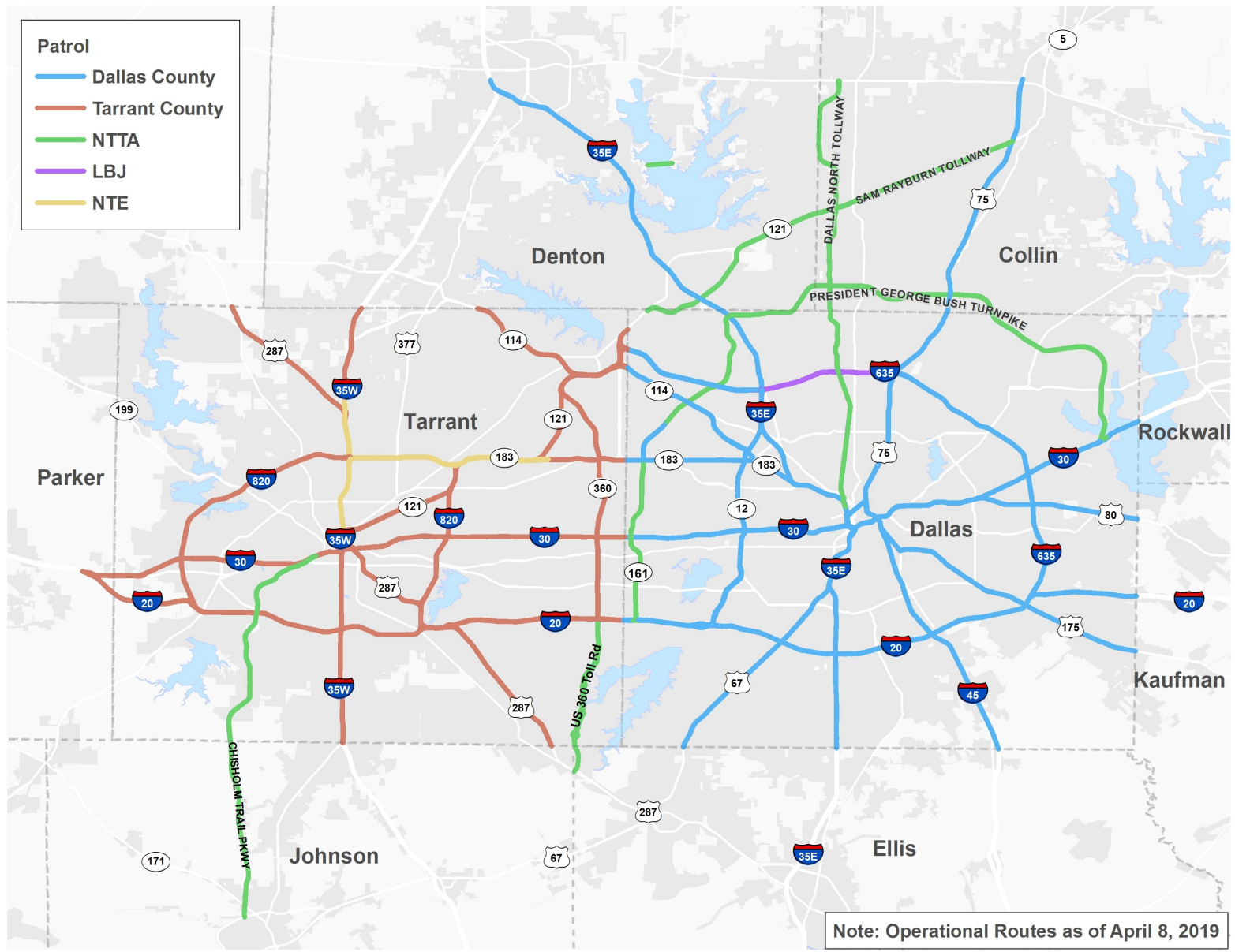
The Roadside Assistance Program (RAP) is an essential part of the region's Traffic Incident Management efforts. RAP coverage is focused on congested roadway systems in Dallas and Tarrant Counties but extends into portions of Collin, Denton, and Johnson Counties. The regional RAP helps alleviate congestion on area highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by assisting with flat tires, stalled vehicles, and minor crashes and ultimately getting the vehicles operating or off the facility completely. Traffic control assistance and protection are also provided to law enforcement.

The RAP is currently operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office, and the North Texas Tollway Authority (NTTA). Managed lane facilities along the LBJ Express and North Tarrant Express (NTE) corridors in Dallas and Tarrant Counties are patrolled by private sector partner agencies. Each agency's coverage area is shown in the map below.

## Roadside Assistance Program Performance Measures

| Agency                    | 2017 Assists | 2018 Assists |
|---------------------------|--------------|--------------|
| Dallas County Operations  | 66,166       | 66,048       |
| Tarrant County Operations | 26,687       | 27,129       |
| NTTA                      | 44,295       | 44,684       |
| NTE Express               | 4,436        | 5,829        |
| LBJ Express               | 7,055        | 6,176        |

## Patrol Routes



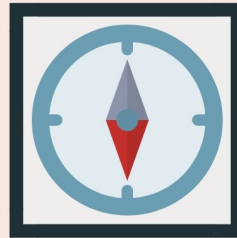
# In 2018, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



**72,340**

**Driver Assistance /  
Stalled Vehicle**



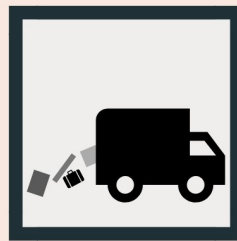
**32,053**

**Courtesy Check /  
Directions**



**5,445**

**Crash  
Assistance**



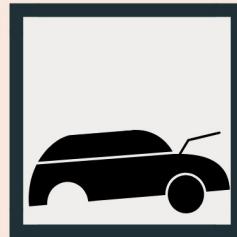
**16,024**

**Debris  
Removal**



**8,860**

**Protection to  
First Responders**



**10,576**

**Abandoned  
Vehicle Check**

**Total Combined Assists: 148,369**

*Notes:*

*Data includes Dallas County, Tarrant County, LBJ and NTE Texpress, and NTTA motorist assists combined.*

*4,568 assists were either not found, cancelled before a patrol vehicle arrived, or did not specify the service provided.*



|                                 |  | <b>Hours of Operation</b>                                   |  | <b>Phone Number</b>       |
|---------------------------------|--|---|--|---------------------------|
| <b>Dallas County</b>            |  | Mon - Fri<br>5 AM - 9:30 PM<br>Sat - Sun<br>11 AM - 7:30 PM |  | (214) 320-4444            |
| <b>Tarrant County</b>           |  | Mon - Sun<br>6 AM - 10 PM                                   |  | (817) 884-1213            |
| <b>NTTA</b>                     |  | Mon - Sun<br>24 Hours a Day                                 |  | (214) 224-2203<br>or #999 |
| <b>NTE and<br/>LBJ TEXpress</b> |  | Mon - Sun<br>24 Hours a Day                                 |  | (972) 661-8693<br>or #777 |



## Wrong-Way Driving Mitigation Pilot Programs - Dallas and Fort Worth Districts

The NCTCOG Wrong-Way Driving (WWD) Mitigation Pilot Program focuses on reducing the number of these high-speed head-on collisions on regional limited access facilities by installing WWD countermeasures and roadway improvements. Phase 1 of the WWD Mitigation Pilot program began in Dallas County in 2014 and incorporated strategies to replace conflicting lane and arrow markings, signal enhancements, and other intersection-related improvements. This project has since expanded to several additional counties shown in the table below. To date, 256 intersections have been completed, 229 of which are in Dallas County. Work on 27 of the remaining intersections in Dallas County was contracted out in July 2019. Countermeasure installation for Phase II of the WWD Mitigation Pilot Program began in Tarrant County in 2015 and focused on three corridors: IH 30, SH 360, and IH 35W. This included 14 intersections along IH 30 where radar, high definition cameras, and flashing LED Wrong Way signs were installed alongside more traditional WWD countermeasures. Using this technology, researchers documented an initial decrease in the number of wrong way drivers entering IH 30 compared to the average annual crash rate of the previous six years, but will wait for additional data collected over the next few years before drawing any final conclusions.

The North Texas Tollway Authority (NTTA) has started using thermal cameras to detect wrong way drivers on the mainlanes of tolled facilities. They also use sensors embedded in the pavement of tolled ramps to determine if a vehicle has entered the ramp traveling in the wrong direction. When this happens, automatic alerts are sent to NTTA staff who notify law enforcement. NTTA also continues to add prevention measures like flashing signs to correct a wrong way driver's travel before they enter the highway.

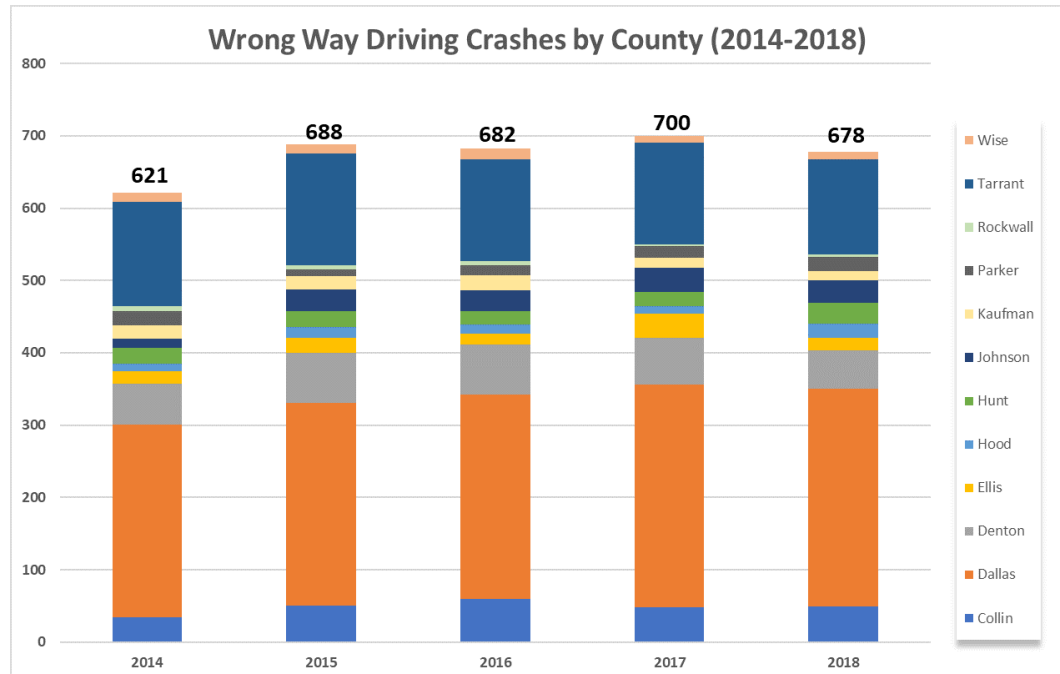
In addition to the items above, NCTCOG in partnership with TxDOT and NTTA released a Request for Information for wrong-way driver detection, verification and notification through mobile and/or in-vehicle technology in August 2019. The agencies are currently reviewing responses received and determining if these responses have proven technology to release a Request for Proposals to pursue this technology within the region.

### Phase I Signalized and Non-signalized Intersections: TxDOT Dallas District

| Dallas County Intersections |                        |                         | Additional Counties |                        |                         |
|-----------------------------|------------------------|-------------------------|---------------------|------------------------|-------------------------|
|                             | Proposed Intersections | Remaining Intersections |                     | Proposed Intersections | Remaining Intersections |
| Carrollton                  | 11                     | 3                       | Collin County       | 39                     | 27                      |
| Dallas                      | 174                    | 59                      | Denton County       | 20                     | 18                      |
| Farmers Branch              | 2                      | 2                       | Ellis County        | 6                      | 6                       |
| Garland                     | 17                     | 0                       | Rockwall County     | 4                      | 4                       |
| Grand Prairie               | 25                     | 6                       | Navarro County      | 3                      | 3                       |
| Irving                      | 38                     | 7                       | Kaufman County      | 3                      | 3                       |
| Mesquite                    | 17                     | 6                       | Dallas (DNT)*       | 13                     | 0                       |
| Richardson                  | 6                      | 0                       |                     |                        |                         |
| Rowlett                     | 5                      | 2                       |                     |                        |                         |
| TxDOT                       | 34                     | 15                      |                     |                        |                         |
| <b>Totals</b>               | <b>329</b>             | <b>100</b>              |                     | <b>88</b>              | <b>61</b>               |

## 12-County MPA - Wrong Way Driving Crashes: 2014-2018

From 2014 to 2018, the number of crashes on all roadways caused by a wrong way driver increased 9.2 percent within the 12-county MPA. However, there was a 3 percent decrease in WWD crashes from 2017 to 2018, including decreases in Dallas, Tarrant, and Denton Counties.



Note: WWD crashes include those where wrong way driving was identified as either a primary, secondary, or tertiary contributing factor to the crash.

