

for system roadway safety and transit asset management. These targets will be used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. The proposed regional targets for roadway safety and transit asset management are provided in [Reference Item 3.1](#). On November 9, 2017, the RTC requested additional information on the North Central Texas Council of Governments' programs and projects that address Texas Department of Transportation Strategic Highway Safety Plan emphasis areas. This information is available in [Electronic Item 3.2](#).

1:45 – 1:55

4. **2017-2018 CMAQ/STBG Funding Program: Federal/Local Funding Exchanges**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will brief the Committee and request a recommendation for Regional Transportation Council (RTC) approval of the proposed list of projects to be funded under the Federal/Local Funding Exchanges Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program.

Background: In March 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. Staff has received requests from local agencies that wish to enter into partnerships with the RTC in which federal funds are exchanged for local funding. The proposed list of funding swaps and projects to be funded is provided in [Reference Item 4.1](#). Additional details on the overall funding program can be found in [Electronic Item 4.2](#).

1:55 – 2:05

5. **US 75 Technology Lanes Next Steps**

Action Possible Action Information Minutes: 10

Presenters: Michael Morris and Christie Gotti, NCTCOG

Item Summary: The Regional Transportation Council (RTC) has approved funding for technology lanes on US 75 north of IH 635 to McKinney. Support is requested to continue a partnership with the Federal Highway Administration Division Office and explore policy, operational, and legislative relief to advance these improvements in the corridor.

Background: The RTC has funded improvements to US 75 that will modernize early interim, temporary high-occupancy vehicle (HOV) improvements on US 75. These improvements are modeled after similar improvements on SH 161 in Irving. The US 75 improvements will include the use of shoulder lanes in the off-peak period to mitigate non-recurring, incident-related congestion. Legislative relief has been used elsewhere to modernize early implemented HOV lanes that used Congestion Mitigation and Air Quality Improvement Program funds.

2:05 – 2:15

6. **"Big Projects": IH 635 East Update and Communication Program with the Texas Legislature**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will outline the elements of the Regional Transportation Council (RTC) position in December that will include:
1) comments for the Texas Department of Transportation (TxDOT) Unified Transportation Program, 2) advancing the IH 635/Skillman/Audelia project into the TxDOT procurement process, 3) reminding policy officials that RTC responsibilities are not synonymous with State legislative officials under Title 23/49 USC §134, and 4) outlining a process of opportunities for renewed communication between the RTC and the North Texas Legislative Delegation on a dozen transportation revenue items that have received little or negative support in reducing the need for tolled managed lanes.

Background: This item has been discussed regularly during the fall of 2017. The four elements above are an attempt to advance the IH 635 project. These components will be discussed at the December 14, 2017, RTC meeting. The IH 635 Phase 3 projects is escalating in cost by \$5 million per month.

2:15 – 2:25

7. **Mobility 2045 Update**

Action Possible Action Information Minutes: 10

Presenter: Kevin Feldt, NCTCOG

Item Summary: Staff will present a brief overview of the progress to date as work continues on the region's next long-range transportation plan, Mobility 2045, including special initiatives. In addition, staff will present information regarding:

- Mobility 2045 draft list of projects
- Major policy revisions
- Schedule for Mobility 2045 completion

Background: The last comprehensive update of the Metropolitan Transportation Plan (MTP) occurred in 2016 with the adoption of Mobility 2040. Staff has continued MTP development through a variety of efforts. Mobility 2045 will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. Development will continue over the next six months. The Surface Transportation Technical Committee is expected to take action on Mobility 2045 in May 2018.

2:25 – 2:35

8. **Rise of Fraudulent Temporary Vehicle Registration Tags**

Action Possible Action Information Minutes: 10

Presenter: Shawn Dintino, NCTCOG

Item Summary: There has been a sharp increase in fraudulent and improper temporary vehicle registrations, or temporary tags since Texas linked vehicle inspections with registration. Staff will discuss efforts to combat this growing problem and the potential impacts on air quality, safety, and local government revenue.

Background: Nonattainment areas in the State once had a high incidence of counterfeit emissions inspections/certificates, which led to the passage of House Bill (HB) 2305 during the 83rd Texas Legislature. This eliminated the inspection certificate, requiring motorists to obtain an inspection within 90 days of registration expiration. While HB 2305 was successful in eliminating counterfeit inspection certificates, an unintended consequence was an increase in fraudulent temporary vehicle registrations, or temporary tags. Unscrupulous auto dealers improperly issue temporary tags when vehicles cannot otherwise pass the emissions inspection to obtain a valid registration. A lack of security features, numerous tag types with similar designs, and different requirements for placement on the vehicle complicate enforcement efforts. More details are available in [Electronic Item 8](#).

2:35 – 2:45

9. **Air Quality Update**

Action Possible Action Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide a summary of the 2017 ozone season activity for the Dallas-Fort Worth (DFW) region, information on the status of the 2015 National Ambient Air Quality Standards (NAAQS) for Ozone, and announce the 2016-2017 Air North Texas Partner Award winners.

Background: The end of November concluded another ozone season for the DFW region. Staff has been tracking the exceedance days at each monitor and will provide a summary of the 2017 ozone season data for the revised 2015 ozone standard of 70 parts per billion. The DFW region is classified as “moderate” nonattainment under the current standard and has a 2018 attainment deadline.

On November 16, 2017, the Environmental Protection Agency (EPA) designated counties under the 2015 NAAQS for ozone as attainment/unclassifiable or unclassifiable. No counties in North Central Texas were listed. However, additional counties may be added under a separate rule.

In addition, each year Air North Texas recognizes partners who have provided outstanding efforts to inform the citizens of North Texas about EPA’s ozone standards. These partners also helped spread the message on how individuals and businesses can help to reduce harmful emissions, helping the region meet attainment for the 2015 NAAQS for ozone.

More information is provided in [Electronic Item 9](#).

2:45 – 2:55

10. **Status Report on NTTA/TxDOT Toll Equity Loan Agreement (TELA) and Associated RTC/NTTA Agreement Concerning Return of TELA Fees**

Action Possible Action Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: The Committee will be briefed on the Mutual Termination of the Regional Transportation Council (RTC)/North Texas Tollway Authority (NTTA) agreement concerning the return of Toll Equity Loan Agreement (TELA) fees to NTTA.

Background: In 2010, the NTTA approved a Toll Equity Loan Agreement with the Texas Department of Transportation (TxDOT) for the President George Bush Turnpike – Western Extension (SH 161) and the Chisholm Trail Parkway (CTP). The purpose of the TELA was to enhance the credit rating by using the State Highway fund as a financial backstop for SH 161 and CTP, thereby lowering NTTA's financing costs. NTTA created a Special Projects System specifically for the financing, construction, and operation of SH 161 and CTP. The TELA required NTTA to pay certain TELA fees beginning after ten years (approximately \$8 million annually).

In April 2010, the RTC adopted policy position P10-05 ([Electronic Item 10.1](#)), which: 1) requested NTTA to release TxDOT of the TELA commitment as soon as "reasonably financially feasible" to reduce risk to the Dallas-Fort Worth region, 2) supported either the waiver of the TELA fees or the return of any such fees to NTTA by RTC, and 3) instructed staff to develop an agreement to effectuate this policy. The resulting agreement between RTC and NTTA for the return of such fees is included as [Electronic Item 10.2](#).

As of November 1, 2017, NTTA has released TxDOT of the TELA commitment ([Electronic Item 10.3](#)). This is a result of merging NTTA's Special Projects System with the NTTA System through a series of bond refinancings. Termination of the TELA commitment extinguishes the RTC's commitment to return any TELA fees to NTTA. A Mutual Termination of this agreement has been executed by NTTA and RTC staff ([Electronic Item 10.4](#)). Correspondence from NTTA regarding the bond refinancing for SH 161 and the Chisholm Trail Parkway was provided in [Electronic Item 10.5](#).

2:55 – 3:00

11. **Transportation Funding Categories Summary**

Action Possible Action Information Minutes: 5

Presenter: Christie Gotti, NCTCOG

Item Summary: A summary of transportation funding categories will be provided.

Background: At the November 9, 2017, Regional Transportation Council meeting, Chair Rob Franke requested that staff provide a summary of transportation funding categories to members. The summary is provided as [Electronic Item 11](#).

3:00 – 3:15

12. **Fast Facts**

Action Possible Action Information Minutes: 15

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

1. *Nathan Drozd* – Loop 9 Environmentally Cleared from IH 35E to IH 45
2. *Bailey Muller* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 12.1](#))
3. *Bailey Muller* – DFW Clean Cities Events: Annual Meeting, December 13, and Idle Reduction Webinar, January 30 ([Electronic Item 12.2](#))
4. *Allix Philbrick* – Volkswagen Settlement Update ([Electronic Item 12.3](#))
5. *Brian Wilson* – Traffic Count Fact Sheet ([Electronic Item 12.4](#))
6. *Carli Baylor* – October Public Meeting Minutes ([Electronic Item 12.5.1](#)) and November Public Meeting Minutes ([Electronic Item 12.5.2](#))
7. *Carli Baylor* – December Input Opportunity Notice (Handout)
8. *Carli Baylor* – Public Comment Report ([Electronic Item 12.6](#))
9. *Brian Crooks* – Mobility Plan Policy Bundle Workshop ([Electronic Item 12.7](#))
10. *April Leger* – 2018 Surface Transportation Technical Committee and Regional Transportation Council Meeting Schedules ([Electronic Item 12.8](#))
11. Written Progress Reports:
 - Local Motion ([Electronic Item 12.9](#))
 - Transportation Partners Progress Reports ([Electronic Item 12.10](#))

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 January 26, 2018, at the North Central Texas Council of Governments.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
October 27, 2017**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 27, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, Katherine Beck, David Boski, Laura Mitchell (representing Kristina Brevard), Mohammed Bur, Dave Carter, Ceason Clemens, Robert Cohen, Kent Collins, John Cordary Jr., Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Phil Dupler, Massoud Ebrahim, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Brian McNulty (representing Ron Hartline), Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Tim James, Tom Johnson, Sholeh Karimi, Paul Knippel, Alonzo Liñán, Paul Luedtke, Alan Hendrix (representing Stanford Lynch), Alberto Mares, Cesar J. Molina Jr., Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, William Riley, Greg Royster, Moosa Saghian, Lori Shelton, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Sam Werschky, Bill Wimberley, and Robert Woodbury.

Others present at the meeting were: Alexis Ackel, Vickie Alexander, Tom Bamonte, Adam Beckom, Natalie Bettger, Ron Brown, Anthony Cao, Sarah Chadderdon, Lori Clark, Brian Dell, Cody Derrick, Daniel Edwards Sr., Kevin Feldt, Brian Flood, Christie Gotti, Brittany Hailey, Barry Heard, Chris Hoff, Crystal Humelsine, Dan Kessler, Mark Kinneman, Ken Kirkpatrick, Chris Klaus, Garry Kraus, Kevin Kroll, Dan Lamers, April Leger, Travis Liska, Allysha Mason, James McLane, Mark Middleton, Michael Morris, Corey Nesbit, Markus Neubauer, Donald Parker, Allix Philbrick, Greg Ramey, Chris Reed, Amy Rideout, Mario Rojo Jr., Kristina Ronneberg, Trey Salinas, Russell Schaffner, Dean Stuller, Gerald Sturdivant, Mitzi Ward, Amanda Wilson, Brian Wilson, and Sarah Wright.

1. **Approval of September 22, 2017, Minutes:** The minutes of the September 22, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **2017 Clean Diesel Subaward and Call for Projects:** Lori Clark presented details of the 2017 Clean Diesel Subaward and Call for Projects. In July 2017, the North Central Texas Council of Governments (NCTCOG) submitted a grant proposal on behalf of local governments to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program. The EPA has recommended this proposal for full funding totaling approximately \$2 million to subaward for projects replacing older, high-emitting diesel powered vehicles and equipment. A small portion of the funds will be retained for NCTCOG staff administration of the program. Eligible entities will include local governments, as well as private companies that contract with local governments. Eligible activities include replacement of on-road, heavy-duty diesel trucks 16,000 pounds and up and non-road diesel equipment. The funding threshold is dependent on engine type. In preparation for submitting this proposal, NCTCOG solicited interest from local fleets who may wish to participate. The Denton County Transportation Authority (DCTA) submitted a bus replacement project with a match commitment that was detailed in the grant proposal to EPA. Staff proposed to subaward the DCTA project to replace four transit buses for approximately \$472,000. This would leave an available balance of approximately

\$1.5 million to subaward to other agencies. Staff proposed to award the funding through a Call for Projects on a modified, first-come, first-served basis. Applications would be due at 5 pm on the last Friday of every month. Each month, applications will be competitively evaluated using a cost per ton criteria. Following approval to open the Call and a final contract with EPA, staff will continue to make subawards through January 2019. Finally, Ms. Clark discussed the current North Texas Airport Emissions Reduction Call for Project. Funding is specific to airports for diesel powered ground support equipment. NCTCOG has been accepting applications for over one year and have yet to receive any applications. Staff proposed that the deadline for the Call for Projects be extended from December 29, 2017, to September 2018 or until all funds are exhausted. Ms. Clark added that both calls for projects address air quality emphasis areas of high-emitting vehicles/equipment and energy/fuel use. A motion was made to recommend Regional Transportation Council approval to subaward the Denton County Transportation Authority up to \$472,000 for four transit bus replacements; open the 2017 Clean Diesel Call for Projects with the structure, selection criteria, and schedule provided in Reference Item 3, and extend the North Texas Airport Emissions Reduction Call for Projects through September 2018. John Polster (M); Laura Mitchell (S). The motion passed unanimously.

4. **Transit Grant Funding Cleanup:** Sarah Chadderdon presented a recommendation for Regional Transportation Council approval of proposed reprogramming of transit funds to support several projects from the three transit authorities. The Regional Transportation Council (RTC) programs Federal Transit Administration (FTA) funds under several programs. Through regular monitoring, staff confirms that projects under these programs are proceeding as intended. When projects do not advance for two years, the funding becomes at risk of FTA taking back the funds. North Central Texas Council of Governments (NCTCOG) staff has identified canceled projects or projects that were not able to proceed in a timely manner. This includes funds initially programmed to the Texoma Area Paratransit System. Approximately \$7.2 million has been identified at risk and is available from four programs: Congestion Mitigation and Air Quality Improvement Program funds flexed to FTA, Enhanced Mobility of Seniors and Individuals with Disabilities, Job Access/Reverse Commute, and New Freedom. Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (FWTA), and the Denton County Transportation Authority (DCTA) have requested this funding for a variety of projects that are eligible under these funding programs. Staff worked with the transit authorities to identify projects that serve a similar purpose and geography compared to the original use of the funds. DART has requested funding to support four projects: 1) fare equipment partnership with small and non-traditional providers, 2) software integration with non-traditional and private provider payment platforms, 3) taxi vouchers in nine service gap locations, and 4) seven low floor, smaller alternative-fuel vehicles and five 40 foot transit buses. DCTA and FWTA submitted a joint request that includes operating assistance and additional new buses to support a transit connection between Fort Worth and Denton. DCTA also requested funds to integrate trip scheduling software with small and nontraditional providers. Lastly, the FWTA requested operating assistance to support bus service upgrades to be implemented in FWTA's North Quadrant area. This project also includes a project to enhance connection to the Naval Air Station Joint Reserve Base Fort Worth. Proposed distribution of the available funds was summarized in Reference Item 4.1. Additional details were provided in Electronic Item 4.2. A motion was made to recommend Regional Transportation Council approval to reprogram transit funds to support the projects summarized in Reference Item 4.1. Committee action also included a recommendation that staff administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the resulting changes. Laura Mitchell (M); John Polster (S). The motion passed unanimously.