## Highway Safety Improvement Program

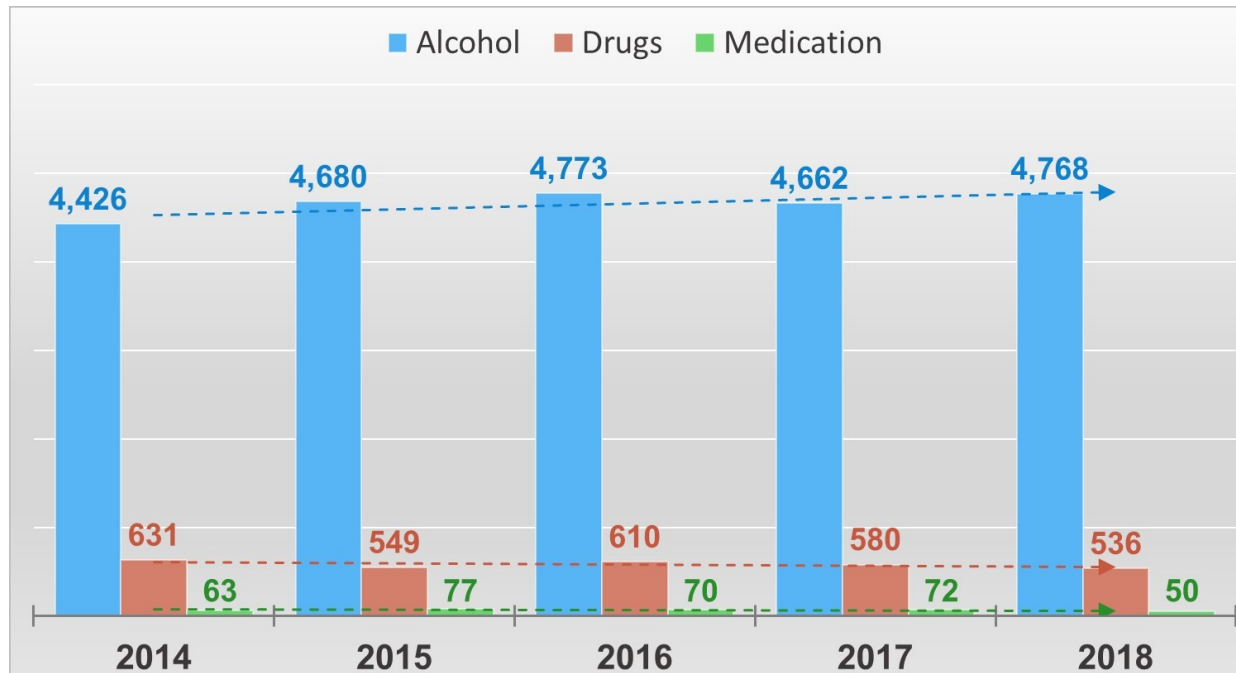
The TxDOT Highway Safety Improvement Program (HSIP) Call for Projects (CFP) is a funding opportunity for highway safety projects that decrease the number of fatalities and serious injuries on all public roadways. Funds are provided for construction and operational improvements that address crash types outlined in the Texas Strategic Highway Safety Program. The 2018 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 46 projects for a total of \$16,536,377.
- The Fort Worth District received approval on 21 projects for a total of \$15,656,856.

Note: The TxDOT HSIP CFP format is being restructured, so there will not be a TxDOT HSIP CFP for 2019.

## Crashes Involving Impaired Drivers: 2014-2018

According to TxDOT, in 2018, there were 26,580 crashes in the State of Texas where at least one driver was determined to be under the influence of alcohol, drugs, or medication. The graph below highlights crashes with these same contributing factors between 2014 and 2018 in the North Central Texas region. During this time period, the number of crashes involving an impaired driver has increased almost 5 percent overall, including a 7 percent rise in crashes involving alcohol, but also including an 18 percent drop in crashes involving illegal drugs.

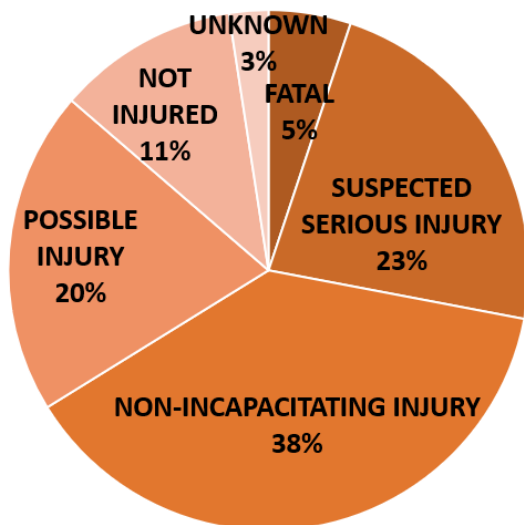


*Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as "Had been drinking", "Taking medication", "Under influence—alcohol", or "Under influence—drugs". Motor vehicle crash within the NCTCOG 16-County area are included.*

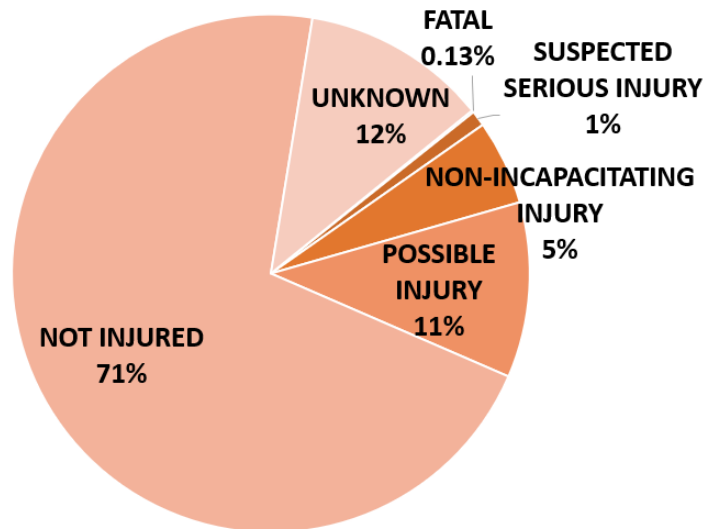
## Motorcycle Injuries: 2014-2018

There were 10,996 injuries sustained by those riding a motorcycle within the 12-county MPA in the past five years. While motorcyclist injuries represent less than one percent of all motorist injuries, they account for 25 percent of all motorist fatalities and 20 percent of serious injuries. When analyzing motorcyclist injuries alone, 5 percent of injuries were fatal and 23 percent were serious. Compare that with 0.13 percent of all motor vehicle injuries being fatal and 1 percent being serious injuries, shown in the charts below. Motorcyclists are also much less likely to be involved in a crash without receiving any injury. Approximately 36 percent of motorcyclists were not wearing a helmet when involved in a crash. Of these, over 7 percent of injuries were fatal and 27 percent were serious injuries. When a helmet was worn, the percentage of fatalities and serious injuries among motorcyclists dropped to 4 percent and 22 percent respectively.

**Motorcyclist Injuries by Injury Severity (2014-2018)**



**Motor Vehicle Injuries by Injury Severity (2014-2018)**



### Contact Information

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North Central Texas  
Council of Governments  
Transportation Department



# FACTSheet

July 2019

North Central Texas Council of Governments

Regional Transportation Council

www.511DFW.org



BEGIN YOUR TRIP HERE.

## Quick Take

### What:

511DFW Traveler Information System, a leading source of traffic information and more for roadways and transit in the Dallas-Fort Worth area.

### Significance:

This system helps residents get to their destinations by combining traffic data from other apps with event data from local cities. It was upgraded in 2019 and provides information in several ways. Users can dial 511, find it on the internet or access it via a redesigned mobile app.

### By the Numbers:

## 47 minutes

The average time motorists in Dallas-Fort Worth spend in traffic. The upgraded 511DFW is one of many options to help make trips throughout the region easier.

## 511DFW Traveler Information System Upgraded to Enhance User Experience

When it comes time to seek help from a mapping app or website, there are many options that will lead drivers to their destinations.

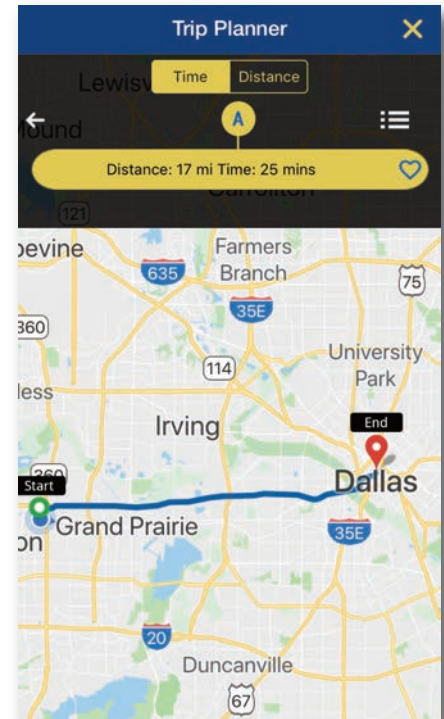
The updated 511DFW provides residents and visitors to the Dallas-Fort Worth area a local resource to get where they are going, whether they chose to drive or take transit. The app and website were recently upgraded to improve the user experience. Refinements are still being made to the website and app, which are shaped in part by suggestions made by the public.

With 511DFW, users can quickly access free information on traffic and transit conditions in North Texas before beginning their daily commute or other trip. Real-time information is available on the app, at the website and by phone. There is no voice turn-by-turn navigation, but a voice “talk to me” feature allows the app to read information to motorists about traffic congestion or road closures on their routes.

If users don’t find what they need, they are encouraged to leave a comment on the app or website, or by calling 511 on the phone. This locally managed system places a premium on user feedback. The 511DFW system combines travel data from other apps, including Google Maps, Apple Maps and Waze, with traffic and event data provided by local municipalities. When roadside assistance is needed, the app will direct users to the appropriate agency for help.

The upgrade to the app lets users access features that were previously only available at [www.511DFW.org](http://www.511DFW.org). App users can utilize features like a customizable map, live dynamic message signs and highway cameras that regularly refresh with photos of live traffic.

Weather information is also available to users, and for those who drive electric vehicles, the app maps the growing number of EV charging stations in North Texas.



*The 511DFW trip planner provides distance and time estimates for regional trips. But the newly updated app contains more to help North Texans get around.*

# FACTSheet

## Personalized Traffic Information

Personalized 511DFW accounts created on the website will seamlessly integrate with the app, or new users can create their My511 account through the app and later access it through the website if necessary. The personalized accounts let users save their frequent trips and regular commutes as well as request alerts. As a privacy feature, users can save trips to intersections rather than specific destinations.

Favorite 511DFW features are still available on the app and are easy to access with just a few taps: information on traffic speeds for freeways and arterials, weather alerts, bus stops, crashes, road construction, and current and upcoming events impacting traffic. Motorist assistance information for freeways can be found on the app as well.

## Transit Trip Planning

Additionally, 511DFW has a public transit trip planning feature. Here, users can set the origin and destination and the date and time they plan to leave. Alternatively, they can plot start and end points on the 511DFW map.

Traffic information for North Texas is also available to anyone who dials 511 from the Dallas-Fort Worth region. Callers can choose to receive information in either English or Spanish through the interactive voice response system (IVR). Recent upgrades to the IVR technology allow callers to listen to a voice that more closely resembles a natural voice rather than robotic speech.

The upgrade also makes all features of 511DFW, including both real-time traffic and transit information, available in both English and Spanish.

NCTCOG is planning additional enhancements for 511DFW in the next few years, including parking information and low-water crossings. The 511DFW app is available in Apple's App Store or Google Play on any mobile device. Although the app requires a smart phone, anyone with a phone can still dial 511 to get the latest traffic information. Or visit [www.511dfw.org](http://www.511dfw.org) to learn more.

Since 2017, NCTCOG has managed 511DFW. Under NCTCOG's leadership, Kapsch TrafficCom, a mobility solutions firm specializing in intelligent transportation systems (ITS), built the new 511DFW website and designed the mobile app.



*The updated 511DFW Traveler Information System is one resource drivers can use to help them get around the region efficiently.*

### Here's what is on 511DFW:

- Roadside assistance
- Traffic speeds for freeways and arterials
- Dynamic message sign information
- TxDOT Cameras
- Weather information
- Bus stops
- Special events
- Electric vehicle charging stations



## North Central Texas Council of Governments

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[Twitter.com/nctcogtrans](https://twitter.com/nctcogtrans)

[YouTube.com/nctcogtrans](https://www.youtube.com/nctcogtrans)

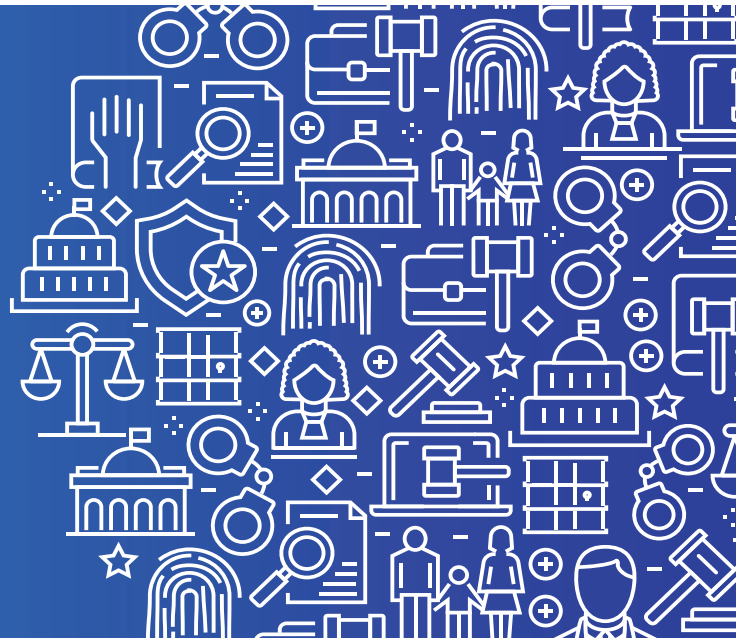
[Instagram.com/nctcogtrans](https://www.instagram.com/nctcogtrans)

[Vimeo.com/nctcogtrans](https://www.vimeo.com/nctcogtrans)

North Central Texas  
Council of Governments

**Transportation and  
Air Quality Bills of  
Interest Summary**

**86th Texas Legislature**



**Appropriations/Revenue**

**HB 1 (Zerwas/Nelson) Fiscal Year 2020-2021 Statewide Budget**

**ARTICLE VI – Natural Resources**

**Texas Commission on Environmental Quality (TCEQ)**

Funding for the Texas Commission on Environmental Quality includes the following amounts:

- \$4.5 million in General Revenue-Dedicated Funds from Clean Air Account No. 151 for air quality-planning activities to reduce ozone in near nonattainment areas; and
- an estimated \$1.3 million in General Revenue-Dedicated Funds from Clean Air Account No. 151 for the expedited processing of air permit applications at 2018-19 biennial spending levels, with authority for an additional 10 full-time equivalent positions.

**Air Quality Planning**

Amounts appropriated include \$4.5 million for the biennium out of the Clean Air Account No. 151 Air Quality Assessment and Planning, for air quality planning activities to reduce ozone in areas not designated as nonattainment areas during the 2018-19 biennium and as approved by the TCEQ.

Expenditure of these funds are limited to inventorying emissions, monitoring of pollution levels, and administration of the program. The TCEQ shall allocate \$281,250 to each area and the remaining funds proportionally to each area with a population in excess of \$350,000. Grants issued from appropriations identified in this rider should require that no more than 10 percent of the allocation be used for administrative purposes and prohibit the expenditure of the following: marketing and outreach activities, bicycle use programs, carpooling awareness, environmental awareness campaigns, and locally enforceable pollution reduction programs. The grant recipients shall channel the funds to those projects most useful for the State Implementation Plan (SIP).