5. **Update on Texas Department of Transportation "Big Projects" and Other Projects/Programs:** Michael Morris provided an update regarding "Big Projects" in the region. At the October 12 Regional Transportation Council (RTC) meeting, four RTC policy positions were approved: 1) P17-01, Policy Support to Expedite IH 635 Phase 3 to and Including the IH 30 Interchange (Electronic Item 5.1), 2) P17-02, Policy Support to Expedite IH 20 "Y" Connection/IH 820/US 287 (Electronic Item 5.2), 3) P17-03, Policy Support to Define Improvements on SH 183/IH 35E/IH 30/IH 45/US 175 and to Identify Resources (Electronic Item 5.3), and 4) P17-04, Policy Support to Advance Current Commitments (Electronic Item 5.4). In addition, RTC correspondence to the North Texas Tollway Authority requesting primacy be waived on eastern subregion projects was approved, provided in Electronic Item 5.5. Electronic Item 5.6 summarized other initiatives currently underway. In addition to the "Big Projects," staff has raised the importance of connections between rural connectivity projects funded by the State and urban projects. Staff has requested a full review of all rural connectivity projects to check for lane balance drops when the rural projects come into the metropolitan region. The State will be asked to fund the projects to reconcile the lane drops. In addition, staff is committed to projects that are under construction but that have inadequate resources to be completed, and also remains focused on strategic projects with unique circumstances such as projects that are hurricane evacuation routes from Houston and the high-speed rail route on IH 30 to Fort Worth. Each of these areas are being communicated to the Texas Department of Transportation (TxDOT) Headquarters as major focus areas over the next ten years. Mr. Morris noted that while all of the projects discussed are important, the concern is ensuring that the Texas Transportation Commission (TTC) provides the fair share allocation of funds to the region. Mr. Morris noted he attended the Texas Transportation Commission Workshop on October 25 and articulated the importance of the formula allocation. TxDOT Commissioner Victor Vandergriff has also laid out this focus on "Big Projects" and has expressed concern that the TTC may chose not to formula allocate revenues since the Dallas-Fort Worth region has built over \$28 billion in freeway improvements since 2000 while Houston and Austin have not implemented the same magnitude of projects. Mr. Morris noted past discussions with Rick Williamson as Chairman of the TTC in which he noted that if the Dallas-Fort Worth region asked its communities to use property tax/sales tax or toll roads to fund projects, that the TTC should not forget about that effort as future projects are selected for funding. He also noted that conversations occurred at the TTC meeting on October 26 that appear that the Commission may be moving ahead on projects in Austin and Houston without the formula allocation principle being firmly reiterated. A portion of a video during which Commissioner Vandergriff spoke at the TTC Workshop was shown. He discussed the Dallas-Fort Worth region's efforts during the previous era to implement projects through the use of tolls and the skepticism that the Dallas-Fort Worth region's current projects could be ranked comparatively to other regions in the State, thereby penalizing the Dallas-Fort Worth region for its past efforts to implement projects. He noted this was the reason the formula allocation was previously put into place. Mr. Morris noted that as the Transportation Director, he will continue to engage TxDOT Headquarters staff and support the region's district engineers regarding this subject. Chad Davis asked if future growth is considered in the formula funding. Mr. Morris noted the formula for the allocation takes into consideration all of the growth trends that occur. Dallas-Fort Worth's share likely grows slightly over time because the region is growing faster than other regions. The concern is that if the Commission does not use formula funding, but simply picks projects, the region may not receive its fair share.
6. **Regional Transportation Council Efforts Supporting Amazon HQ2:** Michael Morris provided an overview of information provided to the Dallas Regional Chamber regarding its request for assistance related to the Amazon HQ2 Request for Proposals. While the Regional Transportation Council supports large employers coming to the region, it is silent on endorsement of specific locations. Mr. Morris reviewed speed data for IH 30 and

IH 35E to the Dallas Fort Worth International Airport, compared to IH 5 to Seattle Tacoma International Airport in Seattle. The data shows congestion for these roadways, which is significantly less in the Dallas-Fort Worth (DFW) region. Mr. Morris also highlighted a graphic that showed a comparison of population and congestion between Seattle and Dallas-Fort Worth for the years 2013-2016. Data indicates that in 2013-2016, Seattle was half the size of DFW, but had twice the amount of congestion. He also referenced reports by others that the region lacks transit compared to other potential locations. The Dallas Regional Chamber was presented information about guaranteed transit on tolled managed lanes in the region, as well as people mover systems within the region. John Polster asked if any thought has been given to developing similar congestion comparisons. Mr. Morris noted that if the region is short listed, staff is prepared to develop similar comparisons for other projects.

7. **Coordinated Low-Speed Automated Vehicle Procurement:** Tom Bamonte briefed the Committee on a coordinated, statewide procurement process for low-speed automated vehicles. He discussed efforts by mainstream companies to join the automated vehicle deployment arena and highlighted various automated vehicle acquisitions by companies such as Ford, General Motors, Delphi, Intel, and others. In addition, the advertising community has also ventured into the automated vehicle technology field. An example ad was shown for members. He also highlighted a recent study that shows 60 percent of people under the age of 45 will be in the market for an automated vehicle in the next decade. Arlington has been a leader in the deployment and testing of low-speed automated vehicles with the Milo shuttle, and other Texas cities have expressed interest in this emerging market. Arlington is interested in refreshing its system and a regional procurement is proposed. This will give others interested in low-speed automated vehicles an opportunity to obtain vehicles and services through a single procurement process. The process will establish a prequalified pool of automated vehicle vendors, with flexibility for individual entities to structure their own contracts. The regional procurement is not mandatory. Mr. Bamonte noted the effort was in the initial stage. Input and participation were encouraged.
8. **Texas Mobility Summit/Texas Innovation Alliance Update:** Tom Bamonte briefed the Committee on Texas Innovation Alliance activities, including the Texas Mobility Summit. The Texas Innovation Alliance is a group of cities, universities, and transportation agencies that came together at the first Texas Mobility Summit to advance short-term transportation innovation. Ten teams came together from various part of Texas to address transportation issues and presented ideas to a group of experts. Two teams from the region participated: Team Tarrant County and Team Arlington. Team Tarrant County focused on how to improve transportation to and from healthcare facilities and developed a three-year plan. Team Arlington picked up on the low-speed automated vehicle proving ground site designated by the Texas Mobility Summit and scaled the effort statewide to position Texas as a leader in low-speed automated vehicle deployment. Mr. Bamonte highlighted upcoming Dallas-Fort Worth events. On December 7, transit agencies will host an automated vehicle open house, and on December 8 a short course on using Waze data will be held prior to the Surface Transportation Technical Committee meeting. In addition, an update on Advanced Transportation and Congestion Management Technologies Deployment grant funding was provided. Five to ten annual awards for projects ranging from \$1-12 million to deploy transportation technology is available. Three applications were submitted from the region for 2017, but were not selected. Funding remains available for 2018, 2019, and 2020. Mr. Bamonte also noted that the Texas Innovation Alliance recently worked together on a statewide application for funding to build a 5G research platform, but the application did not make it to the final round.

9. **Mobility 2045 Update:** Kevin Feldt provided an update on development of the region's next long-range transportation plan, Mobility 2045. As staff reassess the current Mobility Plan, there are three primary categories that make up the total funding available for projects, programs, and policies: system revenue, facility revenue, and local revenue. Infrastructure maintenance is the top priority, followed by management and operations; growth, development, and land use strategies; rail and bus; high-occupancy vehicle/managed lanes; and freeways/tollways and arterials. Currently, expenditures for Mobility 2045 are estimated at approximately \$133 billion over the life of the Plan. Passenger rail projects were highlighted including existing transit projects and those identified as recommendations in Mobility 2040. TEXRail and the Blue Line light rail extension have been removed due to completion. In addition, high-speed rail on the Trinity Railway Express corridor will be removed as a result of local consensus and will be replaced with an alignment along IH 30. Several projects under further evaluation will also be included such as rail service north and south of Downtown Fort Worth, through Frisco, and a McKinney Streetcar Extension. Mr. Feldt also reviewed the Collin County transit-related initiatives process. Roadway projects were also highlighted. Staff begins with project recommendations from Mobility 2040. Portions of the DFW Connector and President George Bush Tollway between the Dallas North Tollway and US 75 projects have been removed due to completion. In addition, two projects were removed due to local consensus. New projects and projects with design changes are also reflected such as the IH 20 "Y" Connector, IH 635 East Phase 3, and interstate highway capacity near Downtown Dallas. Also included will be four north/south facilities in Collin County. Mr. Feldt discussed current policies and programs that will be reviewed and revised as part of Mobility Plan development, as well as new policies to be included. Efforts will address legislative programs, enhance performance-based planning, and include guaranteed transit. Possible technology policies may be included such as support of open data best practices, cooperation on wireless communications infrastructure, multi-occupant ride sharing, and automated vehicle deployment. A tolled managed lane system policy will also be included and is intended to address tolled managed lanes as a strategy to increase capacity on facilities in the region. Staff will continue to coordinate with transit and roadway partners, begin finalizing projects by November 15, and provide monthly Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC) updates. Financial forecasts will also be finalized and public meetings will be conducted. Draft recommendations are expected to be available in January 2018, with the official public comment period beginning in April. STTC and RTC action is expected in May and June, respectively. An air quality conformity determination is anticipated between June and November 2018.
10. **Performance Measures: Roadway Safety and Transit Asset Management:** Kevin Kroll and Jing Xu presented proposed regional targets for measuring and evaluating the performance of two aspects of the transportation system. Mr. Kroll noted the North Central Texas Council of Governments (NCTCOG) uses performance measures as part of a performance-based planning process. Recently, federal legislation has specified certain quantitative performance measures that must be tracked and reported on an annual basis. These performance measures are coordinated with State and regional transportation partners. NCTCOG uses a four step process when monitoring transportation system performance: 1) identify Regional Transportation Council (RTC) emphasis areas, 2) set metrics and targets focused on RTC policy emphasis areas, 3) track and report performance compared to targets, and 4) track federal, State, and partner agency implementation over time. Staff then incorporates performance and partner feedback for the RTC to determine if adjustments to the emphasis areas are necessary. Mr. Kroll noted there are four federally required performance measures. These include the two performance measures being presented, the Highway Safety Improvement Program and Transit Asset Management, as well as Infrastructure Condition and System

Performance/Freight/Congestion Mitigation and Air Quality, which will be presented in the future. Required roadway safety performance targets include the number of fatalities, the rate of fatalities, the number of serious injuries, the rate of serious injuries, and the number of non-motorized fatalities plus serious injuries. Metropolitan planning organizations (MPOs) may choose to establish their own targets or adopt the State's targets (based on a five year average). For 2018, 2014-2018 data will be used. The Texas Department of Transportation (TxDOT) released its Strategic Highway Safety Plan (SHSP) in August, which utilized a data-driven, multi-year, collaborative process to establish its safety targets. Stakeholder consensus was reached that a 2 percent reduction in the number of fatalities and serious injuries projected by SHSP target year 2022 was achievable. The 2 percent reduction can be achieved by a 0.4 percent reduction per year beginning in 2018 and continuing to 2022. NCTCOG 2018 safety target recommendations were highlighted. The recommendations incorporate the 0.4% percent reduction in each target category. Mr. Kroll noted the SHSP also established seven emphasis areas: distracted driving, impaired driving, intersection safety, older road users, bicycle/pedestrian safety, roadway and lane departures, and speeding. NCTCOG active programs and projects that directly address each of the emphasis areas were highlighted.

Jing Xu presented proposed regional targets for Transit Asset Management. Following the same four step process presented earlier, NCTCOG identifies transit asset emphasis areas, sets regional targets, and tracks and reports performance with a goal to achieve a transit network that is in a state of good repair. The Federal Transit Administration (FTA) sets general guidance on Transit Asset Management categories, which include rolling stock (transit vehicles), infrastructure (rail track), equipment (transit support vehicles), and facilities (building, stations, etc.). Five types of rolling stock and three types of rail tracks are RTC policy emphasis areas. Other types of rolling stock, equipment, and facilities are not policy emphasis areas and were not highlighted. Ms. Xu noted the process of setting regional targets is a bottom up approach. First, transit agencies set their agency-wide targets and then share the information with NCTCOG. NCTCOG receives transit asset data from ten transit providers at various levels of detail. Based on the data provided, the MPO sets regional targets which may differ from agency-wide benchmarks adopted by the individual transit agencies. The proposed regional targets and metrics for 2018 were highlighted. For rolling stock, the metric used is the condition of transit vehicles measured against the industry standard service year. For example, a regular bus has an industry standard service year of 14 years. The proposed target is that zero percent of transit vehicles have met or exceeded the industry standard service year. Similarly, the infrastructure industry standard is performance restrictions where a transit vehicle would have to operate below the guideway's full service speed. The proposed target is that zero percent of rail tracks have performance restrictions. Ms. Xu noted that for both roadway safety and transit asset management, staff will next set baselines for performance with current data, track progress towards the target, and report progress to regional, State, and federal partners. Metrics and targets for RTC emphasis areas will be brought back annually. The timeline for this effort was reviewed. Action on the proposed targets will be requested at the December Surface Transportation Technical Committee and RTC meetings. John Polster asked if these targets will be used for eligibility requirements in future funding opportunities. Michael Morris noted that the targets are intended to help identify elements that may require more focus. He added, staff is interested in any ideas members may have regarding meeting these requirements. Todd Plesko noted that streetcars and trolleys were not listed in rolling stock, as well as bridges and tunnels in infrastructure. He noted that Dallas Area Rapid Transit (DART) typically also evaluates those types of vehicles and infrastructure. Ms. Xu noted that although NCTCOG is required to set targets for streetcars, that type of rolling stock is not an RTC emphasis area, but was included in the presentation. NCTCOG is only required to set regional targets for the transit assets for which there is direct capital responsibility.

Mr. Plesko noted that although the streetcar is a City of Dallas and McKinney Avenue Transit Authority operation, public funds go towards the facility so it is part of the region's public transportation system. He suggested that staff consider including streetcars since in this case it is used and funded with public funds, even though it is not owned by DART. Dan Kessler noted that staff would look into including street cars.