For informational purposes, these areas may include, but are not limited to, Waco, El Paso, Beaumont, Austin, Corpus Christi, Granbury, Killeen-Temple, Longview-Tyler-Marshall, Victoria and Atascosa, Bandera, Comal, Guadalupe, Kendall, Medina, and Wilson counties.



## Texas Emissions Reduction Plan (TERP) :

Amounts appropriated in Air Quality Assessment and Planning include \$77,369,870 in fiscal year 2020 and \$77,369,867 in fiscal year 2021 out of the TERP Account No. 5071. Pursuant to Health and Safety Code §386.252, the table below provides an estimated allocation for the TERP Account No. 5071 appropriations for each authorized use of the funds for the 2020-21 biennium.

| Programs  | 2020                 | 2021                 |
|---|----------------------|----------------------|
| TERP Administration                             | \$ 8,000,000         | \$ 8,000,000         |
| Regional Air Monitoring Program                 | \$ 3,000,000         | \$ 3,000,000         |
| Emissions Reduction Incentive Grants            | \$ 30,166,245        | \$ 30,169,911        |
| Clean School Bus                                | \$ 3,094,795         | \$ 3,094,795         |
| Alternative Fueling Facilities Program          | \$ 6,000,000         | \$ 6,000,000         |
| Governmental Alternative Fuel Fleet Program     | \$ 3,000,000         | \$ 3,000,000         |
| Clean Fleet Program                             | \$ 3,868,494         | \$ 3,868,493         |
| Natural Gas Vehicle Grant Program               | \$ 7,736,987         | \$ 7,736,987         |
| Light-Duty Motor Vehicle Incentive Program      | \$ 3,868,494         | \$ 3,868,493         |
| Cargo Movement Studies/Pilot Programs           | \$ 500,000           | \$ 500,000           |
| New Technology Implementation Grants            | \$ 2,321,096         | \$ 2,321,096         |
| Health Effects Study                            | \$ 200,000           | \$ 200,000           |
| Research  | \$ 750,000           | \$ 750,000           |
| Energy Systems Laboratory Contract              | \$ 216,000           | \$ 216,000           |
| Seaport and Rail Yard Areas Emissions Reduction | \$ 4,642,192         | \$ 4,642,192         |
| <b>Total</b>                                    | <b>\$ 77,375,437</b> | <b>\$ 77,371,767</b> |

## ARTICLE VII – Business And Economic Development

### Transportation

Funding for the Texas Department of Transportation (TxDOT) for the 2020-21 biennium includes \$31.1 billion in All Funds, an increase of \$0.3 billion from the 2018-19 biennium.

Funding includes the following amounts: an estimated \$5.0 billion from anticipated state sales tax deposits to the State Highway Fund (SHF) pursuant to Proposition 7, 2015 (an increase of \$0.1 billion); an estimated \$3.9 billion from oil and natural gas tax-related deposits to the SHF pursuant to Proposition 1, 2014 (an increase of \$0.6 billion); and all SHF available from traditional transportation tax and fee revenue sources, estimated to be \$9.3 billion for the 2020–21 biennium (an increase of \$0.7 billion). These increases are offset by a decrease of \$1.3 billion in Other Funds from bond proceeds. The supplemental appropriations bill includes \$125.0 million from the Economic Stabilization Fund to provide grants to counties through the Transportation Infrastructure Fund.

Funding provides \$27.2 billion in All Funds for highway planning and design, right-of-way acquisition, construction, and maintenance and preservation. The All Funds amount includes \$10.8 billion in Federal Funds; \$7.5 billion from traditional SHF revenue sources; \$4.4 billion from Proposition 7, 2015, proceeds and \$3.9 billion from Proposition 1, 2014, proceeds for constructing, maintaining, and acquiring rights-of-way for nontolled public roadways; and \$0.5 billion from the Texas Mobility Fund and regional toll project revenues.

Funding provides \$2.2 billion in All Funds for debt service payments and other financing costs, including \$1.5 billion in Other Funds from the SHF and the Texas Mobility Fund; \$0.6 billion in Other Funds from Proposition 7, 2015, SHF proceeds for General Obligation bond debt service; and \$117.0 million in Federal Funds from Build America Bond interest payment subsidies.

*The bill takes effect September 1, 2019.*



## **HB 4280 (Morrison) - Relating to funding for counties for transportation infrastructure projects located in areas of the state affected by increased oil and gas production.**

HB 4280 amends the formula in the current TxDOT grant program from the Transportation Infrastructure Fund that makes grants to counties only for transportation infrastructure projects where increased oil and gas production takes place.

The new grant distribution funding breakdown consists of the following: 10 percent according to weight permits, 20 percent according to oil and gas production taxes, 45 percent based on horizontal well completions, 10 percent according to the volume of oil and gas waste injected, and 15 percent according to vertical well completions.

Competitive bidding is required for contracts funded by grants. A county that enters into a transportation infrastructure project contract that involves construction or maintenance of roads and is funded by a grant must advertise bids for the contract, receive multiple competitive bids, and award the contract to the lowest bidder. When the county advertises for bids there are certain articles that must be included in the advertisement. These articles include construction documents estimated budget, project scope, estimated project completion date, and any other relevant information that a bidder may require to submit a bid. A county must spend the grant within five years of the award.

*The bill takes effect September 1, 2019.*

## **SB 69 (Nelson) - Relating to the authority of the comptroller regarding the management of the *General Revenue Fund* and the *Economic Stabilization Fund*.**

SB 69 revises how the state determines the sufficient balance for the Economic Stabilization Fund (ESF). The bill eliminates the legislative committee that previously established the necessary balance in the ESF for transfers to the State Highway Fund. SB 69 would authorize the Comptroller to establish the threshold balance of the ESF to seven percent of the certified general revenue related appropriations made for that biennium.

SB 69 also changes the share of the ESF balance the Comptroller would be able to invest in accordance with the prudent investor investment standard. The Comptroller is now required to keep 25 percent or more of the total fund balance in a liquid reserve. The other 75 percent may be invested in a diversified portfolio of fixed income investments. The fund must remain liquid to allow for short term access to the funds and meet the cash flow requirements of the ESF.

*The bill takes effect September 1, 2019.*

## **SB 282 (Buckingham) - Relating to the allocation of money associated with delays of transportation projects.**

SB 282 requires TxDOT to establish a system to track liquidated damages, including road user costs retained by TxDOT associated with delayed transportation project contracts. TxDOT must correlate the liquidated damages with the project that was the subject of the damages and each TxDOT district in which the project that was the subject of the damages is located.

The bill requires TxDOT to determine each year for each TxDOT district the amount of money retained from such damages in the previous year that is attributable to projects located in the district and to allocate each year to each TxDOT district an amount of money determined in such a manner to be used for transportation projects located in that district. If a transportation project that was the subject of liquidated damages is located in more than one TxDOT district, the amount of the liquidated damages from that project must be allocated among the districts in which the project is located.

*The bill takes effect September 1, 2019.*

## **SB 962 (Nichols) - Relating to the determination of the sufficient balance of the *Economic Stabilization Fund* for purposes of allocating general revenue to that fund and the *State Highway Fund*.**

SB 962 changes the sunset date for Proposition 1 funding from December 31, 2024, to December 31, 2034.

*The bill takes effect September 1, 2019.*



### **HB 1346 (Ed Thompson) - Relating to the eligibility requirements for the *Diesel Emissions Reduction Incentive Program*.**

HB 1346 amends the Diesel Emissions Reduction Incentive Program. HB 1346 states that the TCEQ may decide the minimum amount of vehicle miles traveled in a nonattainment area in order to qualify for the program, provided the minimum percentage is not less than 55 percent

*The bill takes effect September 1, 2019.*

### **HB 1627 (Morrison) - Relating to the removal of certain counties from the *Texas Emissions Reduction Plan*.**

Removes Victoria County from the list of effected counties for purposes of the TERP program, removing the county from eligibility for TERP grants.

*The bill takes effect immediately.*

### **HB 2604 (Sanford) - Relating to the number of emissions inspections performed by certain vehicle inspection stations.**

HB 2604 prohibits the Texas Department of Public Safety (TxDPS) from enforcing a rule that currently allows an inspection station to perform a limited number of emissions inspections on a motor vehicle per month. Currently, the number of emissions inspections conducted by a station are not limited by the TxDPS.

*The bill takes effect on January 1, 2020.*

### **HB 3745 (Bell) - Relating to the *Texas Emissions Reduction Plan Fund and Account*.**

HB 3745 extends the sources of funding for the TERP program and extends the fee and surcharge revenues until all areas in Texas have been designated by the Environmental Protection Agency as in attainment. Deposit of fees and surcharges and the transfer of funds for TERP will continue until September 1, 2021.

The bill also reestablishes the TERP Fund as a trust fund outside the state treasury to be held by the Comptroller and administered by TCEQ as the trustee beginning September 1, 2021. The bill would authorize monies in the TERP Fund to be expended without legislative appropriation and would direct TCEQ to transfer any remaining unencumbered balances to the TERP Account no later than the 30th day after the last day of the state fiscal biennium.

The bill would increase the administrative allocation funded from both the TERP Account and the TERP Fund from \$8 to \$16 million each year.

*The bill takes effect August 30, 2019.*

### **SB 604 (Buckingham) - Relating to the continuation and functions of the Texas Department of Motor Vehicles and to the operations of certain other entities performing functions associated with the Department.**

SB 604 is the Texas Department of Motor Vehicles (TxDMV) Sunset bill. In addition to changes to statute related to the TxDMV, the bill includes language on conducting a study on alternatively fueled vehicles.



The TxDMV must organize a study on:

- the impact of alternatively fueled vehicles, defined as a motor vehicle capable of using fuel other than gasoline or diesel, in Texas;
- the options available for collecting fees from owners of alternatively fueled vehicles to replace the loss of revenue from motor fuel taxes; and
- the feasibility and desirability of establishing a fee for alternatively fueled vehicles.

The study will be conducted by TxDMV, TxDOT, the Public Utility Commission of Texas, TxDPS, and TCEQ and must examine the following:

- the current revenue generated from motor fuel taxes imposed on a conventional vehicle and each type of alternatively fueled vehicle for each mile the vehicle is operable;
- the net revenue generated by fees and taxes paid by owners of alternatively fueled vehicles and conventional vehicles for the use of the vehicle, including registration fees, motor fuel taxes, and any taxes, fees, and surcharges on the retail sale of electricity consumed by alternatively fueled vehicles;
- the methods to determine the average number of miles traveled in Texas by alternatively fueled vehicles and conventional vehicles each year;
- the type and amount of fees by which other states generate revenue from alternatively fueled vehicles and conventional vehicles;
- alternative methods for determining and collecting road use fees from owners of alternatively fueled vehicles, including methods that consider the weight of and the number of miles traveled by an alternatively fueled vehicle;
- the projected revenue to the state for each method examined;
- the projected impact of alternatively fueled vehicles on the state highway system, including the maintenance required because of the impact;
- the projected direct environmental benefit of alternatively fueled vehicles on vehicle emissions in the state; and
- the projected impact of alternatively fueled vehicles to the state's power grids and electricity markets.

The TxDMV must submit to the Governor and the Legislature a written report by December 1, 2020, that includes a summary of the results of the study and any legislative recommendations.

*The bill takes effect September 1, 2019.*

## Bicycle/Pedestrian

### **HB 2188 (Fruzzo) - Relating to the operation of electric and non-electric bicycles.**

HB 2188 defines "bicycle" as a device that a person may ride that is capable of being ridden solely using human power and has two tandem wheels at least one, of which, is more than 14 inches in diameter. HB 2188 defines three classes of electric bicycles and defines an "electric bicycle" as a bicycle equipped with fully operable pedals, an electric motor of fewer than 750 watts, and a top assisted speed of 28 miles per hour or less.

HB 2188 states that the TxDPS and local authorities are restricted from prohibiting the use of an electric bicycle in an area in which the operation of a nonelectric bicycle is permitted, unless the area is a path that is not open to motor vehicles and has a natural surface tread made by clearing and grading the native soil without adding surfacing materials. However, TxDPS and local authorities can prohibit the operation of a bicycle on a sidewalk and establish speed limits for bicycles on paths set aside for the exclusive operation of bicycles and other paths on which bicycles may be operated.

A "Class 1" electric bicycle is defined as a bicycle equipped with a motor that assists the rider only when the rider is pedaling and with a top speed of 20 miles per hour or less. A "Class 2" electric bicycle means an electric bicycle equipped with a motor that may be used to propel the bicycle without the pedaling of the rider and has a top speed on 20 miles per hour or less. A "Class 3" electric bicycle assists the rider only when pedaling with a top speed of more than 20 but less than 28 miles per hour. Class 3 electric bicycles must have riders over 15 years of age. Riders under 15 may be passengers on a Class 3 electric bicycle. Class 3 bicycles must be equipped with a functioning speedometer.



Manufacturers must label their products in a prominent position, in a 9-point font, in order to alert consumers to whether the electric bicycle is a Class 1, 2, or 3 electric bicycle. If an electric bicycle is altered, then the alteration must replace the label to correspond. Manufacturers must also ensure that the bicycle complies with requirements under United States Consumer Product Safety Commission under 16 C.F.R., Part 1512.

*The bill takes effect September 1, 2019.*

## City Planning/Land Use/Annexation/Development

### **HB 347 (King) - Relating to consent annexation requirements.**

HB 347 eliminates unilateral annexations in home rule cities. The bill eliminates the definitions of Tier 1 and Tier 2 cities and counties created by SB 6 (85th-1) related to annexation. Landowner or voter approval is now required for most annexations.

The bill repeals the municipal annexation definitions of "Tier 1 county," "Tier 2 county," "Tier 1 municipality," and "Tier 2 municipality" and repeals the general annexation authority provisions and procedures applicable to a Tier 1 municipality.

HB 347 also repeals provisions that limit a Tier 2 municipality from applicable provisions relating to consent annexations, including provisions relating to general annexation authority and procedures, the annexation of an area on the request of owners, the annexation of an area with a population of less than 200 by petition, and the annexation of an area with a population of at least 200 by election.

In addition, the bill repeals provisions relating to arbitration of a strategic partnership agreement between a municipality and an applicable conservation and reclamation district and provisions relating to annexation and incorporation procedures for certain unincorporated communities in certain counties.

Finally, the bill authorizes certain narrowly-defined types of annexation (city-owned airports, reservoirs) to continue using a service plan, notice, and hearing annexation procedure. In addition, annexation is allowed on request of a landowner, in areas with less than 200 population by petition of the voters, and if required, petition of the landowners.