11. **2017-2018 CMAQ/STBG Funding Program: Federal/Local Funding Exchanges:** Brian Dell briefed the Committee on the proposed projects to be funded under the Federal/Local Funding Exchanges Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program. The status of other efforts in the CMAQ/STBG Funding Program were highlighted. The goal of the Federal/Local Funding Exchanges Program is to increase the pool of regional funds through the exchange of federal and local funds. This effort will establish the third phase of the Regional Transportation Council (RTC)/Local fund. The new RTC/Local funds will be used for projects being built to local design standards, air quality projects, and regional programs. The intent is to expedite/implement projects not eligible for federal funds or that would be best implemented without federal funds. When the process began, there were four requests for partnerships. One of those, the Dallas Area Rapid Transit (DART) Transit Related Improvement Program (TRIP) program, was previously approved. Other requests include the Glade Road/Dallas Fort Worth International Airport project, the continuation of Trinity Railway Express (TRE) local swaps, and a partnership with the City of Terrell. TRE local swaps is a continuation of an existing program. Since 2002, the RTC has partnered with cities along the Trinity Railway Express corridor, along with DART and the Fort Worth Transportation Authority (FWTA). Cities along the TRE corridor that are not members of a transit authority contribute local funds to help offset the operational costs of the TRE that are often being used by their citizens. Historically, to help repopulate the regional pool of funds, the funds received from the local entities have gone to the RTC. In exchange, the RTC programs federal funds for improvements along the TRE in a ratio of approximately 2 to 1. Each city's contribution amount is based on the proportion of vehicles from each city that use the TRE (determined by a staff survey of license plates of the vehicles that visited TRE stations or via a transit onboard survey). Mr. Dell provided a summary of the proposed funding exchanges: Glade Road partnering with Dallas Fort Worth International Airport, TRE local swaps with various agencies, and FM 148 with the City of Terrell. Any approved funds will not be added to the Transportation Improvement Program (TIP) until an agreement is executed with the partners. For the Glade Road project, staff proposed to use Transportation Development Credits in lieu of a local cash match in order to maximize the amount of local funds that the RTC would receive over time. For the TRE local swaps, the federal funds would be given to DART and FWTA for improvements to the TRE. The entities will work together to propose a list of improvements for the funds. For the local funding, each partner would pay a set portion determined by the survey and the amount will be paid over three years. Finally, proposed local funding for FM 148 project would be paid back to the RTC over a period of 15 years through the City of Terrell's pass-through finance agreement with the Texas Department of Transportation. Staff are also working with Haltom City on a potential partnership. If a decision is made to fund any additional projects, details will be presented to members at the December 8, 2017, meeting. The schedule for the effort was highlighted.
12. **National Drive Electric Week Recap:** Kenny Bergstrom provided a summary of Drive Electric Week events. On September 9, 2017, the North Central Texas Council of Governments hosted the largest showcase of electric vehicles in Texas at Grapevine Mills Mall with over 500 in attendance. The event provided an opportunity for electric vehicle enthusiast and owners to share a real world perspective on the technology with attendees. The event was part of a national effort hosted during a two week period in September. Over

155 electric vehicles, a Texas record, were on display for attendees to ask questions and take rides with owners. RTC member Mike Taylor, City of Colleyville Councilmember, provide the keynote. In addition to various exhibitors, solar cars built by two teams of students from local high schools were on display. Mr. Bergstrom noted that in addition to the September 9 event, a series of five educational webinars took place the following week and covered a variety of electric vehicle related topics such as Workplace Recharging and Electric Vehicle 101. Additional information regarding the event was provided in Electronic Item 12 and available online at www.DriveElectricDFW.org.

13. **Fast Facts:** Allix Philbrick provided an overview of air quality funding opportunities for vehicles. She noted the Environmental Protection Agency (EPA) has opened its School Bus Rebate Program for up to \$20,000 in funding to repower or replace school buses. In addition, funding for those interested in investing in alternative fueling facilities infrastructure is available through the Alternative Fueling Facilities Program, administered by the Texas Commission on Environmental Quality (TCEQ). Details were made available in Electronic Item 13.1.1. Ms. Philbrick also highlighted two upcoming workshops. On November 2, an Electric Vehicle Infrastructure Workshop is scheduled on the benefits, installation, station ownership, best practices, and other topics. Additionally, TCEQ will discuss the Alternative Fueling Facilities Program and the Texas Natural Gas Vehicle Grant Program. Details were provided in Electronic Item 13.1.2.

In addition, Ms. Philbrick discussed an upcoming webinar on October 31 for school districts interested in investing in alternative fuels. Attendees will hear strategies from school districts that have implemented alternative fuels, as well as information about upcoming funding opportunities. On November 30, a Clean Vehicle Solutions webinar will be held on refuse haulers to explore alternative fuels in the solid waste management sector. Details were provided in Electronic Item 13.2.

Ms. Philbrick also provided a Volkswagen Settlement update. She noted the Trust Agreement was finalized on October 2, 2017. This trust effective date starts the timeclock for states to opt in to claim funds. Approximately \$209 million is available to the State of Texas. Details were provided in Electronic Item 13.3.

Jody Loza provided an ozone season update. As of the date of the meeting, the region had experienced 24 exceedance days. Staff is working with State and local agencies to determine the cause of haze in the region on October 19 that resulted in an exceedance day. She added, the current design value of the region is 79 parts per billion. Details were provided in Electronic Item 13.4.

DJ Hale noted an upcoming Metropolitan Transportation Plan Policy (MTP) Bundle Workshop, scheduled for January 26, 2018. By voluntarily adopting at least 50 percent of select policies included in Mobility 2040, participating agencies can receive an offset of local funds for federal transportation projects in the form of Transportation Development Credits. The second round of MTP policy funding will open on November 6 and the final deadline for submittal is April 6. Additional information was provided in Electronic Item 13.5 and available at www.nctcog.org/policybundle.

Camille Fountain highlighted the upcoming Executive Level Traffic Incident Management course scheduled for November 2. The course is geared towards decision and policy makers and highlights the importance of effective incident management to first responders. Information regarding registration for the course, as well as attendance for previous First Responders and Executive Level courses, was provided in Electronic Item 13.6.

Kathryn Rush discussed a new guidebook titled Planning for Community Oriented Schools: A Guide to School Siting in North Texas. The guidebook is intended to be a tool for cities and school districts looking to improve interagency coordination, as well as to plan and design for community oriented schools. Additional details are provided at www.nctcog.org/schools.

Travis Liska referred to the Transit Oriented Development (TOD) brochure distributed at the meeting. The brochure was created as a resource for promoting TOD throughout the region and highlighting North Central Texas Council of Government support for sustainable development. Copies were made available at the meeting and additional information is available at www.nctcog.org/TOD.

Adam Beckom noted the 9th round of the Transportation Investment Generating Economic Recovery (TIGER) Grant Program. Due to the expedited schedule of the grant program, staff resubmitted the three projects submitted in last year's grant program. The projects included: Regional Connections to Technology and System Integration, East Lancaster/SH 180, and the Park Lane/Vickery Meadow Complete Streets project. Details were provided in Electronic Item 13.7.1 and Electronic Item 13.7.2.

Carli Baylor noted that a summary of discussions from September public meetings was provided in Electronic Item 13.8. Carli Baylor also noted that general public comments submitted August 20-September 19, 2017, were provided in Electronic Item 13.9.

In addition, Carli Baylor highlighted the November public meeting notice, distributed at the meeting in Reference Item 13.12. Public meetings are scheduled November 13, 14, and 15. Presentations will include information on performance measures for transit assets and roadway safety, as well as federal and local funding exchanges.

Brian Wilson noted the Aviation Education fact sheet distributed at the meeting. The fact sheet contains information on how staff is working with partners to ensure that aerospace and aviation have a pool of highly qualified workers to fill jobs now and in the future. A copy of the fact sheet is also available at www.nctcog.org/factsheets.

Mark Kinnaman reminded members that the submittal deadline for the February 2018 Transportation Improvement Program/State Transportation Improvement Program modification cycle was close of business the day of the meeting.

April Leger noted the November and December Surface Transportation Technical Committee meetings will be combined. One meeting will be held at 1:30 pm on Friday, December 8, 2017.

The current Local Motion was provided in Electronic Item 13.10, and transportation partner progress reports were provided in Electronic Item 13.11.

14. **Other Business (Old and New):** Dan Kessler introduced new North Central Texas Council of Governments staff: Alexis Ackel, Brian Crooks, Crystal Humelsine, Alecia Mason, Mario Rojo Jr., and Sarah Wraight.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 8, 2017, 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
Phase Subtotal:				\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Grand Total:				\$2,880,000	\$360,000	\$0	\$360,000	\$0	\$3,600,000

REVISION REQUESTED:

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

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

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 25023 **Facility:** VA **Location/Limits From:** TRAFFIC MANAGEMENT CENTER **Modification #:** 2017-0518
Impementing Agency: GRAND PRAIRIE
County: VARIOUS **CSJ:** 0918-00-961
City: GRAND PRAIRIE **Desc:** FACILITATE VIDEO AND DATA EXCHANGE BETWEEN CITY OF GRAND PRAIRIE, TXDOT (FORT WORTH & DALLAS DISTRICTS), AND NTTA THROUGH C2C SOFTWARE
Request: DE-FEDERALIZE PROJECT AND MOVE FEDERAL FUNDING TO TIP 25036/CSJ 0918-47-913; GRAND PRAIRIE TO IMPLEMENT THIS PROJECT WITH 100% LOCAL FUNDS
Comment: LOCAL CONTRIBUTION PAID BY GRAND PRAIRIE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0918-00-961	Cat 5:	\$330,400	\$0	\$0	\$82,600	\$0	\$413,000
Grand Total:				\$330,400	\$0	\$0	\$82,600	\$0	\$413,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0918-00-961	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$413,000	\$413,000
Grand Total:				\$0	\$0	\$0	\$0	\$413,000	\$413,000

TIP Code: 54041 **Facility:** IH 20 **Location/Limits From:** WEST OF HAYMARKET RD **Modification #:** 2017-0597
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF US 175
County: DALLAS **CSJ:** 2374-03-077
City: DALLAS **Desc:** CONSTRUCT 2 LANE EB AND WB FRONTAGE ROADS AND NEW RAMPS
Request: INCREASE FUNDING TO ACCOUNT FOR EXISTING AND ANTICIPATED CHANGE ORDERS
Comment: LOCAL CONTRIBUTION TO BE PAID BY BALCH SPRINGS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	2374-03-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2014	ROW	2374-03-077	S102:	\$0	\$218,763	\$0	\$0	\$0	\$218,763
2015	CON	2374-03-077	Cat 7:	\$5,780,408	\$1,445,102	\$0	\$0	\$0	\$7,225,510
Grand Total:				\$5,780,408	\$1,663,865	\$0	\$0	\$500,000	\$7,944,273

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	2374-03-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2014	ROW	2374-03-077	S102:	\$0	\$218,763	\$0	\$0	\$0	\$218,763
2015	CON	2374-03-077	Cat 7:	\$5,780,408	\$1,445,102	\$0	\$0	\$0	\$7,225,510
2018	CON	2374-03-077	STBG:	\$640,000	\$160,000	\$0	\$0	\$0	\$800,000
Grand Total:				\$6,420,408	\$1,823,865	\$0	\$0	\$500,000	\$8,744,273

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11646 **Facility:** VA **Location/Limits From:** VARIOUS LOCATIONS **Modification #:** 2017-0603
Impementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0902-00-180, 0902-00-181
City: VARIOUS **Desc:** BOTTLENECK REMOVAL THROUGH USE OF FREEWAY SHOULDERS
Request: CANCEL PROJECT
Comment: TXDOT HAS IDENTIFIED CSJ 0364-01-148 SH 121 FROM SH 183 TO GLADE ROAD, AS THE PROJECT LOCATION TO BE IMPLEMENTED WITH THESE FUNDS; THEREFORE, THESE FUNDS WILL BE MOVED TO TIP 13049/CSJ 0364-01-148

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-180	Cat 7:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
2018	IMP	0902-00-181	Cat 7:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
Grand Total:				<u>\$1,280,000</u>	<u>\$320,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,600,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-180	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
2018	IMP	0902-00-181	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 40028 **Facility:** VA **Location/Limits From:** BROOKHAVEN COLLEGE CAMPUS - INTERCITY CONNECTIONS **Modification #:** 2017-0644
Impementing Agency: FARMERS BRANCH
County: DALLAS **CSJ:** 0918-47-140
City: FARMERS BRANCH **Desc:** PEDESTRIAN BRIDGE AND SIDEWALK ALONG MARSH LANE AND ON-STREET BIKEWAY IMPROVEMENTS ON ROSSER RD FROM IH 635 TO VALLEY VIEW LANE, INCLUDING SIGNAL IMPROVEMENTS AT THE ROSSER ROAD/VALLEY VIEW LANE INTERSECTION
Request: REVISE LIMITS AS "ON MARSH LANE AT FARMERS BRANCH CREEK" AND "ON VALLEY VIEW LANE AT ROSSER ROAD;" REVISE SCOPE TO "BROOKHAVEN COLLEGE CAMPUS - INTERCITY CONNECTIONS CONSTRUCT PEDESTRIAN BRIDGE AND PURCHASE PEDESTRIAN SIGNALIZATION;" MOVE \$10,000 TOTAL TAP FUNDS FROM UTILITY PHASE TO CONSTRUCTION PHASE AND REMOVE UTILITY PHASE FROM FY2017; DELAY CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASE TO FY2018; ADJUST FUNDING SHARES TO BE 80% FEDERAL/20% LOCAL AND MOVE THE EXCESS LOCAL MATCH TO LOCAL CONTRIBUTION
Comment: TOTAL PROJECT FUNDING SPLIT 75% FEDERAL AND 25% LOCAL; LOCAL CONTRIBUTION PAID BY THE CITY OF FARMERS BRANCH

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-140	Cat 9 TAP:	\$90,000	\$0	\$0	\$30,000	\$0	\$120,000
2017	UTIL	0918-47-140	Cat 9 TAP:	\$7,500	\$0	\$0	\$2,500	\$0	\$10,000
2017	CON	0918-47-140	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,210	\$5,210
2017	CON	0918-47-140	Cat 9 TAP:	\$379,940	\$0	\$0	\$126,647	\$0	\$506,587
Phase Subtotal:				\$379,940	\$0	\$0	\$126,647	\$5,210	\$511,797
2017	CONENG	0918-47-140	Cat 9 TAP:	\$33,310	\$0	\$0	\$11,103	\$0	\$44,413
Grand Total:				\$510,750	\$0	\$0	\$170,250	\$5,210	\$686,210

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-140	Cat 9 TAP:	\$96,000	\$0	\$0	\$24,000	\$0	\$120,000
2017	UTIL	0918-47-140	Cat 9 TAP:	\$0	\$0	\$0	\$0	\$0	\$0
2018	CON	0918-47-140	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$47,772	\$47,772
2018	CON	0918-47-140	Cat 9 TAP:	\$379,220	\$0	\$0	\$94,805	\$0	\$474,025
Phase Subtotal:				\$379,220	\$0	\$0	\$94,805	\$47,772	\$521,797
2018	CONENG	0918-47-140	Cat 9 TAP:	\$35,530	\$0	\$0	\$8,883	\$0	\$44,413
Grand Total:				\$510,750	\$0	\$0	\$127,688	\$47,772	\$686,210

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11465.1 **Facility:** US 75 **Location/Limits From:** US 75 FRONTAGE RDS IN RICHARDSON NORTH OF MIDPARK **Modification #:** 2017-0653
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** COLLIN CO LINE
County: DALLAS **CSJ:** 0047-07-206, 0047-07-222
City: RICHARDSON **Desc:** MOBILITY AND SAFETY INTERSECTION IMPROVEMENTS; ADD RIGHT HAND TURN LANES ON FRONTAGE ROADS
Request: INCREASE ENGINEERING FUNDING IN FY2013 AND ADJUST FUNDING SHARES TO BE 100% STATE FUNDING; UPDATE ROW FY TO FY2014; DELAY CONSTRUCTION TO FY2018 AND INCREASE CONSTRUCTION FUNDING IN FY2018 TO COVER EXISTING AND ANTICIPATED CHANGE ORDERS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0047-07-206	SBPE:	\$23,954	\$5,988	\$0	\$0	\$0	\$29,942
2013	ROW	0047-07-222	Cat 7:	\$1,490,400	\$372,600	\$0	\$0	\$0	\$1,863,000
2014	CON	0047-07-206	Cat 7:	\$583,477	\$145,869	\$0	\$0	\$0	\$729,346
2017	CON	0047-07-206	Cat 7:	\$51,064	\$12,766	\$0	\$0	\$0	\$63,830
Grand Total:				\$2,148,895	\$537,223	\$0	\$0	\$0	\$2,686,118

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0047-07-206	SBPE:	\$0	\$76,536	\$0	\$0	\$0	\$76,536
2014	ROW	0047-07-222	Cat 7:	\$1,490,400	\$372,600	\$0	\$0	\$0	\$1,863,000
2014	CON	0047-07-206	Cat 7:	\$583,477	\$145,869	\$0	\$0	\$0	\$729,346
2018	CON	0047-07-206	STBG:	\$691,064	\$172,766	\$0	\$0	\$0	\$863,830
Grand Total:				\$2,764,941	\$767,771	\$0	\$0	\$0	\$3,532,712

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20209.2 **Facility:** US 175 **Location/Limits From:** US 175 CONNECTOR (ON SM WRIGHT PKWY PHASE 1/FORMERLY TRINITY PKWY PHASE 1/US 175) FROM IH 45 **Modification #:** 2017-0655
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF BEXAR ST
County: DALLAS **CSJ:** 0197-02-122
City: DALLAS **Desc:** EXTEND US 175, RECONSTRUCTION INTERCHANGE WITH SM WRIGHT/SH 310, 2 LANE DIRECT CONNECTORS IN EACH DIRECTION WEST OF THE INTERCHANGE, RECONSTRUCT MAINLANES EAST OF INTERCHANGE TO BEXAR ST., 2/3 LANE FRONTAGE ON EACH SIDE BETWEEN LAMAR AND BEXAR ST.
Request: INCREASE CONSTRUCTION FUNDING AND ADD CONSTRUCTION PHASE TO FY2018 FOR CURRENT AND FUTURE CHANGE ORDERS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0197-02-122	Cat 12:	\$15,152,000	\$3,788,000	\$0	\$0	\$0	\$18,940,000
2016	CON	0197-02-122	Cat 2M:	\$16,051,200	\$4,012,800	\$0	\$0	\$0	\$20,064,000
2016	CON	0197-02-122	Cat 7:	\$7,662,522	\$1,915,631	\$0	\$0	\$0	\$9,578,153
Phase Subtotal:				\$38,865,722	\$9,716,431	\$0	\$0	\$0	\$48,582,153
Grand Total:				\$38,865,722	\$9,716,431	\$0	\$0	\$0	\$48,582,153

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0197-02-122	Cat 12:	\$15,152,000	\$3,788,000	\$0	\$0	\$0	\$18,940,000
2016	CON	0197-02-122	Cat 2M:	\$16,051,200	\$4,012,800	\$0	\$0	\$0	\$20,064,000
2016	CON	0197-02-122	Cat 7:	\$7,662,522	\$1,915,631	\$0	\$0	\$0	\$9,578,153
Phase Subtotal:				\$38,865,722	\$9,716,431	\$0	\$0	\$0	\$48,582,153
2018	CON	0197-02-122	STBG:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$39,665,722	\$9,916,431	\$0	\$0	\$0	\$49,582,153

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 665.2 **Facility:** US 75 **Location/Limits From:** AT PARK LANE **Modification #:** 2017-0656
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 0918-45-381
City: DALLAS **Desc:** CONSTRUCT RIGHT TURN LANE ON NB US 75 FRONTAGE ROAD TO PARK LANE
Request: CANCEL PROJECT AS FHWA REMOVED PE FUNDING AS A RESULT OF THE 10 YEAR PE AUDIT; REMOVE FEDERAL FUNDING; OFFSETS FUNDING FOR REVISED PROJECT UNDER TIP 25043/CSJ 0918-47-914; REMAINING FUNDS WILL BE RETURNED TO REGIONAL POOL
Comment: PROJECT IS PART OF THE MILESTONE POLICY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0918-45-381	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$165,760	\$165,760
2018	ROW	0918-45-381	STBG:	\$2,560,000	\$0	\$0	\$640,000	\$0	\$3,200,000
2019	CON	0918-45-381	STBG:	\$2,800,000	\$0	\$0	\$700,000	\$0	\$3,500,000
Grand Total:				\$5,360,000	\$0	\$0	\$1,340,000	\$165,760	\$6,865,760

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0918-45-381	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2018	ROW	0918-45-381	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
2019	CON	0918-45-381	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 684 **Facility:** CS **Location/Limits From:** ON VALLEY VIEW/WALNUT FROM WEST OF GREENVILLE AVE **Modification #:** 2017-0657
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF AUDELIA RD
County: DALLAS **CSJ:** 0918-45-374
City: DALLAS **Desc:** INTERSECTION IMPROVEMENTS AT SOUTH GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE, AND AUDELIA RD
Request: CANCEL PROJECT AS FHWA REMOVED PE FUNDING AS A RESULT OF THE 10 YEAR PE AUDIT; REMOVE FEDERAL FUNDING; OFFSETS FUNDING FOR REVISED PROJECT UNDER TIP 25043/CSJ 0918-47-914; REMAINING FUNDS WILL BE RETURNED TO REGIONAL POOL
Comment: PROJECT IS PART OF THE MILESTONE POLICY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1997	ENG	0918-45-374	Cat 7:	\$833,000	\$0	\$0	\$208,250	\$0	\$1,041,250
2016	ROW	0918-45-374	Cat 7:	\$240,000	\$0	\$0	\$60,000	\$0	\$300,000
2019	CON	0918-45-374	Cat 7:	\$2,441,800	\$0	\$0	\$610,450	\$0	\$3,052,250
Grand Total:				\$3,514,800	\$0	\$0	\$878,700	\$0	\$4,393,500

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1997	ENG	0918-45-374	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
2016	ROW	0918-45-374	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
2019	CON	0918-45-374	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11979.8 **Facility:** VA **Location/Limits From:** CLEAN TECHNOLOGIES REVOLVING LOAN PROGRAM **Modification #:** 2017-0660
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0902-00-170
City: VARIOUS **Desc:** ESTABLISH INNOVATIVE FINANCING TO OFFSET COST OF CLEAN VEHICLE TECHNOLOGIES (INCL. REPLACEMENTS, REPOWERS, RETROFITS, ALT FUELS, IDLE REDUCTION TECHNOLOGIES, ETC.) BY LEVERAGING FUNDING OPPORTUNITIES FOR INCREASED EMISSIONS REDUCTIONS
Request: ADD RTC LOCAL BACKSTOP FOR THE DEVELOPMENT PHASE OF THE CLEAN TECHNOLOGIES REVOLVING LOAN PROGRAM FOR IMPLEMENTATION IN FY2018, RTC LOCAL TO BE REPAID IF LOCAL MATCHING FUNDS ARE COLLECTED

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-170	Cat 5:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
Grand Total:				\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-170	Cat 3 - RTC/Local:	\$0	\$0	\$150,000	\$0	\$0	\$150,000
2017	IMP	0902-00-170	Cat 5:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
Phase Subtotal:				\$3,000,000	\$0	\$150,000	\$750,000	\$0	\$3,900,000
Grand Total:				\$3,000,000	\$0	\$150,000	\$750,000	\$0	\$3,900,000

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11979.3 **Facility:** VA **Location/Limits From:** REGIONAL AIR QUALITY INITIATIVES (WESTERN SUBREGION) **Modification #:** 2017-0661
Impementing Agency: NCTCOG
County: TARRANT **CSJ:** 0902-00-157, 0902-00-158, 0902-00-159
City: VARIOUS **Desc:** ADMINISTER & IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY THROUGH AIR QUALITY PLANNING, CONTROL STRATEGY DEVELOPMENT, TECHNOLOGY/FUEL EVALUATION, DATA AND FEASIBILITY ANALYSES, POLICY & BEST PRACTICE DEVELOPMENT/DISSEMINATION, & STAKEHOLDER COLLABORATION
Request: INCREASE IMPLEMENTATION FUNDING IN FY2018 FOR AIR CHECK TEXAS IMPLEMENTATION
Comment: 1,078,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-158	Cat 3 - TDC (MPO):	\$0	\$0	\$276,000	\$0	\$0	\$0
2017	IMP	0902-00-158	Cat 7:	\$1,380,000	\$0	\$0	\$0	\$0	\$1,380,000
Phase Subtotal:				\$1,380,000	\$0	\$276,000	\$0	\$0	\$1,380,000
2018	IMP	0902-00-159	Cat 3 - TDC (MPO):	\$0	\$0	\$578,000	\$0	\$0	\$0
2018	IMP	0902-00-159	STBG:	\$2,890,000	\$0	\$0	\$0	\$0	\$2,890,000
Phase Subtotal:				\$2,890,000	\$0	\$578,000	\$0	\$0	\$2,890,000
2019	IMP	0902-00-157	Cat 3 - TDC (MPO):	\$0	\$0	\$224,000	\$0	\$0	\$0
2019	IMP	0902-00-157	STBG:	\$1,120,000	\$0	\$0	\$0	\$0	\$1,120,000
Phase Subtotal:				\$1,120,000	\$0	\$224,000	\$0	\$0	\$1,120,000
Grand Total:				\$5,390,000	\$0	\$0	\$0	\$0	\$5,390,000

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20296 **Facility:** CS **Location/Limits From:** VALLEY RIDGE BLVD FROM MILL STREET **Modification #:** 2017-0663
Impementing Agency: LEWISVILLE **Location/Limits To:** COLLEGE STREET
County: DENTON **CSJ:** 0918-46-289
City: LEWISVILLE **Desc:** CONSTRUCT 0 TO 4 LANE DIVIDED URBAN ARTERIAL
Request: ADD ADDITIONAL CONSTRUCTION FUNDING IN FY2018 DUE TO COST OVERRUNS; INCREASE IN RTR 121-DE2 FUNDING OFFSET BY A DECREASE IN FUNDING ON TIP 20123/CSJ 0081-03-049
Comment: LOCAL CONTRIBUTION PAID BY CITY OF LEWISVILLE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	0918-46-289	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,700,000	\$1,175,000	\$0	\$5,875,000
Grand Total:				\$0	\$0	\$4,700,000	\$1,175,000	\$0	\$5,875,000

REVISION REQUESTED:

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

TIP Code: 25036 **Facility:** IH 30 **Location/Limits From:** MACARTHUR **Modification #:** 2017-0664
Impementing Agency: GRAND PRAIRIE **Location/Limits To:** SH 161
County: DALLAS **CSJ:** 1068-04-905
City: GRAND PRAIRIE **Desc:** INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); OFFSETS A DECREASE ON TIP 25023/CSJ 0918-00-961
Comment: LOCAL CONTRIBUTION PAID BY CITY OF GRAND PRAIRIE

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	1068-04-905	SBPE:	\$0	\$75,000	\$0	\$0	\$0	\$75,000
2019	CON	1068-04-905	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$12,600	\$12,600
2019	CON	1068-04-905	Cat 5:	\$330,400	\$82,600	\$0	\$0	\$0	\$413,000
Phase Subtotal:				\$330,400	\$82,600	\$0	\$0	\$12,600	\$425,600
Grand Total:				\$330,400	\$157,600	\$0	\$0	\$12,600	\$500,600

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 40017 **Facility:** VA **Location/Limits From:** DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION **Modification #:** 2017-0666
Impementing Agency: CARROLLTON **Location/Limits To:** OLD DENTON RD
County: DENTON **CSJ:** 0918-46-282
City: CARROLLTON **Desc:** CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL
Request: DELAY ENGINEERING PHASES TO FY2018 AND DELAY CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES TO FY2019; ADJUST FUNDING SHARES TO 80% FEDERAL/20% LOCAL AND MOVE THE EXCESS LOCAL MATCH TO LOCAL CONTRIBUTION
Comment: TOTAL PROJECT FUNDING IS 75% FEDERAL AND 25% LOCAL; LOCAL CONTRIBUTION PAID BY CITY OF CARROLLTON

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-46-282	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$8	\$8
2016	ENG	0918-46-282	Cat 5:	\$545,747	\$0	\$0	\$181,915	\$0	\$727,662
Phase Subtotal:				\$545,747	\$0	\$0	\$181,915	\$8	\$727,670
2018	CON	0918-46-282	Cat 5:	\$2,258,600	\$0	\$0	\$752,870	\$0	\$3,011,470
2018	CONENG	0918-46-282	Cat 5:	\$195,653	\$0	\$0	\$65,218	\$0	\$260,871
Grand Total:				\$3,000,000	\$0	\$0	\$1,000,003	\$8	\$4,000,011

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-46-282	Cat 5:	\$582,130	\$0	\$0	\$145,540	\$0	\$727,670
2019	CON	0918-46-282	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,011	\$250,011
2019	CON	0918-46-282	Cat 5:	\$2,209,173	\$0	\$0	\$552,286	\$0	\$2,761,459
Phase Subtotal:				\$2,209,173	\$0	\$0	\$552,286	\$250,011	\$3,011,470
2019	CONENG	0918-46-282	Cat 5:	\$208,697	\$0	\$0	\$52,174	\$0	\$260,871
Grand Total:				\$3,000,000	\$0	\$0	\$750,000	\$250,011	\$4,000,011

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 25041 **Facility:** VA **Location/Limits From:** US 75 AT PARK LANE AND ON VALLEY VIEW/WALNUT STREET **Modification #:** 2017-0667
Impementing Agency: DALLAS **Location/Limits To:** FROM WEST OF GREENVILLE AVE TO EAST OF AUDELIA RD
County: DALLAS **CSJ:** 0918-47-978
City: DALLAS **Desc:** INTERSECTION IMPROVEMENTS AT SOUTH GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE, AND AUDELIA RD; RIGHT TURN LANE ON NB US 75 FRONTAGE ROAD TO PARK LANE
Request: REPAYMENT OF ENGINEERING COST FOR TIP 684/CSJ 0918-45-374 AND TIP 665.2/CSJ 0918-45-381; ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: PROJECT IS PART OF THE MILESTONE POLICY

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-978	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$1,900,999	\$0	\$0	\$1,900,999
Grand Total:				\$0	\$0	\$1,900,999	\$0	\$0	\$1,900,999

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54114 **Facility:** US 377 **Location/Limits From:** JOHNSON/HOOD COUNTY LINE **Modification #:** 2017-0670
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF SH 171
County: HOOD **CSJ:** 0080-11-001
City: CRESSON **Desc:** CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY WITH INTERCHANGE AT US 377 AND BU 377; GRADE SEPARATION AT FWWR AND SH 171
Request: INCREASE TXDOT ROW FUNDS (S102) AND REMOVE LOCAL CONTRIBUTION FOR ROW IN FY2016, INCREASE CONSTRUCTION FUNDING IN FY2018
Comment: 10 YEAR PLAN PROJECT; LOCAL CONTRIBUTION PAID BY HOOD COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2008	ENG	0080-11-001	SBPE:	\$0	\$1,678,434	\$0	\$0	\$0	\$1,678,434
2016	ROW	0080-11-001	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,807,221	\$2,807,221
2016	ROW	0080-11-001	S102:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
Phase Subtotal:				\$2,400,000	\$600,000	\$0	\$0	\$2,807,221	\$5,807,221
2018	CON	0080-11-001	Cat 2M:	\$29,600,000	\$7,400,000	\$0	\$0	\$0	\$37,000,000
2018	CON	0080-11-001	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,000,000	\$11,000,000
Phase Subtotal:				\$29,600,000	\$7,400,000	\$0	\$0	\$11,000,000	\$48,000,000
Grand Total:				\$32,000,000	\$9,678,434	\$0	\$0	\$13,807,221	\$55,485,655