*The bill is effective immediately.*

### **HB 2439 (Phelan) - Relating to certain regulations adopted by governmental entities for the building products, materials, or methods used in the construction of residential or commercial structures.**

HB 2439 prohibits a government entity from adopting or enforcing any rule, ordinance, building code, or regulation that prohibits or limits, directly or indirectly, the use or installation of a building product or material in the construction, renovation, maintenance, or other alteration of a residential or commercial building if the building product or material is approved for use by a national model code published within the last three code cycles. Cities cannot establish a standard for a building product, material or aesthetic method on a building if more stringent than a standard in a national model code within last three cycles.

A rule, charter, provision, ordinance, order, or other regulation adopted by a governmental entity that conflicts with the bill, is void. The attorney general may bring an action in the name of the state to enjoin a violation of the bill and may recover reasonable attorney's fees and costs incurred in bringing an action under the bill.

*The bill takes effect September 1, 2019.*

## Freight

**HB 4166 (VanDeaver) - Relating to a study of the feasibility of the expansion of navigation on the Red River by the *Red River Authority of Texas*.**





HB 4166 directs the Red River Authority of Texas to study the feasibility of increasing navigation on the Red River, between Texarkana and Denison, by completing the navigation system of locks and dams or other means. The Authority must submit the study to a legislative committee before January 1, 2021.

HB 4166 expires January 2, 2021.

*The bill takes effect September 1, 2019.*

## Government/MPOs/Open Meetings/Public Information

### **HB 2736 (Darby) - Relating to the authority of a governmental unit that has withdrawn from a regional planning commission to join another regional planning commission.**

HB 2736 outlines a process for transferal from one regional planning commission to an adjacent one. A government unit that has withdrawn from a regional planning commission may join another if the transfer is approved by the withdrawing unit and the commission the unit wishes to join. The government unit must submit a written request in the form and manner prescribed by the Office of the Governor and demonstrate that the transfer improves the health, safety, and general welfare of their residents, and helps plan for the future development of communities. The Governor must also sign the order to complete the transfer.

*The bill takes effect immediately.*

### **HB 2840 (Canales) - Relating to the right of a member of the public to address the governing body of a political subdivision at an open meeting of the body.**

HB 2840 requires governmental bodies to allow each member of the public to give input on agenda items during open meetings. A government body is defined as:

- a county commissioners court in the state;
- a municipal governing body in the state;
- a deliberative body that has rulemaking or quasi-judicial power and that is classified as a department, agency, or political subdivision of a county or municipality;
- a school district board of trustees;
- a county board of school trustees;
- a county board of education;
- the governing board of a special district created by law;
- a local workforce development board
- a nonprofit corporation that is eligible to receive funds under the federal community services block grant program and that is authorized by this state to serve a geographic area of the state;
- a nonprofit corporation that provides a water supply or wastewater service, or both, and is exempt from ad valorem taxation; and
- a joint board created under Transportation Code 22.074 (county and municipal airports).

Input must be given before or during the consideration of the agenda item and not after. HB 2840 also mandates governmental bodies to adopt reasonable rules regarding the public's right to address the body, including rules regarding time limits. Non-English speakers with a translator must be given double time during open meetings to address and communicate with the body. A governmental body may not prohibit public criticism of the body.

*The bill takes effect September 1, 2019.*



**SB 494 (Huffman) - Relating to certain procedures applicable to meetings under the *Open Meetings Law* and the disclosure of public information under the *Public Information Law* in the event of an emergency, urgent public necessity, or catastrophic event.**

SB 494 states that during times of emergency, notice of meeting to deliberate on the emergency or urgent public necessity is posted for at least one hour before the meeting is convened. The previous law mandated was two hours. Matters must be directly related to responding to the emergency. Fire, flood, earthquake, hurricane, tornado, or wind, rain, or snowstorm, power failure, transportation failure, or interruption of communication facilities, epidemic, or riot, civil disturbance, enemy attack, or other actual or threatened act of lawlessness or violence are considered emergencies under SB 494.

A governmental body could suspend the public information requirements if the body was currently impacted by a catastrophe. The initial suspension period could be extended one time for not more than seven consecutive days that began on the day following the day the initial suspension period ended.

*The bill takes effect September 1, 2019.*

**SB 944 (Watson) - Relating to the *Public Information Law*.**

SB 944 requires governmental bodies to disclose information to the public upon written request, unless that information is excepted from disclosure.

The bill defines “temporary custodian” as an officer or employee of a governmental body who, in transaction of official business, creates or receives public information that the officer or employee has not provided to the officer for public information of the governmental body or the officer’s agency.

SB 944 states that a current or former employee of a governmental body who maintains public information on a privately-owned device must forward or transfer the information to a server maintained by the government body and preserve the information in a backup and on the privately-owned device.

SB 944 adds duties of officers for public information. Now, public information officers must make reasonable efforts to obtain public information from a temporary custodian if the information has been requested by the governmental body, the officer for public information is aware of facts sufficient to warrant a reasonable belief that the temporary custodian has control of the information, the officer for public information is unable to comply with the duties imposed by this section without obtaining it first from the temporary custodian, and the temporary custodian has not provided the information to the officer.

Neither a temporary custodian, nor a public information officer, has property rights to public information. If a public information officer asks for the information, then the temporary custodian must relinquish it within 10 days. If a temporary custodian fails to do this, they face disciplinary action.

Any person may make a written request for public information via US mail, email, hand delivery, fax, or submission via the Internet. The request for public information may not be granted unless the submission is made via aforementioned avenues. The attorney general must create a public information request form that is confidential.

*The bill takes effect September 1, 2019.*

**SB 1640 (Watson) - Relating to changing the criminal offense of conspiracy to circumvent the *Open Meetings Law*.**

SB 1640 amends Government Code to revise the conduct constituting the offense of conspiring to circumvent state open meetings laws. The bill attempts to revive the offense of using a “walking quorum” to make public policy without gathering in a quorum.

The bill makes it an offense for a member of a governmental body to knowingly engage in at least one communication among a series of communications that occurs outside of an authorized open meeting concerning an issue within the



jurisdiction of the governmental body in which individual communications constitute fewer than a quorum of members, and if the member knew, at the time, involved or would involve a quorum and would constitute a deliberation once a quorum of members engaged in the series of communications.

The bill would also modify the definition of "deliberation" to include written exchanges.

*The bill is effective immediately.*

## Roadways, Highway Construction and Delivery

### **HB 310 (Hall) - Relating to the designation of a portion of Farm-to-Market Road 1570 in Hunt County as the John L. Horn Memorial Parkway.**

Designates a portion of the highway on FM 1570, between its intersection with State Highway 34 and State Highway 66, and Spur 1570, between its intersection with State Highway 66 and U.S. Highway 380, as the John L. Horn Memorial Parkway.

*The bill takes effect September 1, 2019.*

### **HB 1542 (Martinez) - Relating to changes made by certain design-build contractors to the design-build team for transportation projects.**

HB 1542 prohibits a design-build contractor, selected for a contract, from making changes to companies or entities identified as part of the design-build team in a response to a request for proposals unless, 1) a company or entity is no longer in business, is unable to fulfill its legal, financial, or business obligations, or can no longer meet the terms of the teaming agreement proposed for the project with the design-build contractor, then they are exempt, 2) a company or entity voluntarily removes itself from the team, then they are also exempt, 3) a company or entity fails to provide a sufficient number of qualified personnel to fulfill the duties identified during the proposal stage, or 4) fails to negotiate in good faith in a timely manner.

This language is added to Transportation Code, Chapter 223, Bids and Contracts for Highway Projects and Chapter 370, Regional Mobility Authorities.

*The bill takes effect September 1, 2019.*

### **HB 2830 (Canales) - Relating to certain requirements for and limitations on design-build contracts for highway projects of the Texas Department of Transportation.**

HB 2830 updates the current restriction of three design-build projects per fiscal year to allow for a total of six design-build contracts per fiscal biennium. In addition, the bill adds that a request for proposal must include certain information, including a schematic design that is 30 percent complete.

*The bill takes effect September 1, 2019.*

### **HB 2899 (Leach) - Relating to civil liability and responsibility for defects in the plans, specifications, or other documents for the construction or repair of roads, highways, and related improvements.**

HB 2899 states that a contractor who enters into a contract with a government entity is not civilly liable or otherwise responsible for the accuracy, adequacy, sufficiency, suitability, or feasibility of any project specifications and is not liable for



damages caused by defects in the project specifications or errors or negligent acts by government entities under contract in the rendition of professional duties arising out of project specifications. This does not apply to outside consultants retained by a governmental entity whose job is to monitor the project specifications.

HB 2899 also prohibits a governmental entity from requiring that engineering or architectural services be performed to a level of professional skill and care beyond the level that would be provided by an ordinarily prudent engineer or architect with the same professional license and under the same or similar circumstances in a contract for engineering or architectural services.

*The bill is effective immediately.*

## Safety

### **HB 339 (Murr) - Relating to the placement of speed limit signs at the end of construction or maintenance work zones.**

When a road construction work zone ends on a road or highway in the state highway system, a sign must be placed at the end of the work zone to alert motorists that the usual speed limit has been restored.

*The bill takes effect September 1, 2019.*

### **HB 771 (Davis) - Relating to the placement of warning signs in areas where the use of a wireless communication device is prohibited.**

HB 771 amends the Transportation Code to broaden the application of an existing law that requires posting of certain signage concerning the prohibition of a wireless communication device while operating a motor vehicle within a school crossing zone. The bill specifically changes references in Transportation Code from “a municipality, county, or other political subdivision” to “a local authority.”

The bill also clarifies that TxDOT is required to adopt standards for this signage, which it currently does.

The bill also bans bus drivers from using their wireless devices while operating the bus, unless the operator needs to use a wireless device in the performance of their duties or as a two-way radio.

*The bill takes effect September 1, 2019.*

### **HB 1631 (Stickland) - Relating to prohibiting the use of photographic traffic signal enforcement systems.**

HB 1631 prohibits a local authority from implementing or operating a photographic traffic enforcement system. These enforcement systems are most often referred to as red-light cameras. A local authority may not issue a civil or criminal charge or citation for an offense or violation based on a recorded image produced by a photographic traffic signal enforcement system.

The bill states that the Attorney General must enforce the ban on red-light cameras. HB 1631 also prohibits these various political subdivisions from issuing citations based on photos gathered by red-light cameras. If a political subdivision had entered into an agreement to provide funding for red-light camera administration and enforcement, then that contract may be allowed to continue and exist if it was entered into before May 7, 2019.

A provision in this bill bans the TxDMV and county assessor-collectors from refusing to register motor vehicles alleged to have been involved in a violation involving a red-light camera violation. HB 1631 also deletes numerous sections of code regarding red-light camera enforcement.

*The bill takes effect immediately.*



**HB 2775 (Krause) - Relating to the movement of pedestrians in front of, under, between, or through rail cars at a railroad grade crossing.**

HB 2775 prohibits a pedestrian from moving in front of, under, between, or through the cars of a moving or stationary train occupying any part of a railroad crossing.

*The bill takes effect September 1, 2019.*

**HB 3871 (Krause) - Relating to the process for establishing speed limits on roads near certain schools.**

A county commissioner's court may declare a school zone of not less than a speed limit of 20 miles per hour on a county road or highway that is located within 500 feet of an elementary, secondary, or open-enrollment charter school or institution of higher education.

Currently a school can hold a public hearing once per year to consider speed limits near public or private schools. The bill adds charter schools to the list of those entities that can hold a public hearing on lowering speed limits.

On request of the governing body of a school or institution of higher education following a public hearing held under this section, the governing body of a school may request the commissioner's court, municipal governing body, or Texas Transportation Commission to conduct an investigation on the highway or road that is the subject of the request. Upon the conclusion of the investigation, the commissioner's court, municipal governing body, or Texas Transportation Commission may also alter the speed limit.

*The bill takes effect September 1, 2019.*

**SB 711 (Hinojosa) - Relating to allowing safety recall information to be included in a vehicle inspection report.**

SB 711 mandates that the TxDPS includes vehicle safety recall notifications on vehicle inspection reports. The bill also mandates that TCEQ includes vehicle safety recall notifications on vehicle inspection reports. TCEQ and TxDPS may accept gifts, grants, or donations from any source to fund this initiative.

*The bill takes effect September 1, 2019.*

## **Technology: Automated Vehicles and Unmanned Aircraft**

**HB 2340 (Dominguez) - Relating to emergency and disaster management, response, and recovery.**

HB 2340 encourages state agencies, local governments, nongovernment organizations, private entities, and individuals to adopt the Federal Emergency Management Agency's (FEMA) strategic plan for disaster preparation and response.

The bill creates an unmanned aircraft study group. The group shall study strategies for coordinating and promoting the use of unmanned aircraft among state agencies, local governments, and private entities to more effectively use unmanned aircraft in disaster response and recovery. The unmanned aircraft study group will also recommend changes to state law that would allow state agencies, local governments, and private entities to be more effective in disaster response and recovery. The study group shall create a report and submit it to the Legislature by November 1, 2020.

This bill also creates an information sharing workgroup. The workgroup would consist of members who represent the Comptroller's office, the Department of State Health Services, the Texas Department of Transportation, the General Land



Office, Health and Human Services Commission, institutions of higher education, and other appropriate federal agencies. The workgroup will develop recommendations for improving the way electronic information is stored and shared among state agencies and federal agencies to respond to disasters and coordinate agencies' responses to a disaster. This group would create a report for the Governor in November of even numbered years.

*The bill takes effect September 1, 2019.*

### **HB 3082 (Murphy) - Relating to investigating and prosecuting the criminal offense of operating an unmanned aircraft over or near certain facilities.**

HB 3082 would have changed the offense of operation of an unmanned aircraft for conduct over or near certain critical infrastructure facilities from "intentionally or knowingly" to "with criminal negligence." The bill also mandates that a peace officer who investigates an offense under this section shall notify the Department of Public Safety. HB 3082 also contains language that would have added military installations to the list of critical infrastructures that unmanned aircraft could not fly over.

*The bill was vetoed by Governor.*

### **SB 969 (Hancock) - Relating to the operation of personal delivery and mobile carrying devices.**

SB 969 allows for mobile carrying devices and personal delivery devices to deliver small cargo loads to individuals in certain areas.

The bill defines a mobile carrying device as a device that transports cargo while remaining within 25 feet of a human operator and is equipped with technology that allows the operator to actively monitor the device.