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2008	ENG	0080-11-001	SBPE:	\$0	\$1,678,434	\$0	\$0	\$0	\$1,678,434
2016	ROW	0080-11-001	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2016	ROW	0080-11-001	S102:	\$4,239,600	\$529,950	\$0	\$529,950	\$0	\$5,299,500
Phase Subtotal:				\$4,239,600	\$529,950	\$0	\$529,950	\$0	\$5,299,500
2018	CON	0080-11-001	Cat 2M:	\$32,800,000	\$8,200,000	\$0	\$0	\$0	\$41,000,000
2018	CON	0080-11-001	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,000,000	\$11,000,000
Phase Subtotal:				\$32,800,000	\$8,200,000	\$0	\$0	\$11,000,000	\$52,000,000
Grand Total:				\$37,039,600	\$10,408,384	\$0	\$529,950	\$11,000,000	\$58,977,934

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55161 **Facility:** IH 820 **Location/Limits From:** NORTH OF WESTPOINT BLVD **Modification #:** 2017-0675
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF NORMANDEALE ST
County: TARRANT **CSJ:** 0008-15-051
City: FORT WORTH **Desc:** REPLACE STOLEN ELECTRICAL CONDUCTORS AND CONDUIT FOR ROADWAY ILLUMINATION AND IMPLEMENT STRATEGIES TO REDUCE WIRE THEFT
Request: ADVANCE CONSTRUCTION FUNDING TO FY2017, ADJUST FUNDING SHARES TO 100% STATE, AND REDUCE CONSTRUCTION FUNDING DUE TO LOW BID AMOUNT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-15-051	SBPE:	\$0	\$25,000	\$0	\$0	\$0	\$25,000
2018	CON	0008-15-051	STBG:	\$173,008	\$43,252	\$0	\$0	\$0	\$216,260
Grand Total:				\$173,008	\$68,252	\$0	\$0	\$0	\$241,260

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-15-051	SBPE:	\$0	\$25,000	\$0	\$0	\$0	\$25,000
2017	CON	0008-15-051	STBG:	\$0	\$163,215	\$0	\$0	\$0	\$163,215
Grand Total:				\$0	\$188,215	\$0	\$0	\$0	\$188,215

TIP Code: 55218 **Facility:** FM 1171 **Location/Limits From:** IH 35W **Modification #:** 2017-0676
Impementing Agency: DENTON CO **Location/Limits To:** WEST OF FM 156
County: DENTON **CSJ:** 1311-01-055
City: JUSTIN, NORTHLAKE **Desc:** CONSTRUCT NEW 0 TO 6 LANE DIVIDED ARTERIAL
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION PAID BY DENTON COUNTY

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1311-01-055	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,000
2021	ROW	1311-01-055	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$900,000	\$900,000
2022	UTIL	1311-01-055	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$90,000	\$90,000
Grand Total:				\$0	\$0	\$0	\$0	\$2,590,000	\$2,590,000

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55217 **Facility:** VA **Location/Limits From:** ON BELTLINE RD FROM DRY BRANCH **Modification #:** 2017-0677
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BEAR CREEK
County: DALLAS **CSJ:** 0918-47-176
City: IRVING **Desc:** DRAINAGE IMPROVEMENTS
Request: ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); TXDOT REQUESTS RTC APPROVAL OF TDCS FOR PROJECT
Comment: 550,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3- TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; GROUPED CSJ 5000-00-952

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0918-47-176	Cat 11:	\$2,750,000	\$0	\$0	\$0	\$0	\$2,750,000
2018	CON	0918-47-176	Cat 3 - TDC (MPO):	\$0	\$0	\$550,000	\$0	\$0	\$0
Phase Subtotal:				\$2,750,000	\$0	\$550,000	\$0	\$0	\$2,750,000
Grand Total:				\$2,750,000	\$0	\$0	\$0	\$0	\$2,750,000

TIP Code: 25042 **Facility:** IH 45 **Location/Limits From:** AT FM 1181 **Modification #:** 2017-0678
Impementing Agency: TXDOT-DALLAS
County: ELLIS **CSJ:** 0092-05-051
City: ENNIS **Desc:** INTERSECTION IMPROVEMENTS INCLUDING RIGHT TURN LANE; RECONFIGURE INTERCHANGE FROM FM 1181 TO SB FRONTAGE ROAD
Request: ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	CON	0092-05-051	Cat 11:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
2019	CON	0092-05-051	STBG:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
Phase Subtotal:				\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
Grand Total:				\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 19002 **Facility:** US 380 **Location/Limits From:** AT AIRPORT DRIVE **Modification #:** 2017-0679
Impementing Agency: MCKINNEY
County: COLLIN **CSJ:** 0135-03-047
City: MCKINNEY **Desc:** ADD SECOND WESTBOUND LEFT TURN LANE
Request: CANCEL PROJECT AS REQUESTED BY CITY OF MCKINNEY; MOVE FUNDING TO TIP 19009/CSJ 0918-24-903
Comment: PART OF COLLIN COUNTY LIRAP/LIP FUNDING PARTNERSHIP

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0135-03-047	Cat 3 - TDC (MPO):	\$0	\$0	\$14,400	\$0	\$0	\$0
2017	ENG	0135-03-047	Cat 5:	\$72,000	\$0	\$0	\$0	\$0	\$72,000
Phase Subtotal:				\$72,000	\$0	\$14,400	\$0	\$0	\$72,000
2018	CON	0135-03-047	Cat 3 - TDC (MPO):	\$0	\$0	\$98,600	\$0	\$0	\$0
2018	CON	0135-03-047	Cat 5:	\$493,000	\$0	\$0	\$0	\$0	\$493,000
Phase Subtotal:				\$493,000	\$0	\$98,600	\$0	\$0	\$493,000
2018	CONENG	0135-03-047	Cat 3 - TDC (MPO):	\$0	\$0	\$19,941	\$0	\$0	\$0
2018	CONENG	0135-03-047	Cat 5:	\$99,706	\$0	\$0	\$0	\$0	\$99,706
Phase Subtotal:				\$99,706	\$0	\$19,941	\$0	\$0	\$99,706
Grand Total:				\$664,706	\$0	\$0	\$0	\$0	\$664,706

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0135-03-047	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2017	ENG	0135-03-047	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2018	CON	0135-03-047	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2018	CON	0135-03-047	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2018	CONENG	0135-03-047	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2018	CONENG	0135-03-047	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 25043 **Facility:** CS **Location/Limits From:** ON PARK LANE AT US 75; WALNUT ST AT GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE **Modification #:** 2017-0680
Impementing Agency: DALLAS
County: DALLAS **CSJ:** 0918-47-914
City: DALLAS **Desc:** INTERSECTION IMPROVEMENTS INCLUDING TRAFFIC SIGNAL UPGRADES WITH RADAR DETECTION, PEDESTRIAN IMPROVEMENTS WITH CROSSWALKS AND ADA RAMPS
Request: ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); OFFSET BY DECREASE ON TIP 665.2/CSJ 0918-45-381 AND TIP 684/CSJ 0918-45-374
Comment: LOCAL CONTRIBUTION PAID BY CITY OF DALLAS; PROJECT MUST LET BY END OF CY2018 OR FUNDS WILL EXPIRE

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-914	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$120,000	\$120,000
2019	CON	0918-47-914	Cat 5:	\$960,000	\$0	\$0	\$240,000	\$0	\$1,200,000
Grand Total:				\$960,000	\$0	\$0	\$240,000	\$120,000	\$1,320,000

TIP Code: 55160 **Facility:** IH 820 **Location/Limits From:** NORTH OF TEAM RANCH RD **Modification #:** 2017-0682
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF TEAM RANCH RD
County: TARRANT **CSJ:** 0008-15-050
City: FORT WORTH **Desc:** REPLACE STOLEN ELECTRICAL CONDUCTORS AND CONDUIT FOR ROADWAY ILLUMINATION AND IMPLEMENT STRATEGIES TO REDUCE WIRE THEFT
Request: ADVANCE CONSTRUCTION FUNDING TO FY2017, ADJUST FUNDING SHARES TO 100% STATE, AND REDUCE CONSTRUCTION FUNDING DUE TO LOW BID AMOUNT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0008-15-050	SBPE:	\$0	\$25,000	\$0	\$0	\$0	\$25,000
2018	CON	0008-15-050	STBG:	\$227,680	\$56,920	\$0	\$0	\$0	\$284,600
Grand Total:				\$227,680	\$81,920	\$0	\$0	\$0	\$309,600

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0008-15-050	SBPE:	\$0	\$25,000	\$0	\$0	\$0	\$25,000
2017	CON	0008-15-050	STBG:	\$0	\$321,941	\$0	\$0	\$0	\$321,941
Grand Total:				\$0	\$346,941	\$0	\$0	\$0	\$346,941

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 40036	Facility: VA	Location/Limits From: HIKE AND BIKE TRAIL FROM MILL STREET AND JONES	Modification #: 2017-0686
Impementing Agency: DCTA		Location/Limits To: HIGHLAND VILLAGE/LEWISVILLE LAKE RAIL STATION	
County: DENTON	CSJ: 0918-46-292		
City: VARIOUS	Desc: CONSTRUCTION OF APPROX. 2.5 MILE SECTION OF A-TRAIN RAIL TRAIL (EAGLE POINT SECTION)		
	Request: CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES TO FY2019		
	Comment: 2015 STATE TAP CALL FOR PROJECTS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-46-292	Cat 9 TAP:	\$179,753	\$0	\$0	\$44,938	\$0	\$224,691
2017	CON	0918-46-292	Cat 9 TAP:	\$2,037,193	\$0	\$0	\$509,299	\$0	\$2,546,492
2017	CONENG	0918-46-292	Cat 9 TAP:	\$179,753	\$0	\$0	\$44,938	\$0	\$224,691
Grand Total:				\$2,396,699	\$0	\$0	\$599,175	\$0	\$2,995,874

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-46-292	Cat 9 TAP:	\$179,753	\$0	\$0	\$44,938	\$0	\$224,691
2019	CON	0918-46-292	Cat 9 TAP:	\$2,037,193	\$0	\$0	\$509,299	\$0	\$2,546,492
2019	CONENG	0918-46-292	Cat 9 TAP:	\$179,753	\$0	\$0	\$44,938	\$0	\$224,691
Grand Total:				\$2,396,699	\$0	\$0	\$599,175	\$0	\$2,995,874

TIP Code: 19009	Facility: CS	Location/Limits From: ON STACY ROAD AT FM 2478	Modification #: 2017-0710
Impementing Agency: MCKINNEY		Location/Limits To: EAST OF FM 2478	
County: COLLIN	CSJ: 0918-24-903		
City: MCKINNEY	Desc: INTERSECTION IMPROVEMENT		
	Request: ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: 118,574 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3- TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PART OF COLLIN COUNTY LIRAP/LIP FUNDING PARTNERSHIP		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-24-903	Cat 3 - TDC (MPO):	\$0	\$0	\$21,000	\$0	\$0	\$0
2018	ENG	0918-24-903	Cat 5:	\$105,000	\$0	\$0	\$0	\$0	\$105,000
Phase Subtotal:				\$105,000	\$0	\$21,000	\$0	\$0	\$105,000
2019	CON	0918-24-903	Cat 3 - TDC (MPO):	\$0	\$0	\$97,574	\$0	\$0	\$0
2019	CON	0918-24-903	Cat 5:	\$487,872	\$0	\$0	\$0	\$0	\$487,872
Phase Subtotal:				\$487,872	\$0	\$97,574	\$0	\$0	\$487,872
2019	CONENG	0918-24-903	Cat 5:	\$71,834	\$0	\$0	\$17,959	\$0	\$89,793
Grand Total:				\$664,706	\$0	\$0	\$17,959	\$0	\$682,665

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS **Apportionment Year:** FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0695
Request: REFINE FY2015 PROGRAM OF PROJECTS **UZA:** DALLAS-FORT WORTH-ARLINGTON
Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

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

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

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

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

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0689

Request: REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 279,500 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

TIP Code			FUNDING TABLE:						
DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12036.17 BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	
12037.17 OPERATING ASSISTANCE	2018	OPERATING	\$834,806	\$263,056	\$0	\$571,750	0	\$1,669,612	
12079.17 CAPITAL COST OF CONTRACTING	2018	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000	
12153.17 PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$950,000	\$0	\$0	\$0	142,500	\$950,000	
12826.17 OPERATING ASSISTANCE - JARC	2018	OPERATING	\$600,000	\$0	\$0	\$600,000	0	\$1,200,000	
TOTAL:			\$3,069,806	\$263,056	\$0	\$1,171,750	279,500	\$4,504,612	

Revision Requested:

TIP Code			FUNDING TABLE:							REVISION REQUESTED
DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT	
12036.17 BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	NO CHANGE	
12037.17 OPERATING ASSISTANCE	2018	OPERATING	\$834,806	\$263,056	\$0	\$571,750	0	\$1,669,612	NO CHANGE	
12079.17 CAPITAL COST OF CONTRACTING - PART #1	2018	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000	REVISE PROJECT DESCRIPTION	
12153.17 PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$950,000	\$0	\$0	\$0	142,500	\$950,000	NO CHANGE	
12826.17 OPERATING ASSISTANCE - JARC	2018	OPERATING	\$230,000	\$0	\$0	\$230,000	0	\$460,000	DECREASE FUNDING	
12845.17 CAPITAL COST OF CONTRACTING - PART #2	2018	CAPITAL	\$370,000	\$0	\$0	\$92,500	0	\$462,500	ADD PROJECT	
TOTAL:			\$3,069,806	\$263,056	\$0	\$894,250	279,500	\$4,227,112		

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0690

Request: REFINE FY2016 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 202,697 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; TDCs PART OF DALLAS AREA RAPID TRANSIT TYPE 2 TDC CALL FOR PROJECTS AWARD

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12028.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$49,566,122	\$0	\$0	\$12,138,160	202,697	\$61,704,282	
12515.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$565,669	\$0	\$0	\$141,418	0	\$707,087	
12809.16	PURCHASE EXPANSION VEHICLES	2017	CAPITAL	\$1,048,948	\$0	\$0	\$185,109	0	\$1,234,057	
TOTAL:				\$51,180,739	\$0	\$0	\$12,464,687	202,697	\$63,645,426	

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12028.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$49,566,122	\$0	\$0	\$12,138,160	202,697	\$61,704,282	NO CHANGE
12515.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$565,669	\$0	\$0	\$141,418	0	\$707,087	NO CHANGE
12809.16	PURCHASE EXPANSION VEHICLES	2018	CAPITAL	\$1,890,839	\$0	\$0	\$333,678	0	\$2,224,517	INCREASE FUNDING
TOTAL:				\$52,022,630	\$0	\$0	\$12,613,256	202,697	\$64,635,886	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0691

Request: REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12028.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$50,928,903	\$0	\$0	\$12,732,226	0	\$63,661,129	
12515.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$575,329	\$0	\$0	\$143,833	0	\$719,162	
TOTAL:				\$51,504,232	\$0	\$0	\$12,876,059	0	\$64,380,291	

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12028.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$50,928,903	\$0	\$0	\$12,732,226	0	\$63,661,129	NO CHANGE
12515.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$575,329	\$0	\$0	\$143,833	0	\$719,162	NO CHANGE
12809.17	PURCHASE EXPANSION VEHICLES	2018	CAPITAL	\$1,150,658	\$0	\$0	\$203,057	0	\$1,353,715	ADD PROJECT
TOTAL:				\$52,654,890	\$0	\$0	\$13,079,116	0	\$65,734,006	