The bill defines a personal delivery device as a device manufactured primarily for transporting cargo in a pedestrian area or the shoulder of a highway and is equipped with automated driving technology, including software and hardware that enables the operation of the device with the remote support and supervision of a human.

A personal delivery device and a mobile carrying device are both required to be equipped with a braking system and lights. Both devices must yield to traffic, including pedestrians, not interfere with traffic, comply with local regulations, not transport hazardous materials in certain quantities and be monitored. The devices must travel at or under 10 miles per hour in pedestrian zones or 20 miles per hour or less on roadways or shoulder of highways. Local jurisdictions may enforce rules keeping the devices to speeds under 10 miles per hour if they see fit.

A personal delivery device must have contact information visible with a unique identification number. A local authority may regulate a personal delivery or mobile carrying device on a highway or in a pedestrian area in a manner consistent with this law. The bill does not affect the authority of a local police department to enforce Texas law relating to the operation of a personal delivery or mobile carrying device. A business entity that operates a personal delivery device must also maintain an insurance policy that includes general liability coverage of not less than \$100,000 for damages arising from the operation of the device.

*The bill is effective immediately.*

## **Tolling**

### **HB 803 (Patterson) - Relating to financial reporting requirements for toll projects.**

HB 803 requires entities that manage toll projects to publish a financial data report no later than 180 days after the end of their fiscal year. The report must include, 1) the final maturity of all bonds issued by the entity, 2) toll revenue for each toll project



for the previous fiscal year, 3) an accounting of total revenue collected and expenses incurred by the entity for the previous fiscal year (such as debt service, maintenance and operation costs, any other miscellaneous expenses, in addition to any surplus revenue), and 4) a capital improvement plan with proposed or expected capital expenditures over a period determined by the entity.

Toll project entities may also report amounts stored in debt reserve funds if their bondholders require it. Toll project entities are permitted to publish graphs, charts, and other visual aids on their website related to the financial report and must also prominently display the link on their website. If the toll project is a comprehensive development agreement (CDA), then they only have to publish the name and cost of the toll project and the termination date of the agreement.

*The bill takes effect September 1, 2019.*

### **SB 198 (Schwertner) - Relating to payment for the use of a highway toll project.**

SB 198 requires TxDOT to provide electronic toll collection customers with the option to authorize auto payment of tolls through the withdrawal of funds from the customer's bank account.

An electronic toll collection customer using a transponder must activate and mount the device on their vehicle, provide the toll project entity accurate license plate and customer contact information, and keep that information updated. A toll project entity may not send an invoice or a notice of unpaid tolls to the owner of a vehicle soliciting payment unless the toll project entity determines whether there is an active toll collection customer account that corresponds to the transponder.

The bill also requires a toll project entity to satisfy unpaid tolls at the standard collection rate without accruing late fees or any other fees from an account if the account correctly corresponds to a transponder, if there is sufficient money in the account, and if the device was mounted correctly.

In addition, if a toll project entity discovers a transponder issued by the entity malfunctions more than 10 times within a 30-day period, it must be replaced. The entity should also send the customer a notice stating that the transponder is not working correctly and it should be replaced. However, the onus of responsibility to replace the transponder is on the customer and they will not receive additional notice.

SB 198 requires invoices or notices to be sent by mail or e-mail, if the customer elects to receive notice electronically. The bill also allows toll entities to share customer account information with each other.

*The bill takes effect September 1, 2019.*

### **SB 1091 (Nichols) - Relating to vehicles eligible for veteran toll discount programs.**

SB 1091 authorizes a cap to the number of toll transponders issued to veterans who qualify for a toll discount program. It limits the number of transponders to two per qualified individual.

*The bill is effective immediately.*

### **SB 1311 (Bettencourt) - Relating to the electronic transmission of an invoice or notice of toll nonpayment by a toll project entity.**

SB 1311 gives counties, a regional mobility authority, and toll project entities the option to provide certain invoices or notices of toll or turnpike project nonpayment, as applicable, as an electronic record. A notice or invoice can be sent as an electronic record, if the recipient of the information agrees to receive the information electronically, instead of first-class mail.

*The bill takes effect September 1, 2019.*



## Transit

### **SB 1066 (Nelson) - Relating to certain coordinated county transportation authorities.**

SB 1066 amends the Transportation Code to modify the composition of the Board of Directors of certain coordinated county transportation authorities (Denton County Transportation Authority).

*The bill is effective immediately.*

## Index of Bills

### **Appropriations/Revenue**

HB 1, HB 4280, SB 69, SB 282, SB 962

### **Air Quality**

HB 1346, HB 1627, HB 2604, HB 3745, SB 604

### **Bicycle/Pedestrian**

HB 2188

### **City Planning/Land Use/Annexation/Development**

HB 347, HB 2439

### **Freight**

HB 4166

### **Government/MPOs/Open Meetings/Public Information**

HB 2736, HB 2840, SB 494, SB 944, SB 1640

### **Roadways, Highway Construction and Delivery**

HB 310, HB 1542, HB 2830, HB 2899

### **Safety**

HB 339, HB 771, HB 1631, HB 2775, HB 3871, SB 711

### **Technology: Automated Vehicles and Unmanned Aircraft**

HB 2340, HB 3082, SB 969

### **Tolling**

HB 803, SB 198, SB 1091, SB 1311

### **Transit**

SB 1066

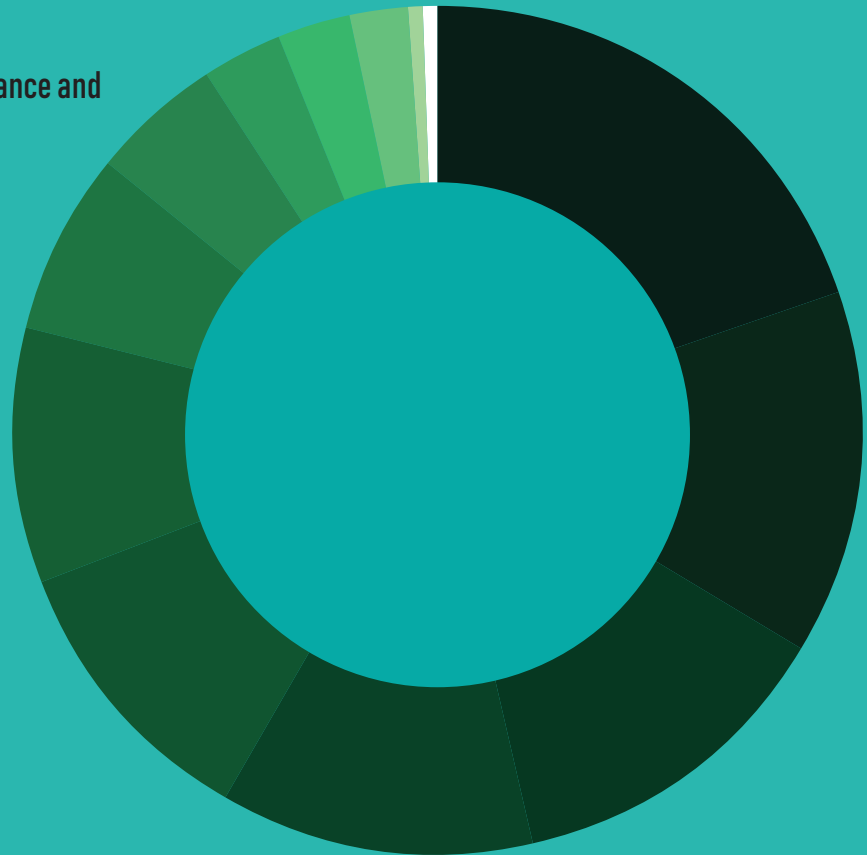






# 2019 CAAD COMMITMENTS

- Take lunch to work or summer activities : **574**
- Maintain consistent driving speed by avoiding quick accelerations and hard braking : **390**
- Combine trips or drive less : **378**
- Confirm you are up-to-date on regular vehicle maintenance and state emissions and safety inspection : **350**
- Reduce idling : **312**
- Bike or walk : **280**
- Carpool or vanpool : **193**
- Attend meetings remotely : **130**
- Report smoking, polluting vehicles (#SMOKE) : **92**
- Consider an electric or other alternative fuel lawn mower : **77**
- Telecommute : **63**
- Use mass transit : **24**
- Other : **10**



Total number of commitments : **2,873**

## MINUTES

### REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

#### 2020-2022 Disadvantaged Business Enterprise (DBE) Goals

#### Upcoming Unified Transportation Program (UTP)

#### US Army Corps of Engineers Stormwater Project

#### Online Public Input Opportunity Dates

Monday, July 15, 2019 - Wednesday, August 28, 2019 - The North Central Texas Council of Governments (NCTCOG) posted information at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment.

#### Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO), and amended on November 8, 2018. Staff posted information regarding:

1. 2020-2022 Disadvantaged Business Enterprise (DBE) Goals
2. Upcoming Unified Transportation Program (UTP)
3. US Army Corps of Engineers Stormwater Project

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

#### Summary of Presentations

##### ***2020-2022 Disadvantaged Business Enterprise (DBE) Goals presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/07/DBE-Presentation.pdf>

The DBE Program ensures non-discrimination, creates a level playing field, helps remove barriers to DBE participation and ensures DBE firms meet required eligibility standards.

To be classified as a DBE, at least 51 percent of an entity must be owned by socially and economically disadvantaged individuals. Socially and economically disadvantaged individuals must be US citizens or lawful permanent residents. These individuals can be women, African Americans, Hispanic Americans, Native Americans, Asian-Indian Americans and others as determined by the Small Business Administration.

The following funding recipients are required to have a DBE Program:

- Federal Transit Administration recipients receiving planning, capital and/or operating assistance who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- Federal Aviation Administration recipients receiving grants for airport planning and development who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- All Federal Highway Administration recipients

Proposed goals for Fiscal Years 2020 through 2022 were posted online at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment. The Regional Transportation Council will take action on these goals in September 2019. DBE goals for Fiscal Years 2020 through 2022 will become effective on October 1, 2019.

***Upcoming Unified Transportation Program (UTP) presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/07/UTP.pdf>

Proposed projects included in the UTP update fall into five different groups:

- Group 1: Projects approved by the RTC that have been approved in the UTP
- Group 2A: Projects approved by the RTC that have not been approved in the UTP
- Group 2B: Proposed projects pending RTC approval
- Group 3: Proposed projects that need funding to advance pre-construction activities like right-of-way acquisition
- Group 4: Projects proposed to be removed from the UTP project list, funded with other sources or are future candidates for funding

Proposed projects to receive funding in the 2020 UTP include the Southeast Connector, SH 170, IH 30 in Canyon, IH 30 in Rockwall County, IH 35E (north of LBJ), IH 35E in Denton and IH 35 (north of Denton). Projects are selected by several entities, including the Texas Department of Transportation and Texas Transportation Commission.

***US Army Corps of Engineers Stormwater Project presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/07/Stormwater.pdf>

Efforts are underway to develop a new program aimed at preventing the impacts of stormwater in flood prone areas in the Dallas-Fort Worth region. Federal, State, regional and local organizations are working together on how the region could become a national leader in reducing loss of life and financial impacts of major flooding events.

The project will provide communities with data, tools and analysis, including modeling, emergency response tools, emergency preparedness tools and flood risk data for developing infrastructure and planning neighborhoods. Additionally the project will look at planning environmental areas, environmental mitigation areas, groundwater recharge, open space and open space connectivity.

Partners are critical to move forward with this project and include entities such as the US Army Corps of Engineers, the Federal Emergency Management Agency, US Department of Housing and Urban Development, the Tarrant Regional Water District, the Texas Water Development

Board, the Trinity River Authority, the Regional Transportation Council and many others. The funding goal for this project is \$10 million.

## **WRITTEN COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA**

### **Upcoming Unified Transportation Program (UTP)**

#### **Email**

#### **George W. Jenista**

Unified Transportation Program (UTP) Projects for consideration: 1. New general aviation reliever airport for Fort Worth, to be located in the Walsh Ranch tract adjoining Aledo-Dean Ranch, south of Interstate 20. Emphasis on corporate & general aviation. 2. Commuter rail project Ft. Worth-southeast suburbs Forest Park-Kennedale-Mansfield-far south Arlington-Midlothian.

For UTP, Intercity passenger rail, focused on Ft. Worth Central Station as prime hub - reopen Caprock Xpress project, service to Denver Colorado via Weatherford, Abilene, Sweetwater, Lubbock, Canyon, Amarillo, Pueblo, Colorado Springs, Denver. 2. Intercity passenger rail - reopen Meridian Star project, service to Amtrak connection at Meridian MS via Shreveport, Monroe LA; Vicksburg, Jackson MS, Meridian. Research Brightline-style service with private-sector provider(s).

### **US Army Corps of Engineers Stormwater Project**

#### **Email**

#### **Edith Marvin, NCTCOG Environment & Development Department**

Michael,

In drilling down into the item below called "U.S. Army Corps of Engineers Stormwater Project", I believe that we may be creating a problem within the USACE as a partner. Jerry has made me aware of leadership concerns at the USACE of this project needing to be portrayed as a NCTCOG project with the USACE serving as a technical partner, rather than as a USACE initiated project.

Within this Online Public Input Opportunity posting, the title sheet now reflects a USACE project: <https://www.nctcog.org/trans/involve/meetings/archive>

Would you be opposed to the presentation title sheet being restored to its prior version for this public input posting?

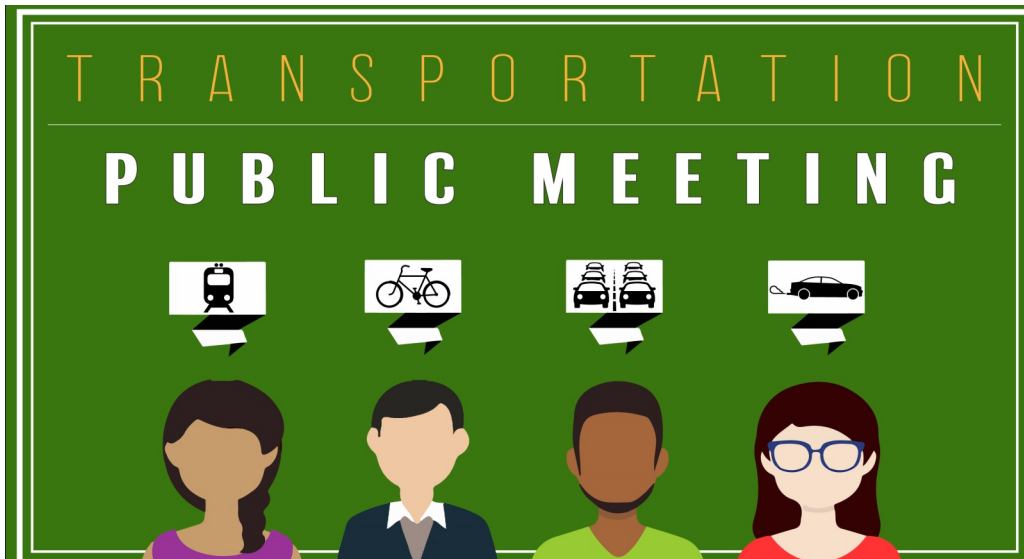
#### **Summary of Response by Michael Morris, NCTCOG Transportation Department**

All,

The title of the agenda item went out with that title from our public involvement staff. They like the USCOE and so do I. The title of the presentation on the power point has to match the title that went out.