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2018 PROGRAM OF PROJECTS

Modification #: 2017-0692

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$45,124,966	\$0	\$0	\$11,281,242	0	\$56,406,208
12415.18	SYSTEM TRANSIT ENHANCEMENTS	2018	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824
TOTAL:				\$46,166,284	\$0	\$0	\$11,541,572	0	\$57,707,856

Revision Requested:

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$32,324,966	\$0	\$0	\$8,081,242	0	\$40,406,208	DECREASE FUNDING
12415.18	SYSTEM TRANSIT ENHANCEMENTS	2018	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824	NO CHANGE
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824	NO CHANGE
12846.18	VARIOUS PROJECTS (RAIL)	2018	CAPITAL	\$12,800,000	\$0	\$0	\$3,200,000	0	\$16,000,000	ADD PROJECT
TOTAL:				\$46,166,284	\$0	\$0	\$11,541,572	0	\$57,707,856	

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0693

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12104.16	ASSOCIATED TRANSIT IMPROVEMENTS	2016	CAPITAL	\$56,124	\$0	\$0	\$14,031	0	\$70,155
12354.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$56,124	\$0	\$0	\$14,031	0	\$70,155
12356.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$561,234	\$0	\$0	\$140,309	0	\$701,543
12465.16	OPERATING ASSISTANCE	2016	OPERATING	\$462,000	\$0	\$0	\$462,000	0	\$924,000
12558.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$498,943	\$0	\$0	\$88,049	0	\$586,992
12798.16	PREVENTIVE MAINTENANCE	2017	CAPITAL	\$3,910,834	\$0	\$0	\$977,709	0	\$4,888,543
TOTAL:				\$5,545,259	\$0	\$0	\$1,696,129	0	\$7,241,388

Revision Requested:

Revision Requested:				FUNDING TABLE:						<u>REVISION REQUESTED</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12104.16	ASSOCIATED TRANSIT IMPROVEMENTS	2016	CAPITAL	\$56,124	\$0	\$0	\$14,031	0	\$70,155	NO CHANGE
12354.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$169,292	\$0	\$0	\$42,323	0	\$211,615	INCREASE FUNDING
12356.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$561,234	\$0	\$0	\$140,309	0	\$701,543	NO CHANGE
12465.16	OPERATING ASSISTANCE	2016	OPERATING	\$462,000	\$0	\$0	\$462,000	0	\$924,000	NO CHANGE
12558.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$498,943	\$0	\$0	\$88,049	0	\$586,992	NO CHANGE
12798.16	PREVENTIVE MAINTENANCE	2017	CAPITAL	\$3,910,834	\$0	\$0	\$977,709	0	\$4,888,543	NO CHANGE
TOTAL:				\$5,658,427	\$0	\$0	\$1,724,421	0	\$7,382,848	

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0695

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12033.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$9,138,160	\$0	\$0	\$2,284,540	0	\$11,422,700	
12034.16	ASSOCIATE TRANSIT IMPROVEMENTS	2016	CAPITAL	\$227,763	\$0	\$0	\$56,941	0	\$284,704	
12390.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$3,403,000	\$0	\$0	\$600,530	0	\$4,003,530	
12549.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	
12731.16	OPERATING ASSISTANCE - JARC	2016	OPERATING	\$100,000	\$0	\$0	\$100,000	0	\$200,000	
12732.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$558,801	\$0	\$0	\$139,701	0	\$698,502	
TOTAL:				\$14,627,724	\$0	\$0	\$3,481,712	0	\$18,109,436	

Revision Requested:

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12033.16	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$9,430,761	\$0	\$0	\$2,357,961	0	\$11,788,452	INCREASE FUNDING	
12034.16	ASSOCIATE TRANSIT IMPROVEMENTS	2016	CAPITAL	\$227,763	\$0	\$0	\$56,941	0	\$284,704	NO CHANGE	
12390.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$3,403,000	\$0	\$0	\$600,530	0	\$4,003,530	NO CHANGE	
12549.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	NO CHANGE	
12731.16	OPERATING ASSISTANCE - JARC	2016	OPERATING	\$100,000	\$0	\$0	\$100,000	0	\$200,000	NO CHANGE	
12732.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$558,801	\$0	\$0	\$139,701	0	\$698,502	NO CHANGE	
TOTAL:				\$14,920,325	\$0	\$0	\$3,555,133	0	\$18,475,188		

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0696

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 496,783 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - POLICY BUNDLE TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12035.17	ASSOCIATED TRANSIT IMPROVEMENTS	2018	CAPITAL	\$182,935	\$0	\$0	\$0	36,587	\$182,935		
12038.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$8,252,463	\$0	\$0	\$1,642,912	420,204	\$9,895,375		
12390.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$4,800,000	\$0	\$0	\$1,200,000	0	\$6,000,000		
12549.17	ADA PARATRANSIT SERVICE	2017	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000		
12732.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$199,957	\$0	\$0	\$0	39,992	\$199,957		
TOTAL:				\$14,635,355	\$0	\$0	\$3,142,912	496,783	\$17,778,267		

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12035.17	ASSOCIATED TRANSIT IMPROVEMENTS	2018	CAPITAL	\$182,935	\$0	\$0	\$0	36,587	\$182,935	NO CHANGE	
12038.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$10,452,377	\$0	\$0	\$2,106,610	420,204	\$12,558,987	INCREASE FUNDING	
12390.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$3,000,000	\$0	\$0	\$529,412	0	\$3,529,412	DECREASE FUNDING	
12549.17	ADA PARATRANSIT SERVICE	2017	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	NO CHANGE	
12732.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$199,957	\$0	\$0	\$0	39,992	\$199,957	NO CHANGE	
TOTAL:				\$15,035,269	\$0	\$0	\$2,936,022	496,783	\$17,971,291		

Implementing Agency: CITY OF MCKINNEY

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0697

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: MCKINNEY

Comment: 267,927 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12823.17	OPERATING ASSISTANCE	2018	OPERATING	\$755,607	\$312,000	\$0	\$443,608	0	\$1,511,215		
12824.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$755,608	\$0	\$0	\$0	151,122	\$755,608		
TOTAL:				\$1,511,215	\$312,000	\$0	\$443,608	151,122	\$2,266,823		

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12823.17	OPERATING ASSISTANCE	2018	OPERATING	\$1,339,633	\$312,000	\$0	\$1,027,633	0	\$2,679,266	INCREASE FUNDING	
12824.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$1,339,632	\$0	\$0	\$0	267,927	\$1,339,632	INCREASE FUNDING (MPO TDCs)	
TOTAL:				\$2,679,265	\$312,000	\$0	\$1,027,633	267,927	\$4,018,898		

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: TAPS PUBLIC TRANSIT
Request: DELETE PROJECT FROM THE 2017-2020 TIP/STIP

Apportionment Year: FY2018 PROGRAM OF PROJECTS
Modification #: 2017-0698
UZA: DALLAS-FORT WORTH-ARLINGTON
Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12511.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$540,000	\$0	\$0	\$135,000	0	\$675,000	
TOTAL:				\$540,000	\$0	\$0	\$135,000	0	\$675,000	

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12511.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$0	\$0	\$0	\$0	0	\$0	

Implementing Agency: TAPS PUBLIC TRANSIT
Request: DELETE PROJECT FROM THE 2017-2020 TIP/STIP

Apportionment Year: FY2018 PROGRAM OF PROJECTS
Modification #: 2017-0699
UZA: MCKINNEY
Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12512.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$2,492,353	\$0	\$0	\$623,089	0	\$3,115,442	
TOTAL:				\$2,492,353	\$0	\$0	\$623,089	0	\$3,115,442	

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12512.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$0	\$0	\$0	\$0	0	\$0	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); \$185,000 FEDERAL FUNDS AND 37,000 CAT-3 TDC (MPO) OFFSET BY A DECREASE ON TIP 12690.13/MOD 2017-0702

Apportionment Year: FY2013 PROGRAM OF PROJECTS
Modification #: 2017-0700
UZA: DALLAS-FORT WORTH-ARLINGTON
Funding Source: TRANSIT SECTION 5310 FUNDS

Comment: 37,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; TDCs BEING USED ARE FROM THE CATEGORY 1 – STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS AWARD

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12847.13	ACQUISITION OF FARE COLLECTION EQUIPMENT	2018	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$185,000	\$0	\$0	\$0	37,000	\$185,000	

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: TAPS PUBLIC TRANSIT

Apportionment Year: FY2013 PROGRAM OF PROJECTS

Modification #: 2017-0702

Request: DELETE PROJECT; \$185,000 DECREASE IN FEDERAL FUNDS AND 37,000 CAT-3 TDC (MPO) OFFSET BY AN INCREASE ON TIP 12847.13/MOD 2017-0700

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

			<u>FUNDING TABLE:</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>		
12690.13	ACQUISITION OF FARE COLLECTION EQUIPMENT	2014	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000		
TOTAL:				\$185,000	\$0	\$0	\$0	37,000	\$185,000		

Revision Requested:

			<u>FUNDING TABLE:</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>		
12690.13	ACQUISITION OF FARE COLLECTION EQUIPMENT	2014	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$0	\$0	\$0	\$0	0	\$0		

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2009 PROGRAM OF PROJECTS

Modification #: 2017-0704

Request: REFINE FY2009 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); \$227,000 INCREASE IN FEDERAL FUNDS AND \$227,000 LOCAL FUNDS OFFSET BY A DECREASE ON TIP 12492.09/MOD 2017-0703

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5316 FUNDS

Currently Approved:

			<u>FUNDING TABLE:</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>		
12503.09	"VANPOOL PROGRAM" PROVIDE VANPOOL SERVICE TO RESIDENTS IN DENTON COUNTY	2009	OPERATING	\$50,457	\$0	\$0	\$50,457	0	\$100,914		
TOTAL:				\$50,457	\$0	\$0	\$50,457	0	\$100,914		

Revision Requested:

			<u>FUNDING TABLE:</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>		
12503.09	"VANPOOL PROGRAM" PROVIDE VANPOOL SERVICE TO RESIDENTS IN DENTON COUNTY	2009	OPERATING	\$50,457	\$0	\$0	\$50,457	0	\$100,914	NO CHANGE	
12848.09	OPERATING ASSISTANCE	2018	OPERATING	\$227,000	\$0	\$0	\$227,000	0	\$454,000	ADD PROJECT	
TOTAL:				\$277,457	\$0	\$0	\$277,457	0	\$554,914		

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2011 PROGRAM OF PROJECTS

Modification #: 2017-0705

Request: REFINE FY2011 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); \$1,175,000 INCREASE IN FEDERAL FUNDS AND \$1,175,000 LOCAL FUNDS OFFSET BY A DECREASE ON TIP 12619.11/MOD 2017-0706

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5316 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12614.11	ALLIANCE EMPLOYMENT CENTER CIRCULATOR SYSTEM	2013	CAPITAL	\$1,460,800	\$0	\$0	\$299,200	0	\$1,760,000	
TOTAL:				\$1,460,800	\$0	\$0	\$299,200	0	\$1,760,000	
Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12614.11	ALLIANCE EMPLOYMENT CENTER CIRCULATOR SYSTEM	2013	CAPITAL	\$1,460,800	\$0	\$0	\$299,200	0	\$1,760,000	NO CHANGE
12849.11	OPERATING ASSISTANCE - EXPRESS CONNECTION	2018	OPERATING	\$587,500	\$0	\$0	\$587,500	0	\$1,175,000	ADD PROJECT
12850.11	OPERATING ASSISTANCE - NORTH QUADRANT	2018	OPERATING	\$587,500	\$0	\$0	\$587,500	0	\$1,175,000	ADD PROJECT
TOTAL:				\$2,635,800	\$0	\$0	\$1,474,200	0	\$4,110,000	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2011 PROGRAM OF PROJECTS

Modification #: 2017-0706

Request: REFINE FY2011 PROGRAM OF PROJECTS; \$1,175,000 DECREASE IN FEDERAL FUNDS AND \$1,175,000 LOCAL FUNDS OFFSET BY AN INCREASE ON TIP 12849.11 AND 12850.11/MOD 2017-0705

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5316 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12619.11	ALLIANCE RAIL DEMONSTRATION PROJECT	2013	OPERATING	\$1,175,000	\$0	\$0	\$1,175,000	0	\$2,350,000	
12621.11	PROGRAM ADMINISTRATION	2013	CAPITAL	\$254,510	\$0	\$0	\$0	0	\$254,510	
TOTAL:				\$1,429,510	\$0	\$0	\$1,175,000	0	\$2,604,510	
Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12619.11	ALLIANCE RAIL DEMONSTRATION PROJECT	2013	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12621.11	PROGRAM ADMINISTRATION	2013	CAPITAL	\$254,510	\$0	\$0	\$0	0	\$254,510	NO CHANGE
TOTAL:				\$254,510	\$0	\$0	\$0	0	\$254,510	

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2012 PROGRAM OF PROJECTS

Modification #: 2017-0707

Request: REFINE FY2012 PROGRAM OF PROJECTS AND ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); \$240,000 INCREASE IN FEDERAL FUNDS AND 48,000 CAT-3 TDC (MPO) OFFSET BY A DECREASE ON TIP 12686.12/MOD 2017-0709

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 48,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; TDCs BEING USED ARE FROM THE CATEGORY 1 – STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS AWARD

Funding Source: TRANSIT SECTION 5317 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12640.12	AMBASSADOR PROGRAM FOR TRAVEL TRAINING	2013	CAPITAL	\$750,000	\$0	\$0	\$187,500	0	\$937,500
12684.12	RAIL STATION WAYFINDING ENHANCEMENTS	2014	CAPITAL	\$240,000	\$0	\$0	\$60,000	0	\$300,000
12685.12	PLANO TAXI SUBSIDY PROGRAM	2014	CAPITAL	\$185,200	\$0	\$0	\$68,800	0	\$254,000
TOTAL:				\$1,175,200	\$0	\$0	\$316,300	0	\$1,491,500

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12640.12	AMBASSADOR PROGRAM FOR TRAVEL TRAINING	2013	CAPITAL	\$750,000	\$0	\$0	\$187,500	0	\$937,500	NO CHANGE
12684.12	RAIL STATION WAYFINDING ENHANCEMENTS	2014	CAPITAL	\$240,000	\$0	\$0	\$60,000	0	\$300,000	NO CHANGE
12685.12	PLANO TAXI SUBSIDY PROGRAM	2014	CAPITAL	\$185,200	\$0	\$0	\$68,800	0	\$254,000	NO CHANGE
12851.12	MOBILITY MANAGEMENT	2018	CAPITAL	\$240,000	\$0	\$0	\$0	48,000	\$240,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$1,415,200	\$0	\$0	\$316,300	48,000	\$1,731,500	

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2012 PROGRAM OF PROJECTS

Modification #: 2017-0708

Request: REFINE FY2012 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); \$240,000 INCREASE IN FEDERAL FUNDS AND 48,000 CAT-3 TDC (MPO) OFFSET BY A DECREASE ON TIP 12686.12/MOD 2017-0709

UZA: DENTON-LEWISVILLE

Comment: 48,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; TDCs BEING USED ARE FROM THE CATEGORY 1 – STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS AWARD

Funding Source: TRANSIT SECTION 5317 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12687.12	TRANSIT CAPITAL ACCESSIBILITY PROGRAM	2014	CAPITAL	\$64,831	\$0	\$0	\$16,208	0	\$81,039
TOTAL:				\$64,831	\$0	\$0	\$16,208	0	\$81,039