The upcoming public meeting is only electronic via the internet. We have issued a comment to our own public record to revise the title to the original title. Please see the presentation, it is not changed.

The title that we always use will be revised with the public record comment that we issued. It is the only way I know to fix this.



## PRESENTATIONS

### Fiscal Year 2019 Public Transportation Funding: Program of Projects

NCTCOG staff will present proposed transit projects funded by the Federal Transit Administration through the final award of Fiscal Year 2019 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities. This input opportunity meets the federal requirement for public participation in programs of projects. Please note Dallas Area Rapid Transit hosts their own public meeting and can be contacted directly for more information.

The following agencies' programs of projects will be presented:

City of Arlington, City of Grand Prairie, City of McKinney, City/County Transportation, Community Transit Services (CTS), Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), North Central Texas Council of Governments (NCTCOG), Trinity Metro, Northeast Transportation Service (NETS), Public Transit Services (PTS), Span, Inc. (formerly known as Special Programs for Aging Needs), and STAR Transit.

### Community Schools and Transportation Program Update

The goal of the Community Schools and Transportation Program is to promote best practices and advance coordination between school districts and other governmental agencies on topics of mutual interest. Staff will discuss best practices for relieving traffic congestion around schools and present recommendations for improving school district and public transit coordination.

### Clean Vehicle Funding Opportunities

Staff will share information about funding opportunities for vehicle/equipment purchases and replacements as well as funding for parking space electrification at freight terminals.

### Regional Transportation Council Public Comment Procedures

Due to the passing of House Bill 2840 by the Texas Legislature, members of the public can now provide comments during Regional Transportation Council meetings. Staff will present a brief overview of this new public input process and next steps.

## RESOURCES AND INFORMATION

**Car Care Clinics:** [www.ntxcarcare.org](http://www.ntxcarcare.org)

**Know Before You Fly Your Drone Workshops:** [www.nctcog.org/uas](http://www.nctcog.org/uas)

**Regional Smoking Vehicle Program:** [www.smokingvehicle.net](http://www.smokingvehicle.net)

**Mobility 2045 Administrative Revisions:** [www.nctcog.org/input](http://www.nctcog.org/input)

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



NCTCOGtrans



North Central Texas  
Council of Governments

**MONDAY, OCT. 14,  
2019, 6:00 PM**  
North Central  
Texas Council of  
Governments  
616 Six Flags Drive  
Arlington, TX 76011

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

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

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



CentrePort/DFW Airport Station  
Arrival Options October 14

Eastbound Train 5:19 pm

Westbound Train 5:31 pm

**PUBLIC COMMENTS REPORT**

**WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

**Purpose**

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

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

This month, public comments were received on a number of topics across social media platforms and via email. Bicycle and pedestrian comments related to the highlight video of the Santa Fe Trail were in the majority.

**Air Quality**

**Email**

**1. Richard Guldi**

(1) North Texas governments are out-of-control in encouraging growth. When 75,000 people move to Dallas every year, I get no benefit. Instead, I get longer commutes, higher taxes, and more pollution. Even if my house value increases, I can't sell it, because I wouldn't be able to afford another house.

(2) North Texas continues to suffer from poor air quality. Several members of my family with asthma are nearly incapacitated on days with dirty air. NTCOG needs to make clean air a priority.

(3) Public transportation should run more frequently and be free to riders. It should be financed by higher taxes on gasoline, parking spaces, automobile registration, tires, state vehicle inspection, etc. EV's should be exempt from all of these new taxes and parking for EVs should be free and the most convenient available.

(4) Solar panels should be more strongly encouraged on governmental, corporate, and residential buildings. Buildings with solar panels should receive a lower property tax rate.

(5) All government and business buildings should be encouraged financially to use green energy - wind and solar.

(6) NCTCOG should begin using energy storage batteries to take advantage of inexpensive (even free) electricity from wind during nighttime hours.

### **Twitter**

1. Listen to Dallas-Fort Worth Clean Cities Coordinator, Lori Clark, talk how retailers can take advantage of available funds for alternative or electric vehicles to keep fueling infrastructure in-line with customer needs. @NCTCOGtrans #CleanCities #Mobility

<http://bit.ly/2KfHbav> – Empire Clean Cities (@EMPIRECLEAN)

2. 📱📺 What's new in #convenience? We'll tell you! Catch this week's #ConvenienceMatters podcast to learn about Sustainable Cities and New Mobility with Lori Clark, Program Manager at

@NCTCOGtrans

. 🎧 >> <https://apple.co/2ZJNUPn> – NACS (@NACSONline)

### **Facebook**

1. Ozone Action Day – Ozone in the DFW area Thursday is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity. Current ozone information: <http://bit.ly/9nC9vy>. Consider a clean air choice: <http://bit.ly/2oAbaPt>. – NCTCOG Transportation Department



How can we come together to get the car trade in program back? It was by far one of the best things we have and can continue to do for the ozone and our air that we breathe in North Texas. – Caleb Bishop White

Hi, Caleb! Apologies for the delayed response and thank you for your interest in the program. We recommend reaching out to your state representatives and sharing your support and experience with the program. – NCTCOG Transportation Department



NCTCOG Transportation Department I will do this, thank you for the advice. 😊 – Caleb Bishop White

2. Listen to Dallas-Fort Worth Clean Cities Coordinator, Lori Clark, talk how retailers can take advantage of available funds for alternative or electric vehicles to keep fueling infrastructure in-line with customer needs. NCTCOG Transportation Department #CleanCities #Mobility

<http://bit.ly/2KfHbav> – Empire Clean Cities



CONVENIENCEMATTERS.COM  
**#185 Sustainable Cities and New Mobility – Convenience Matters**  
Lori Clark // Program Manager at North Central Texas Council of Governments and Dallas-Fort Worth Clean Cities Coordinator Clean Cities coalitions are transforming local transportation markets to implement alternative fuels,...

### Bicycle & Pedestrian

#### Twitter

1. Great stuff happening with the regional veloweb! – Bike Denton (@bikedenton)



NCTCOGTransportation @NCTCOGtrans · Aug 2  
Check out the first video in our new series on bike trails in the region!  
First up: The Sante Fe Trail, the 5.3-mile stretch that goes from Deep Ellum to White Rock Lake. Stay tuned for more!  
[Show this thread](#)

2. Awesome!!! – BikeDFW (@BikeDFW)

3. Check out the first video in our new series on bike trails in the region! First up: The Sante Fe Trail, the 5.3-mile stretch that goes from Deep Ellum to White Rock Lake. Stay tuned for more! – NCTCOGTransportation (@NCTCOGtrans)



Yes! Can't wait!!! ♥♥♥ @IronRidersDFW – Sonjay Lifsey (@Sonja\_ArmyVet)

4. Can't wait to ride! – jaynie schultz (SchultzJaynie1)



5. Great video @NCTCOGtrans! I walk along the Santa Fe Trail almost every day, and sometimes twice a day. I am very lucky to live close to the trail in East Dallas. It's a great place to enjoy urban wildlife, especially birds. – Katherine L. Unmuth (@kunmuth)



**Facebook**

1. Check out the first video in our new series on bike trails in the region! First up: The Sante Fe Trail, the 5.3-mile stretch that goes from Deep Ellum to White Rock Lake. Stay tuned for more!  
– NCTCOG Transportation Department



great job! – Alex Cavaoverstrava

The video turned out great. It really highlights why the Santa Fe Trail is awesome. – Kristie Holt

Great video, looking forward to riding this trail. – Robert Noah

EDIT: Goes from Deep Ellum & Fair Park to White Rock Lake.” – Jason Bradberry

Pedego Dallas Electric Bikes is a great spot to rent bikes and ride this trail!!!! – Brad J Snyder

2. Love this trail, ride it 2-3 times a week from White Rock to Deep Ellum and back. – Steve Gandy



3. The Santa Fe Trail is a great asset to the people of Dallas. The trailhead in Deep Ellum is less than a mile from Local Hub and takes you to Fair Park or White Rock Lake where you can connect with the White Rock Creek Trail, Ridgewood Trail, or the SoPac Trail. You can ride 40 miles + on trails! Check it out this weekend and see why it's one of our favorite trails in Dallas. – Local Hub Bicycle Company



4. We work hard everyday to make the Santa Fe Trail a great place for everyone. Thank you to the NCTCOG Transportation Department for making this amazing video. – Friends of Santa Fe Trail



### Innovative Vehicles & Technology

#### Twitter

1. This hits my nerd sweet spot. Im going to try to go to this. – Kate (@Katerade)



2. @HyperloopOne is hitting the road with a test pod and it's stopping here in Arlington next week! For more information on how you can check it out, visit: <http://bit.ly/2OxtoAh>. – NCTCOGTransportation (@NCTCOGtrans)



It's clear what solutions will work TODAY to improve mobility throughout the region. We need fast, frequent, & reliable #bus & #rail solutions! – Loren S. (@txbornviking)

HSR capacity can be nearly 20k passengers per hour per direction, assuming 18 trains/h over a double track alignment, each w/ 1100 seats.

If a Hyperloop pod had 50 seats then to match HSR capacity 400 pods would need to depart every hour at a 9 sec headway. – Loren S. (@txbornviking)

We really need to stop wasting time & energy on the "hyperloop" & other "more hype than substance" proposals.

Hyperloop is simply hype.

It's a promise, a dream, a hope, a distraction. – Loren S. (@txbornviking)

3. Transportation of the future! – Jennifer Hoff



4. From #ArlingtonTX to Laredo in 42 Minutes: @VirginHyperloop Travel Technology Will Be On Display at @ATTStadium Through Partnership with @NCTCOGtrans <http://ow.ly/LbwG50voNNq> – City of Arlington (@CityOfArlington)



5. @NCTCOGtrans@HyperloopOne National Roadshow Offers Area Students Hands-On Look at Tomorrow's Transportation @CityOfDallas @CityofFortWorth @DallasEcoDev @DallasISDMedia <https://nctcog.org/trans/about/news/current-press-releases/virgin-hyperloop-one-national-roadshow-offers-area> – Lee M. Kleinman (@LeeforDallas)

**Project Planning**

**Email**

## 1. Connie Moreno

Quit building more roads. Repair the ones we have. Focus on modern environmentally conscious convenient mass transit options. Get the rental scooters off the roads.

### Twitter

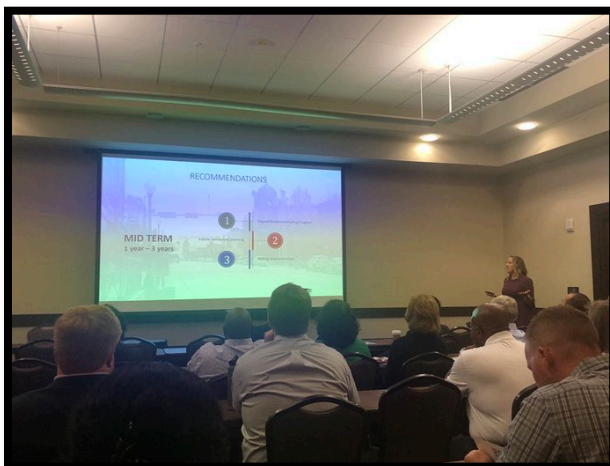
1. But sure @NCTCOGtrans @JudgeClayJ - let's keep building and expanding those highways.  
– Philip Goss (gosspl)



## Public Meetings & Forums

### Twitter

1. Thank you @NCTCOGtrans for hosting the 2019 Parking Syposium. @WantmanGroup was honored to present beside @GrapevineTXCity. Looking forward to the next one. – Nicole China (@NicoleChina)



## Transit



## Facebook

1. TEXRail is about to nearly double the number of trains on its tracks (link: <http://bit.ly/2K4kk6S>) bit.ly/2K4kk6S. – NCTCOG Transportation Department



For everyone reading this post, TEXRail riders can also transfer to many of Trinity Metro's bus routes at Mercantile Center, North Side, Central, and T&P stations, as well as to DART's Orange Line light rail at DFW Airport! – Paul McManus

2. DCTA to run trains at a 30-minute frequency, authority officials said: [bit.ly/2H9qETH](http://bit.ly/2H9qETH) – NCTCOG Transportation Department



For everyone reading this post, this increase in service frequency begins on Monday, August 26! – Paul McManus

☺ – Phil Neil

## Other

### Twitter

1. I'm sure someone has pointed this out already but....that is a right hand. ☺ – Paul 🙄 (@FWGMills)



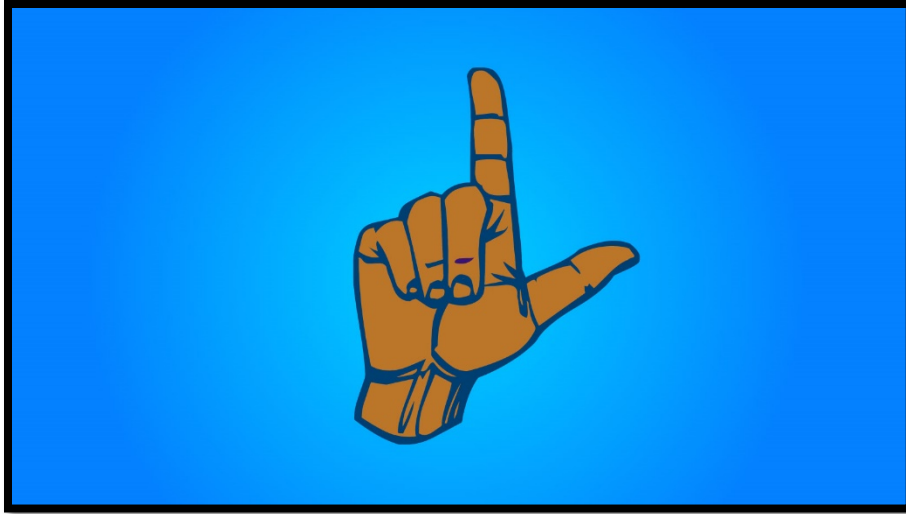
2. Our Trash Bash is in the morning, but there will still be time to attend this event afterward!  
<http://tiny.cc/TrashBash19> – City of Benbrook, TX (@benbrooktx)