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12687.12	TRANSIT CAPITAL ACCESSIBILITY PROGRAM	2014	CAPITAL	\$64,831	\$0	\$0	\$16,208	0	\$81,039	NO CHANGE
12852.12	MOBILITY MANAGEMENT	2018	CAPITAL	\$240,000	\$0	\$0	\$0	48,000	\$240,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$304,831	\$0	\$0	\$16,208	48,000	\$321,039	

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0711

Request: REFINE FY2016 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12644.16	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$1,001,982	\$0	\$0	\$250,496	0	\$1,252,478	
12678.16	PROGRAM ADMINISTRATION	2016	CAPITAL	\$335,541	\$0	\$0	\$0	0	\$335,541	
TOTAL:				\$1,337,523	\$0	\$0	\$250,496	0	\$1,588,019	

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12644.16	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12678.16	PROGRAM ADMINISTRATION	2016	CAPITAL	\$335,541	\$0	\$0	\$0	0	\$335,541	NO CHANGE	
TOTAL:				\$335,541	\$0	\$0	\$0	0	\$335,541		

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0712

Request: REFINE FY2016 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12646.16	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DIABILITIES	2016	CAPITAL	\$112,640	\$0	\$0	\$28,160	0	\$140,800	
12677.16	PROGRAM ADMINISTRATION	2016	CAPITAL	\$20,479	\$0	\$0	\$0	0	\$20,479	
TOTAL:				\$133,119	\$0	\$0	\$28,160	0	\$161,279	

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12646.16	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DIABILITIES	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12677.16	PROGRAM ADMINISTRATION	2016	CAPITAL	\$20,479	\$0	\$0	\$0	0	\$20,479	NO CHANGE	
TOTAL:				\$20,479	\$0	\$0	\$0	0	\$20,479		

Performance Measures: Roadway Safety and Transit Asset Management

Surface Transportation Technical Committee

Action Item

December 8, 2017

Background

Federal legislation specifies quantitative performance measures that must be tracked and reported annually

Today's presentation requests action for two performance areas:
Highway Safety Improvement Program (PM1)
Transit Asset Management

Two additional performance areas will be presented in Spring 2018:
Infrastructure Condition (PM2)
System Performance/Freight/Congestion Mitigation and Air Quality (PM3)

Proposed targets were prepared in coordination with the State and regional partners

NCTCOG Safety Target Recommendations

Safety Performance Targets	TxDOT 2018 Targets	NCTCOG 2018 Targets
No. of Fatalities	3,704	665
Fatality Rate	1.432	0.96
No. of Serious Injuries	17,565	3,612
Serious Injury Rate	6.74	5.18
No. of Non-motorized Fatalities and Serious Injuries	2,151	560

Targets are based on five-year averages and will be revisited annually.

Two percent reduction achieved by the year 2022.

Aspirational Safety targets will also be presented for the North Central Texas region.

NCTCOG Safety Projects and SHSP Emphasis Areas



NCTCOG Programs and Projects	TxDOT Strategic Highway Safety Plan Emphasis Areas						
	Distracted Driving	Impaired Driving	Inter. Safety	Older Road Users	Bike/Ped Safety	Rdwy. & Lane Depart.	Speeding
Driver Behavior Social Marketing Campaign	X	X		X	X		X
Inter. Safety Imp. Plan (ISIP)			X	X	X		
Traffic Signal Retiming Prog.			X				
Traffic Signal/Intersection Improvement Prog.			X				
WWD Mitigation Prog.		X	X	X		X	
Traffic Signal Cloud Data	X	X	X	X			
Look Out Texans					X		
Reg. Pedestrian Safety Plan					X		
Technical Training/Workshops	X		X		X	X	
Safety Spot Improvement Prog.					X		
Trans. Alternative Funding					X		
Emerging Technology Investment Prog.	X		X			X	
Freeway Management and HOV Enforcement Prog.	X	X				X	X

Transit Asset Management



Images: DART, DCTA, FWTA, and NCTCOG

Proposed Regional Targets for 2018

	Asset Category	Target	Metric
	Rolling Stock (transit vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
	Infrastructure (rail track)	0%	Rail track segments with performance restrictions
	Equipment (transit support vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
	Facilities (buildings, stations, park and rides)	0%	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale.

Timeline

Action	Date
STTC Information	October 27, 2017
RTC Information	November 9, 2017
Public Meetings	November 2017
STTC Action	December 8, 2017
RTC Action	December 14, 2017
Target-Setting Deadline: Transit Asset Management	December 27, 2017
Target-Setting Deadline: Roadway Safety	February 27, 2018

Requested Action

Recommend RTC approval of regional targets for roadway safety and transit asset management as shown.

Recommend RTC direction to continue coordination with transit providers to standardize regional transit asset management approach.

Recommend RTC approval of aspirational goals for roadway safety.

Contact

Transit Asset Management

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TxDOT Strategic Highway Safety Plan (SHSP) Emphasis Areas	NCTCOG Programs/Projects	TxDOT Safety Performance Targets				
		Total Number of Traffic Fatalities	Total Number of Incapacitating Injuries	Fatality Rate (Per 100M VMT)	Serious Injury Rate (Per 100M VMT)	Total Number of Non-motorized Fatalities and Serious Injuries
1 Distracted Driving	Driver Behavior Social Marketing Campaign	X	X	X	X	
2 Impaired Driving	Driver Behavior Social Marketing Campaign	X	X	X	X	
3 Intersection Safety	Intersection Safety Implementation Plan	X	X	X	X	
	Regional Traffic Signal Retiming Program	X	X	X	X	
	Traffic Signal/Intersection Improvement Program	X	X	X	X	
	WWD Mitigation Pilot Project	X	X	X	X	
	Traffic Signal Cloud Data	X	X	X	X	
4 Older Road Users	WWD Mitigation Pilot Project	X	X	X	X	
	Intersection Safety Implementation Plan	X	X	X	X	
	Driver Behavior Social Marketing Campaign	X	X	X	X	
5 Pedestrian and Bicyclist Safety	Education and Outreach - Look Out Texans					X
	Development of a Regional Pedestrian Safety Plan					X
	Technical Training/Workshops					X
	Safety Spot Improvement Program					X
	Intersection Safety Implementation Plan	X	X	X	X	X
	Transportation Alternative Funding CFPs					X
	Driver Behavior Social Marketing Campaign	X	X	X	X	X
6 Roadway and Lane Departures	WWD Mitigation Pilot Project	X	X	X	X	
	Emerging Technology Investment Programs					
7 Speeding	Driver Behavior Social Marketing Campaign	X	X	X	X	
	Freeway Management and HOV Enforcement Programs	X	X	X	X	

SHSP Emphasis Area Notes:

1. Distracted Driving includes crashes where distraction in vehicle, driver inattention, or cell phone/mobile device was cited as a contributing factor.
2. Impaired driving includes crashes where at least one driver was identified as having been drinking, taken medication, been under the influence of alcohol or drugs, a BAC greater than zero, or a positive drug test.
3. Intersection Safety includes crashes at or related to an intersection (occurs within the boundaries of an intersection or the first harmful event occurred on an approach to or an exit from an intersection and is related to movement through the intersection).
4. Older Road User focuses on drivers and pedestrians who are ages 65 years and older.
5. Pedestrian Safety includes crashes that involve at least one pedestrian and one motor vehicle.
6. Roadway and Lane Departures include single motor vehicles that run off the road (SVROR) and head on collisions. SVROR describes crashes where a one vehicle crash occurred on/beyond the shoulder or in the median.
7. Speeding includes crashes where unsafe speed under the limit or speeding over the limit are cited as a contributing factor.

2017-2018 CMAQ/STBG Funding Program
Federal/Local Funding Exchanges

Partner(s)	Project/Facility	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding					Total Proposed Funding	Project Cost	Notes/Partnership Details
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	State	Local	TDCs			
DFW Airport	Glade Road	From NB SH 360 Frontage Road to West Airfield Drive	Reconstruct from 2 to 2 lanes (add center turn lane and shoulders)	2019	ENG	\$0	\$524,857	\$0	\$0	104,971	\$524,857	\$5,713,837	In exchange for federal funds to construct this project, DFW Airport will reimburse NCTCOG/RTC with \$5,088,837 of local funds. DFW Airport will pay for the utility work with 100% local funds. TxDOT will build this project and an associated bridge project. NCTCOG is requesting to use Transportation Development Credits as the match to maximize the local funds that will be repaid.
				2019	UTIL	\$0	\$0	\$0	\$625,000	0	\$625,000		
				2020	CON	\$0	\$4,563,980	\$0	\$0	912,796	\$4,563,980		
City of Terrell	FM 148 North	From South of US 80 to SP 557	Widen existing highway from two lane rural to four lane divided including intersection, signal, and bicycle/pedestrian improvements	2013	ENG	\$0	\$0	\$0	\$1,323,621	0	\$1,323,621	\$15,975,897	An exchange of \$8.6 million in federal funds for \$6.67 million in local funds will be executed. The local funds would be paid back to the RTC/NCTCOG over a period of 15 years via the City's Pass Through Finance agreement with TxDOT.
				2016	ROW	\$0	\$0	\$0	\$654,274	0	\$654,274		
				2016	UTIL	\$0	\$0	\$0	\$425,000	0	\$425,000		
				2018	CON	\$2,000,000	\$6,600,000	\$0	\$4,973,002	0	\$13,573,002		
Cities of Arlington, Bedford, Euless, Grand Prairie, Haltom City, and Hurst; DART and FWTA	TRE Local Swaps	N/A	Exchange of local funds from the non-transit member cities for federal funds; Federal funds to be used for improvements to the TRE	2018, 2019, 2020	CON	\$3,400,000	\$0	\$0	\$850,000	0	\$4,250,000	\$4,250,000	A total of \$560,325 from the cities will be collected by the RTC/NCTCOG for each of the next 3 years. In turn, \$3.4 million in federal funds will be given to Dallas Area Rapid Transit (DART) and/or the Fort Worth Transportation Authority (FWTA) for improvements to the Trinity Railway Express (TRE). NCTCOG staff is working with DART and FWTA to identify the specific TRE project(s).
City of Haltom City	Broadway Avenue	From US 377 to SH 26	Reconstruct and widen from 2 to 3 lanes with signal and sidewalk improvements	2019	ENG	\$0	\$659,190	\$0	\$0	131,838	\$659,190	\$5,975,212	In exchange for federal funds to construct this project, Haltom City will reimburse NCTCOG/RTC with \$5,975,212 in local funds. The local funds would be paid back over a period of 15 years or less. Details of the agreement are being finalized with the City.
				2019	ROW	\$0	\$42,500	\$0	\$0	8,500	\$42,500		
				2020	UTIL	\$0	\$1,301,580	\$0	\$0	260,316	\$1,301,580		
				2021	CON	\$483,472	\$3,488,470	\$0	\$0	794,388	\$3,971,942		
Total						\$5,883,472	\$17,180,577	\$0	\$8,850,897	2,212,809	\$31,914,946	\$31,914,946	

2017-2018 CMAQ/STBG* FUNDING: FEDERAL/LOCAL FUNDING EXCHANGES

Surface Transportation Technical Committee
December 8, 2017

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- Federal/Local Funding Exchanges**
- Automated Vehicle Program
- Strategic Partnerships
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

= Project Selection Completed

= Pending STTC/Regional Transportation Council (RTC) Approval

= Program Partially Completed

CMAQ/STBG FUNDING PROGRAM: FEDERAL/LOCAL FUNDING EXCHANGES

Description/ Purpose	To increase regional revenues through the exchange of federal funds and local funding. This effort establishes Phase 3 of the RTC/Local program.
Current Requests	<ul style="list-style-type: none">• DART TRIP Program (Done)• Glade Road/DFW Airport• TRE Local Swap• Kaufman County/City of Terrell
Next Steps	DART TRIP Partnership approval received by RTC in March 2017; Need to execute agreement between DART and NCTCOG/RTC. Finalize details on other partnerships & bring back to committees for action.

SUMMARY OF PROPOSED FUNDING EXCHANGES¹

DRAFT

PROJECT	PARTNER(S)	PROPOSED FEDERAL FUNDING	PROPOSED LOCAL FUNDING
Glade Road	DFW Airport	\$5,088,837 ²	\$5,088,837
TRE Local Swap	Cities of Arlington, Bedford, Euless, Grand Prairie, Haltom City, & Hurst; DART & FWTA	\$3,400,000 ³	\$1,680,975 ^{4,5}
FM 148	City of Terrell	\$8,600,000	\$6,674,160 ⁶
Broadway Avenue	City of Haltom City	\$5,975,212 ²	\$5,975,212 ⁷
	Total	\$23,064,049	\$19,419,184

- 1: Funds will not be added to the Transportation Improvement Program (TIP) until an agreement is executed with the partner(s).
- 2: Staff is proposing to use Transportation Development Credits (TDC) in lieu of a local match to maximize the amount of local funds collected.
- 3: Federal funds would be given to DART and Fort Worth Transportation Authority (FWTA) for improvements to the TRE.
- 4: Partners each pay a portion of this amount determined by a survey conducted by NCTCOG.
- 5: Funding amount is the total to be paid over 3 years (\$560,325 annually).
- 6: Funds would be paid back to the RTC over a period of 15 years through Terrell's Pass Through Finance agreement with TxDOT.
- 7: Funds would be paid back to the RTC over a period of 15 years or less. Details of the agreement are being finalized with the City.

TIMELINE

MEETING/TASK	DATE
STTC Information	October 27, 2017
RTC Information	November 9, 2017
Public Meetings	November 2017
STTC Action	December 8, 2017
RTC Action	January 11, 2018
Executive Board – Action to receive and manage local funds	January 25, 2018

ACTION REQUESTED

- Recommend RTC approval of:
 - The proposed list of funding exchanges and projects to fund through the 2017-2018 CMAQ/STBG: Federal/Local Funding Exchanges Program (Reference Item 4.1)
 - Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

QUESTIONS?