**Facebook**

1. Friendly reminder that the left lane is for passing only.

Also, today is #LeftHandersDay. High fives to all my fellow lefties! – NCTCOG Transportation Department



Also, our traffic rules and road designs are intended to make cars drive faster and faster, decreasing the safety of our roads and communities. – Dallas May

GUNS UP!!! WRECK 'EM!!! – Erni Chez

## Overview of Actions Affecting Eastern/Western Funding Shares (\$ in Millions)

| Date   | Projects/Programs   | Relevant Actions |            | Cumulative Total |            |
|--|---|------------------|------------|------------------|------------|
|  |   | West             | East       | West             | East       |
| Mar-13   | Final SAFETEA-LU East-West Equity Total   | \$649.76         | \$1,558.48 | \$649.76         | \$1,558.48 |
| Jan-16   | Final MAP-21 East-West Equity Total   | \$320.98         | \$847.62   | \$970.74         | \$2,406.10 |
| Dec-16   | FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)   | \$100.00         | (\$100.00) | \$1,070.74       | \$2,306.10 |
| Oct-17   | Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)   | \$0.00           | \$0.30     | \$1,070.74       | \$2,306.40 |
| Dec-17   | Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)  | \$0.00           | \$102.00   | \$1,070.74       | \$2,408.40 |
| Sep-18   | Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)   | \$0.00           | \$34.00    | \$1,070.74       | \$2,442.40 |
| Dec-18   | Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program   | \$5.80           | (\$5.80)   | \$1,076.54       | \$2,436.60 |
| Aug-19   | Category 12 Clear Lanes funding for various projects in the region was awarded 69% East/31% West instead of being split 68% East/32% West, which gave the East a small amount of additional revenue compared to the West  | \$0.00           | \$33.59    | \$1,076.54       | \$2,470.19 |
| Aug-19   | Category 12 Strategic Priority funding for various projects in the East (IH 30 in Dallas County, IH 35 in Denton County, and IH 30 in Hunt County) and in the West (Southeast Connector in Tarrant County and SH 170 in Denton/Tarrant Counties) as approved in the 2020 Unified Transportation Program (UTP) | \$208.33         | \$1,018.85 | \$1,284.87       | \$3,489.04 |
| Updated FAST Act Equity Percentage Share as of August 2019 |   |                  |            | 26.91%           | 73.09%     |

| Cumulative East-West Equity Share | Cumulative Total |            |
|-----------------------------------|------------------|------------|
|                                   | West             | East       |
| Cumulative Total                  | \$1,284.87       | \$3,489.04 |
| Cumulative Percentage Shares      | 26.91%           | 73.09%     |
| RTC Approved Target Shares        | 32%              | 68%        |



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

## September 2019

### CALENDAR

**September 4, 8:30 am**  
**TRTC**

Fort Worth Central Station  
1001 Jones St.  
Fort Worth, TX 76102

**September 6, 11 am**  
**DRMC**

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

**September 12, 1 pm**  
**Regional Transportation Council**  
Irving Convention Center  
500 Las Colinas Blvd.  
Irving, TX 75039

**October 4, 1:30 pm**  
**Surface Transportation**  
**Technical Committee**  
NCTCOG  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

## Students get up-close look at hyperloop pod

North Texas got a glimpse of what the future of transportation may look like last month, as Virgin Hyperloop One brought its high-speed pod to AT&T Stadium.

The company met with local officials before demonstrating its

technology to students. Students attending the gathering at AT&T Stadium saw the historic hyperloop test vehicle XP-1, along with the real-world demonstrations of the science, technology, engineering and mathematics (STEM) principles they have studied that power the technology.

Virgin Hyperloop One offered the students demonstrations in magnetic levitation, vacuum chambers and friction, with the XP-1 pod serving as a backdrop.

Hyperloop is a new mode of transportation that could move freight and people quickly, safely, on-demand and direct from origin to destination. Hyperloop vehicles, called pods, accelerate gradually via electric propulsion through a low-pressure tube.

The pods float above the track using magnetic levitation, gliding at airline speeds for long distances due to ultra-low aerodynamic drag.



Area students listen to an explanation of hyperloop technology during a STEM demonstration at AT&T Stadium.



## 35W 3C reaches financial close

Construction on the final segment of Interstate Highway 35W expansion in Fort Worth will soon begin, after it reached financial close in August. Pre-construction activities are underway, with full construction planned to commence next year, according to NTE Mobility Partners Segments 3 LLC, which will finance, design, build, operate and maintain the segment.

The \$910 million project will rebuild 6.7 miles of IH 35W from just north of US 81/287 (Heritage Trace Parkway) to Eagle Parkway in Denton County. When the project is complete, in 2023, motorists will benefit from reconstructed main lanes, expanded frontage roads and two TEXpress Managed Lanes in each direction. The construction will be performed by Ferrovial Agroman US and Webber.

The section of IH 35W being rebuilt connects with two other portions of the roadway operated by NTE. Segment 3C will complement the existing network of TEXpress Managed Lanes and add to the congestion relief being experienced now by drivers throughout North Texas. —By NTE



NTE graphic

The reconstruction of IH 35W will be finished after the completion of a 6.7-mile segment in Fort Worth. In addition to free general-purpose lanes, motorists will have a choice to pay for a more reliable commute using TEXpress Lanes.

## Kodiak Robotics announces start of self-driving truck test in North Texas

Self-driving trucks have come to Texas. Kodiak Robotics announced in August it had begun a pilot test of its trucks between Dallas and Houston — with a safety driver along for the ride. Kodiak also announced it would open a facility in the Dallas-Fort Worth area. The company's decision represents another example of the region's embrace of automated vehicles and other technologies that could revolutionize the way people and goods are moved.

Kodiak operates as a true freight carrier, with self-driving trucks operating on "middle mile" highway routes. Since the company's founding in April 2018, Kodiak has grown from an idea to a reality, with a growing fleet of trucks and the launch of freight operations for customers in Texas.

For more information, visit [www.kodiak.ai](http://www.kodiak.ai).

## **ELECTRIC VEHICLES**

### **NDEW to celebrate popularity of EVs**

Experience what it means to drive electric at the region's National Drive Electric Week 2019 event.

This is an opportunity to get an up-close view of electric vehicles and talk to owners who have made the switch from gasoline-powered cars.

NDEW 2019 will be held from 10 am to 2 pm Saturday, September 21 at Dallas Area Rapid Transit's North Irving Transit Center. This new location will allow people to access the event using public transportation from the nearby Irving Convention Center Station. And if they want to arrive via zero emissions, attendees can ride their bikes for the first and last miles of their trips.

This event represents the largest showcase of EVs in Texas each year and the second largest in the country. And this year should be no different. Organizers expect up to 200 electric vehicles.

Bring the whole family out to learn about electric vehicles from real North Texas EV owners and enthusiasts and be part of the rEVolution!

Did we mention prizes? We'll have those too!

For details, follow @nctcogtrans on Facebook and Twitter, and visit [www.driveelectricdfw.org](http://www.driveelectricdfw.org).

# REGIONAL News

## **TEXRail trains now run every half-hour**

Trinity Metro has increased the frequency of its TEXRail commuter rail service between Fort Worth and Dallas Fort Worth International airport.



Passengers can now board a train at 30-minute intervals during peak times, making it easier to travel to the airport or any other destination along the 27-mile route.

This increases the number of daily trips from 48 to 73. The change had been scheduled after six months of operation. The line debuted in January to provide commuters, air travelers, airport employees and others more options, said Bob Baulsir, president and chief executive officer of Trinity Metro.

Additional schedule changes include adjustments to accommodate the increased volume of service. For example, a train that left at 25 minutes past the hour will now leave at 43 minutes past the hour.

Visitors to downtown Fort Worth and Fort Worth Stockyards will enjoy later service eastbound to DFW Airport, with the last train leaving Fort Worth Central Station at 12:47 am (previously 11:30 pm) and leaving North Side Station at 12:55 am (previously 11:38 pm). The first TEXRail train now departs from DFW Airport to Fort Worth at 4:40 am (previously 4:55 am). Consult the schedule at [www.ridettrinitymetro.org](http://www.ridettrinitymetro.org) prior to departure.—By Trinity Metro

## **Reminder: RTC meets in Irving on Sept. 12**

With NCTCOG's offices under construction, the September 12 Regional Transportation Council meeting will be held at 1 pm at the Irving Convention Center, as part of the Irving Transportation Investment Summit. In October, the RTC will return to the Transportation Council Room. Additionally, the September meeting of the Surface Transportation Technical Committee has been rescheduled for October 4.

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

### **\$910 million**

The value of the Interstate Highway 35W 3C project, which will result in the reconstruction of 6.7 miles of the roadway through Fort Worth.

# **PUBLIC** *Involvement*

## **NCTCOG online opportunity begins Sept. 9**

NCTCOG will offer an online public input opportunity beginning September 9. Residents can comment on proposed modifications to both the list of funded projects and the FY2018 and FY2019 Unified Planning Work Program. Comments will be accepted through October 8.

A comprehensive list of funded transportation projects through 2022 is maintained and regularly updated in the Transportation Improvement Program. Projects with committed funds from federal, State and local sources are included in the TIP. This document is updated on a regular basis and will be posted at [www.nctcog.org/input](http://www.nctcog.org/input) for review and comment.

Additionally, members of the public can provide feedback on the FY2018 and FY2019 Unified Planning Work Program (UPWP) modifications.

The UPWP provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization.

Information on National Drive Electric Week, Car Care Clinics and the Regional Smoking Vehicle Program will be highlighted.

## **Automated Vehicle 2.0 fact sheet available**

NCTCOG recently published a fact sheet explaining its Automated Vehicle 2.0 program, approved last year to guide the region through the next generation of AV development.

With cities such as Arlington, Dallas and Frisco hosting deployments of automated vehicle technologies, North Texas has been a laboratory for the transportation of tomorrow.

The program will assist cities with planning and implementation costs associated with automated vehicle deployments. It will also support communities that have a desire to welcome the technology but have yet to attract AV developer interest.

For more, visit [www.nctcog.org/factsheets](http://www.nctcog.org/factsheets).



## DALLAS DISTRICT

## PROGRESS

Monthly Report on Dallas District Projects and Topics

\*\*\*

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

## CONSTRUCTION COMPLETE AT THE US 75 AND PGBT INTERCHANGE

## CONGESTION RELIEF COMES TO COLLIN COUNTY

**PLANO** — The \$37 million overhaul of the interchange at US 75 and the President George Bush Turnpike (PGBT) reached substantial completion recently, bringing congestion relief to over a quarter-million drivers who pass through the area daily. Zachry Construction Corporation completed the 1.3-mile project in about three years.

*Major improvements to one of the busiest interchanges in North Texas include:*

- New southbound US 75 braided entrance and exit ramps at 15th Street that allow drivers to enter and exit US 75 without having to merge with each other
- A new northbound US 75 frontage road bypass underneath Plano Parkway that eliminates a conflict with PGBT merge operations
- A newly reconstructed Plano Parkway bridge over US 75 that adds dual left turn lanes and new U-turns in each direction
- A new southbound auxiliary lane from the 15th Street entrance ramp that widens to a two-lane exit to PGBT

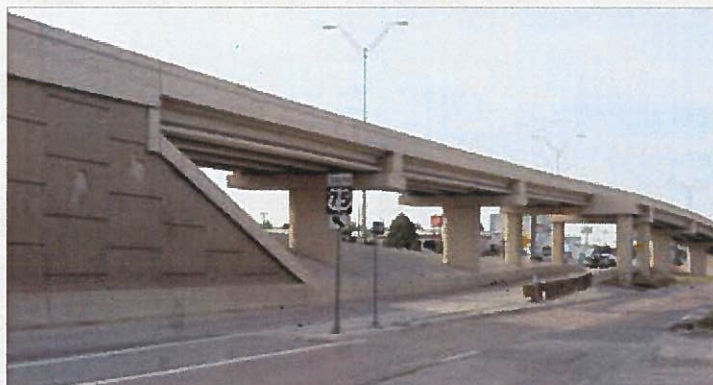
Other improvements include a two-lane flyover from PGBT to northbound US 75 that eliminates a merge on the ramp, and an extended railroad bridge just north of PGBT.

Drivers on northbound US 75 that need to reach 15th Street will now use the Plano Parkway/15th Street exit ramp. Moving the ramp farther south eliminates previous weaving with PGBT entrance ramps and improves traffic flow.

Both the north and southbound US 75 High-Occupancy Vehicle (HOV) lanes reopened earlier this year between Bethany Drive and north of Park Boulevard. TxDOT closed the lanes during construction to create a safe work zone.



**PHOTO 1:** New railroad bridge at the US 75/PGBT interchange.



**PHOTO 2:** The southbound US 75 braided ramps.

TxDOT photos

"TxDOT is proud to bring these safety and mobility improvements to the area, and I want to thank our partners at DART, NTTA and the cities of Plano and Richardson for their cooperation and collaboration on this project," said Dallas District Engineer Mo Bur. "We also want to thank drivers and local businesses for their patience

during construction."

**Other Improvements Coming to PGBT**

TxDOT recently awarded a \$4.6 million contract to add two left turn lanes for entrance ramps at Preston Road to J.D. Abrams LP. Work will begin in the next few months. ■

## AUGUST 2019 LET PROJECTS (SUBJECT TO CHANGE)

|  | CSJ NUMBER               | HWY     | LIMITS                                       | TYPE OF WORK  | COST EST. (M)   | BID (M)         | (%)           | EST. TOTAL COST (M)** | CONTRACTOR                      |
|--|--------------------------|---------|--|---|-----------------|-----------------|---------------|-----------------------|---------------------------------|
| 1a   | 0091-04-064 <sup>1</sup> | SH 289  | US 380 to Richland Blvd.                     | Landscape enhancements for medians and right of way | \$1.15          | \$1.10          | -4.39         | \$1.39                | Central North Construction, LLC |
| 1b   | 0135-02-061              | US 380  | Lovers Lane to Custer Road (FM 2478)         |   |                 |                 |               |                       |                                 |
| 1c   | 0816-04-103              | FM 455  | US 75 to SH 5                                |   |                 |                 |               |                       |                                 |
| 2a   | 0009-11-247              | I-30    | White Rock Ck to S Buckner Blvd. (LP 12)     | Landscape treatments for medians and right of way   | \$1.84          | \$1.54          | -16.39        | \$2.23                | Central North Construction, LLC |
| 2b   | 0134-09-066 <sup>1</sup> | US 380  | W of Masch Branch Rd. to US 77 (Elm St.)     |   |                 |                 |               |                       |                                 |
| 2c   | 1311-01-057              | FM 1171 | W Flower Mound to W of Old Cross Timbers Rd. |   |                 |                 |               |                       |                                 |
| <b>ESTIMATED AUGUST 2019 TOTALS</b>          |                          |         |  |   | <b>\$2.98</b>   | <b>\$2.63</b>   | <b>-11.78</b> | <b>\$3.62</b>         |                                 |
| <b>DISTRICT FY ACCUMULATIVE LETTINGS</b>     |                          |         |  |   | <b>\$357.25</b> | <b>\$372.27</b> |               |                       |                                 |
| <b>DALLAS DISTRICT FY LETTING VOLUME CAP</b> |                          |         |  |   | <b>\$756.62</b> |                 |               |                       |                                 |

1. Control CSJ.

\*\* Estimated Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

## SEPTEMBER 2019 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

|                        | CSJ NUMBER               | HWY    | LIMITS                    | TYPE OF WORK                      | EST. COST (M)   |
|------------------------|--------------------------|--------|---------------------------|-----------------------------------|-----------------|
| 1a                     | 0581-02-124 <sup>1</sup> | SL 12  | SL 12 at SH 183           | Reconstruct Interchange (Phase 2) | \$301.11        |
| 1b                     |                          | SS 482 | SS 482 at SH 114 & SH 183 |                                   |                 |
| <b>ESTIMATED TOTAL</b> |                          |        |                           |                                   | <b>\$301.11</b> |

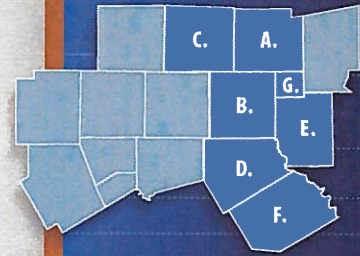
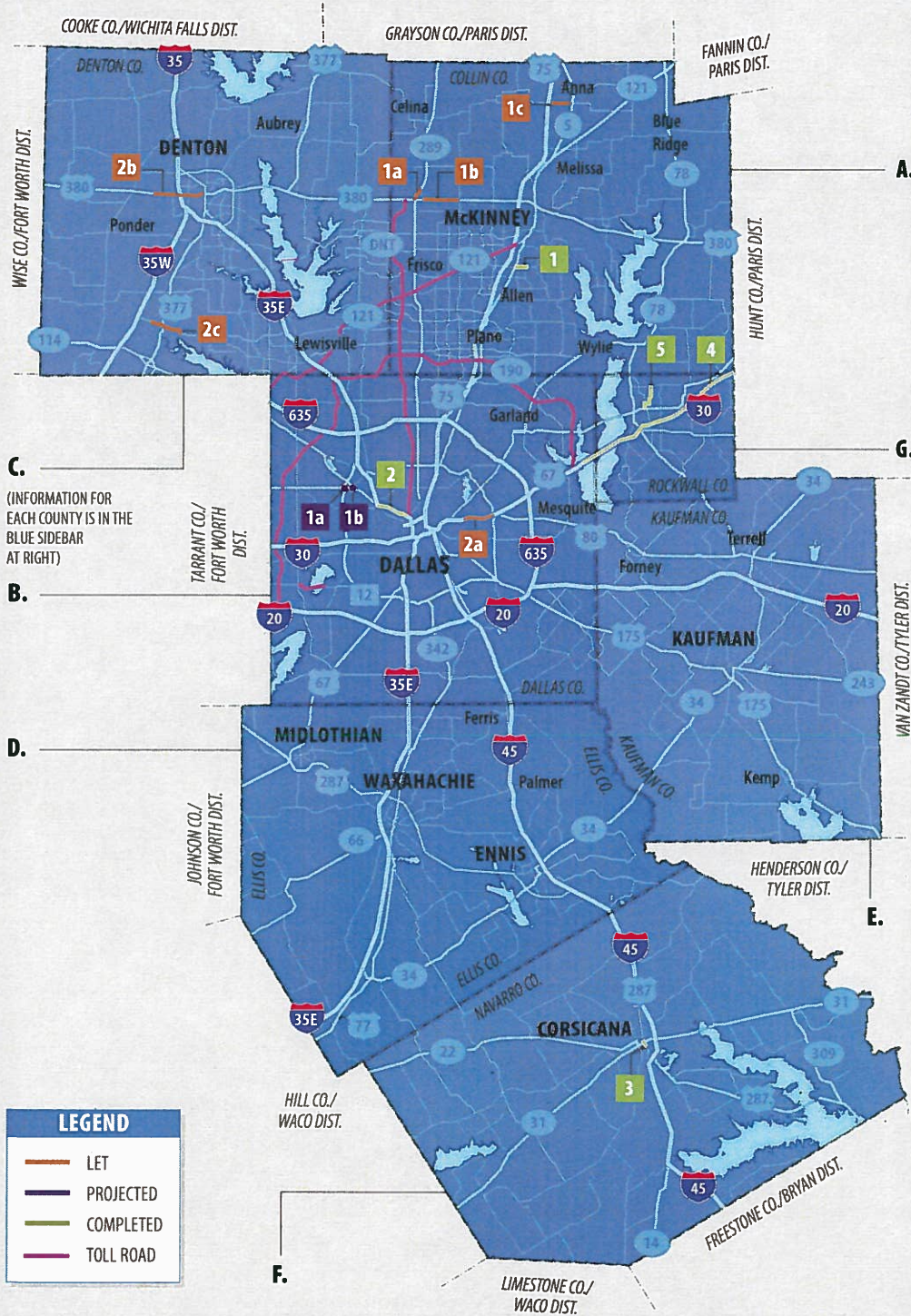
## COMPLETED CONSTRUCTION PROJECTS (FROM AUGUST 1 - 31, 2019)

|                        | CSJ NUMBER   | HWY     | LIMITS  | TYPE OF WORK  | EST. COST (M)  | COMPLETED DATE |
|------------------------|--------------|---------|---|---|----------------|----------------|
| 1                      | 3392-01-008  | FM 2786 | SH 5 to E of Angel Parkway in Allen                         | Widen to 4 lane divided (6 lane Ultimate) with SH 5 intersection improvements | \$15.80        | 08/02/2019     |
| 2                      | 0196-03-262  | I-35E   | N of Oak Lawn to S of Common Wealth Dr.                     | Slope failure repair  | \$6.36         | 08/06/2019     |
| 3                      | 0092-13-028  | BI 45-F | East 5th Ave. to East 12th Ave.                             | Flexible pavement repair, mill, overlay and pavement markings                 | \$2.11         | 08/15/2019     |
| 4                      | 0009-12-211  | I-30    | 0.1 mile west end of Ray Hubbard Bridge to Hunt County Line | Rehabilitation of existing roadway  | \$3.41         | 08/23/2019     |
| 5                      | 1290-01-012  | FM 1141 | SH 66 to FM 552   | Restore existing pavement & add shoulders                                     | \$2.75         | 08/12/2019     |
|                        | 0918-46-280* | CS      | Various Locations in Dallas District                        | Improve traffic signals   | \$1.28         | 08/12/2019     |
| <b>ESTIMATED TOTAL</b> |              |         |   |   | <b>\$31.71</b> |                |

\*Unmapped.

# DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **August**, are projected to let in **September**, or have recently been completed.



## 2019 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,085,742  
 \*POPULATION ESTIMATE | 4,905,280  
 LANE MILES | 10,753.693

### A. COLLIN COUNTY

VEHICLE REGISTRATION: 799,926  
 \*POPULATION ESTIMATE: 1,010,330  
 LANE MILES: 1,462.514

### B. DALLAS COUNTY

VEHICLE REGISTRATION: 2,155,995  
 \*POPULATION ESTIMATE: 2,554,770  
 LANE MILES: 3,377.212

### C. DENTON COUNTY

VEHICLE REGISTRATION: 680,143  
 \*POPULATION ESTIMATE: 874,240  
 LANE MILES: 1,633.926

### D. ELLIS COUNTY

VEHICLE REGISTRATION: 181,071  
 \*POPULATION ESTIMATE: 189,820  
 LANE MILES: 1,526.862

### E. KAUFMAN COUNTY

VEHICLE REGISTRATION: 124,760  
 \*POPULATION ESTIMATE: 124,850  
 LANE MILES: 1,215.130

### F. NAVARRO COUNTY

VEHICLE REGISTRATION: 52,355  
 \*POPULATION ESTIMATE: 50,250  
 LANE MILES: 1,191.856

### G. ROCKWALL COUNTY

VEHICLE REGISTRATION: 91,492  
 \*POPULATION ESTIMATE: 101,020  
 LANE MILES: 346.193

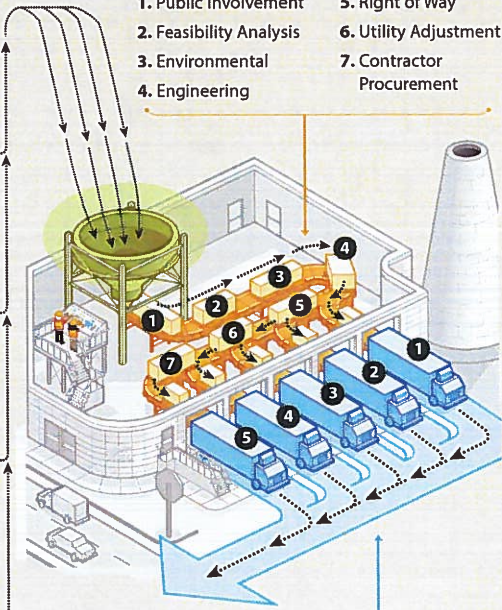
SOURCE: TxDOT research.  
 \*POPULATION ESTIMATE: NCTCOG.

### 1. FUNDING SOURCES

- Motor Fuel Taxes
- Vehicle Registration Fees
- Prop 1/Prop 7
- Federal Reimbursements

### 2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement



### 3. MOBILITY AND MAINTENANCE PROJECTS

1. Connectivity
2. Preservation
3. Safety
4. Mobility
5. Roadway Maintenance

TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist



### KUDOS! : Project-Related Comments by Citizens

**PROJECT:** FM 2181 From Lillian Miller Parkway to I-35E.

*a new contractor to finish the job. Currently, we do not have a set time frame for when a new contractor will be on board, but we must follow the process of negotiating with the bonding company. TxDOT takes this matter seriously, and did not enter lightly into the decision to default the previous contractor, which was 40 percent behind schedule at the time of default in February. In the meantime, the Denton County Area Office is using in-house crews to maintain the work site, provide access to cross streets and ensure the public's safety.*

**Citizen:** "Please, I mean no disrespect but what the heck is going on with this project? How can you explain to homeowners like me, that pay many thousands of dollars in property taxes and other taxes as well as ever increasing tolls, that this project has been delayed this long. I know about the default. Get it straightened out and MOVE ON WITH IT PLEASE!"

**TxDOT:** "Thank you for taking the time to share your concerns about the FM 2181 project. As you indicated, this project is in default with the previous contractor. TxDOT is in the middle of negotiations with that contractor's bonding company to hire

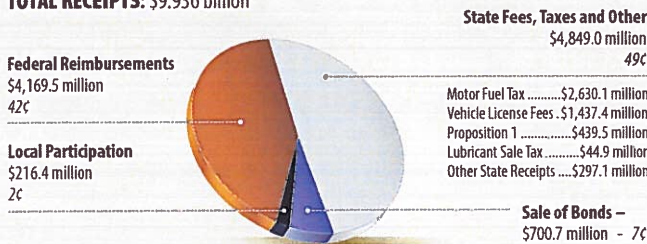
**Citizen:** "It is heartening, at least, that someone is listening and paying attention. I understand the situation and hope it can be resolved soon."

SOURCE: Texas Department of Transportation.

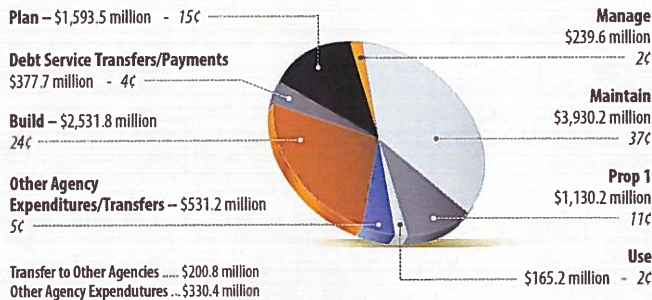
TxDOT graphics

## DISTRIBUTION OF TOTAL STATE HIGHWAY FUND\* RECEIPTS

**TOTAL RECEIPTS:** \$9.936 billion



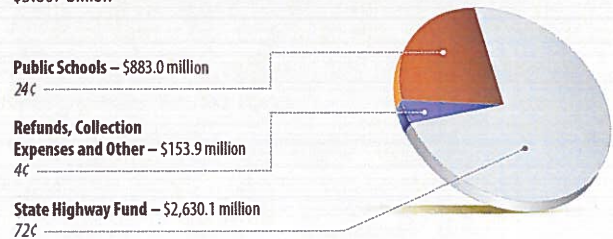
**TOTAL DISBURSEMENTS\*:** \$10.499 billion



\*Includes all expenditures to appropriated State Highway Fund.

## DISTRIBUTION OF TEXAS MOTOR FUEL TAXES

**GROSS TAX COLLECTED BY STATE COMPTROLLER:** \$3.667 billion



## DISTRIBUTION OF TEXAS MOTOR VEHICLE REGISTRATION FEES

**GROSS COLLECTIONS:** \$1.850 billion



TxDOT graphics

## DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF TRANSPORTATION  
4777 E. Highway 80  
Mesquite, TX  
75150-6643

FOR MORE INFORMATION:  
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www.txdot.gov



### REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/formhtml?form=Report a Pothole](http://www.txdot.gov/contact-us/formhtml?form=Report+a+Pothole) or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>