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Christie J. Gotti

Senior Program Manager

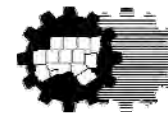
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RISE IN FRAUDULENT TEMPORARY VEHICLE REGISTRATION TAGS

**Surface Transportation Technical Committee
December 8, 2017**

**Shawn Dintino
Air Quality Planner III**



North Central Texas
Council of Governments

SINGLE STICKER HISTORY

Inspection Certificate

Separate windshield inspection certificate used prior to March 2015

Counterfeit certificates and fraudulent inspections proliferated

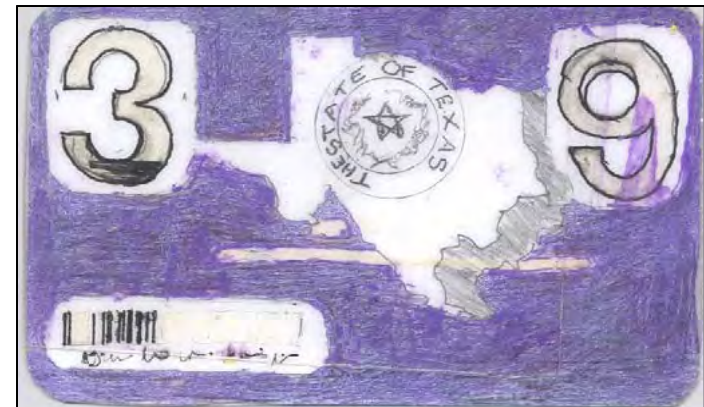


House Bill 2305

Fully implemented March 2016

Eliminated inspection certificate

Tied inspection to registration



Source: Dallas County

Effects

Enhanced motorist convenience

Elimination of counterfeit inspection certificate fraud

Explosion in counterfeit and improper temp tags

TEMPORARY TAG EXAMPLES

TEXAS BUYER
THE VEHICLE TEMPORARILY REGISTERED WITH STATE UNDER TAG #

42F8851
EXPIRES 07-18-2008
1999 DODGE
VIN 1B7MC3362XJ633176
SELLER: Garza Used Cars

TEXAS DEALER
VEHICLE OWNED BY GARZA USED CARS
THE VEHICLE TEMPORARILY REGISTERED WITH STATE UNDER TAG #

14L9590
EXPIRES 07-02-2008
1999 FORD
VIN 1FAPP42X8XF207434
For Transit

TEXAS BUYER - INTERNET
THE VEHICLE TEMPORARILY REGISTERED WITH STATE UNDER TAG #

80H7277
EXPIRES - -
VIN
SELLER: Garza Used Cars

TEXAS DEALER
VEHICLE OWNED BY GARZA USED CARS
THE VEHICLE TEMPORARILY REGISTERED WITH STATE UNDER TAG #

12M9737
EXPIRES 07-12-2008
Authorized Agent Tag
Demonstration

TEXAS 30 DAY PERMIT
THE VEHICLE TEMPORARILY REGISTERED WITH STATE UNDER TAG #

80H7277
Date: 03-31-2016 08:36:00 AM
EXPIRES: 04-30-2016 11:59:00PM
2008 HONDA
VIN: 1JDLC49CN489237 ISSUED BY: TARRANT COUNTY

TEMPORARY TAG TYPES

	Dealer-Issued Tags	Other Permit Types
Issued By	Dealer	County tax assessor-collector or Texas DMV
Valid Uses	Vehicle sales, test drives, loaner cars, transporting from auction, not personal dealer use or other business use	Drive to get an inspection and normal registration, passing through Texas, commercial vehicles
Types	Buyer's Tag Internet Down Tag Converter Tag Specific Vehicle Tag Authorized Agent Tag	30-Day Permit One Trip Permit 72 Hour Permit 144 Hour Permit
Valid Timeframe	Varies, up to 60 days	Varies, usually 30 days
Display Requirements	In rear license plate holder In plastic bag if not waterproof	Rear window
Emissions Inspection Requirements	Buyer's tag required, others not required	Not required

LAW ENFORCEMENT

Enforcement Challenges

Large volume of temp tags

Many types of tags with different layouts/content

Criminal Enterprises Profit from Fraudulent Temp Tags

Organized crime involvement

Sold online, at flea markets and other locations

Leads from on-road enforcement praised by federal law enforcement in pursuit of serious crimes

Funding Issues

Local Initiatives Projects (LIP) allows funding for on-road enforcement of temp tag crimes

Veto of LIP funding for FY 2018-2019 has led to cease in on-road enforcement efforts



Source:
NCTCOG

IMPACTS

Air Quality

Vehicles circumventing emissions inspection requirements impede region's ozone attainment efforts

Safety

Vehicles that cannot pass annual safety inspection pose a danger to all



Financial

Tolling authority unable to collect for use of facilities

Vehicle inspection and repair facilities experience loss of revenue

State and local jurisdictions lose revenue from lack of registration and inspection fees

Source: NCTCOG

REVENUE LOSS PER REGISTRATION

State Highway Fund.....\$50.75

Other State Fees.....\$8.25

County Fees.....\$16

Total Loss.....\$75

MOVING FORWARD

Analysis

Quantify problem

Investigate other states

Law Enforcement Training

Academy training

Individual agency training

Visual training aids for law enforcement

Restore Funding

Legislative Action

Explore types of tags needed

Standardize tag appearance

Add security features

Enhance penalties



Source: NCTCOG

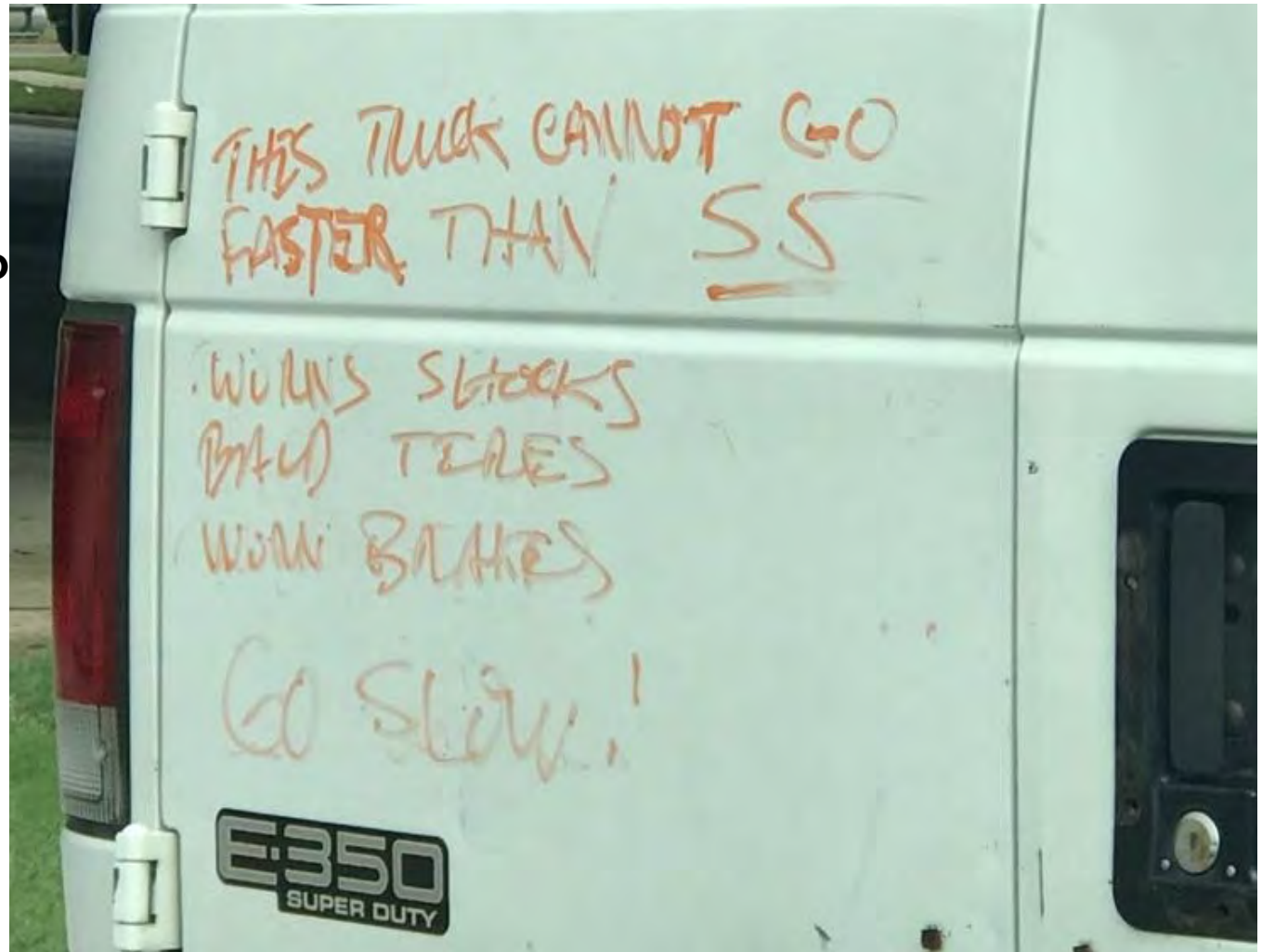


COLD, HARD TRUTH

**“This truck cannot go
faster than 55”**

**Worn Shocks
Bald Tires
Worn Brakes**

GO SLOW!”



FOR MORE INFORMATION

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AIR QUALITY UPDATE

Surface Transportation Technical Committee

December 8, 2017

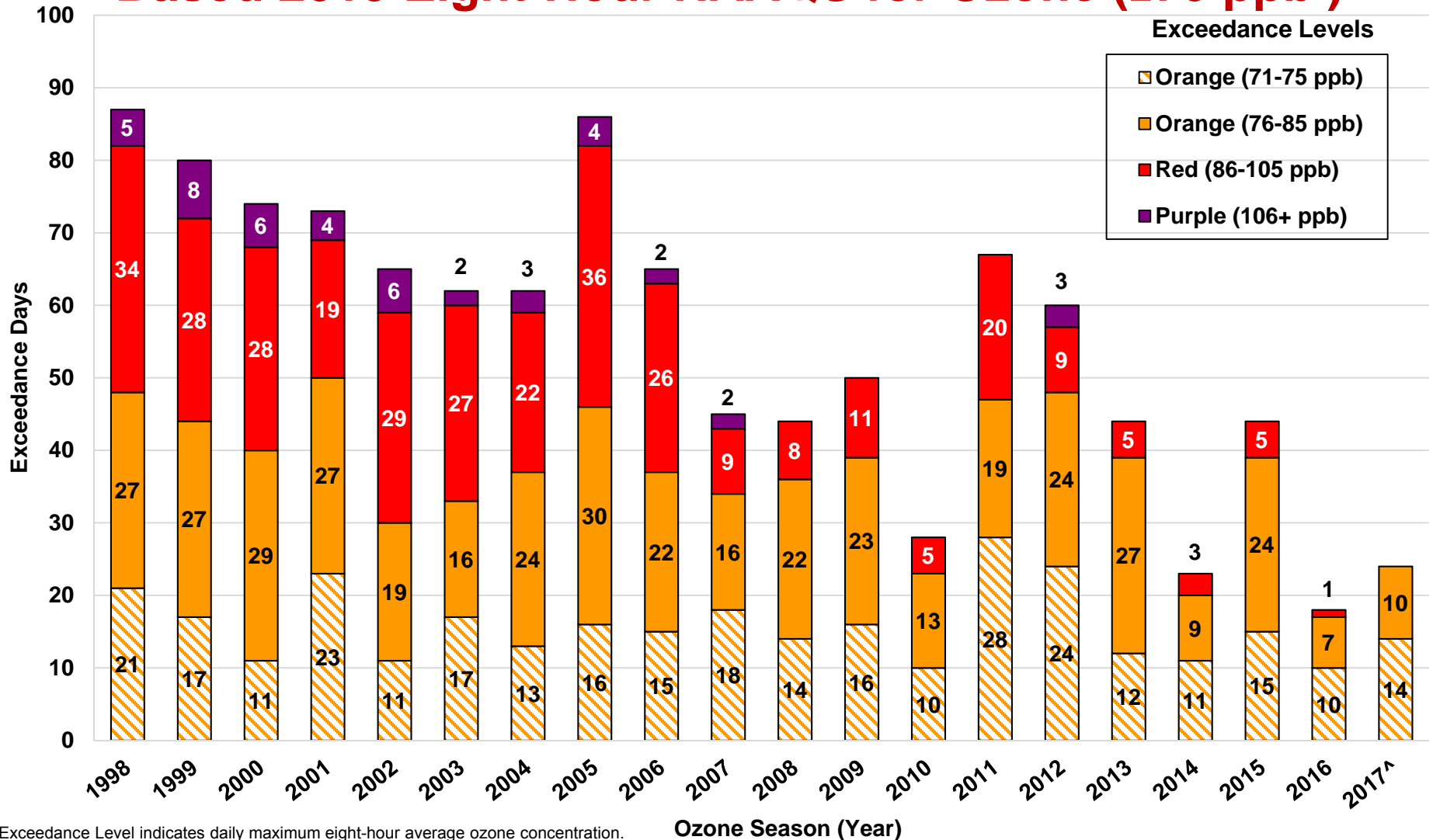
**Jenny Narvaez
Principal Transportation Planner**




**North Central Texas
Council of Governments**

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based 2015 Eight-Hour NAAQS for Ozone (≤ 70 ppb)



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.

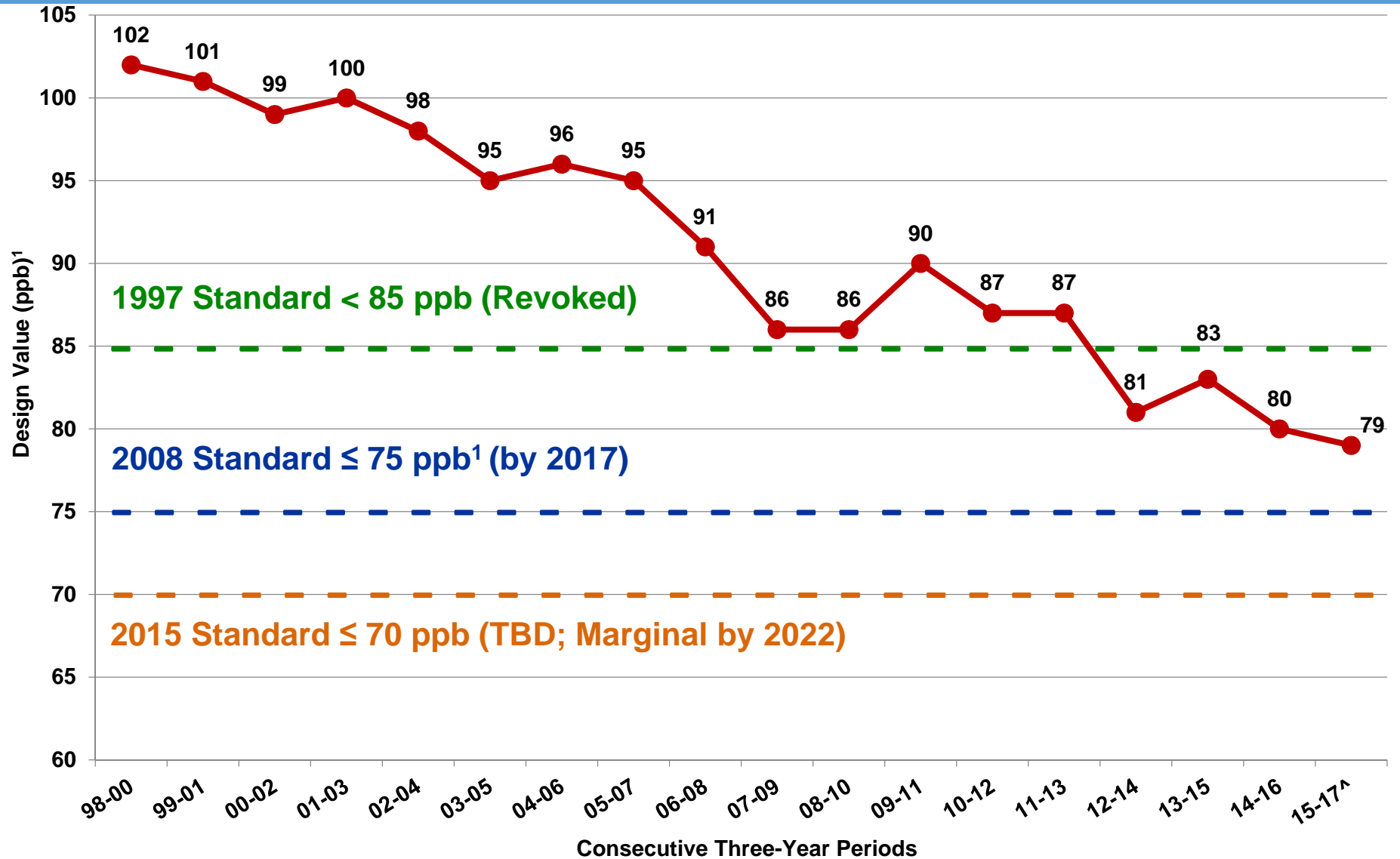
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

Ozone Season (Year)

^ANot a full year of data. Current as of 11/27/2017.

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

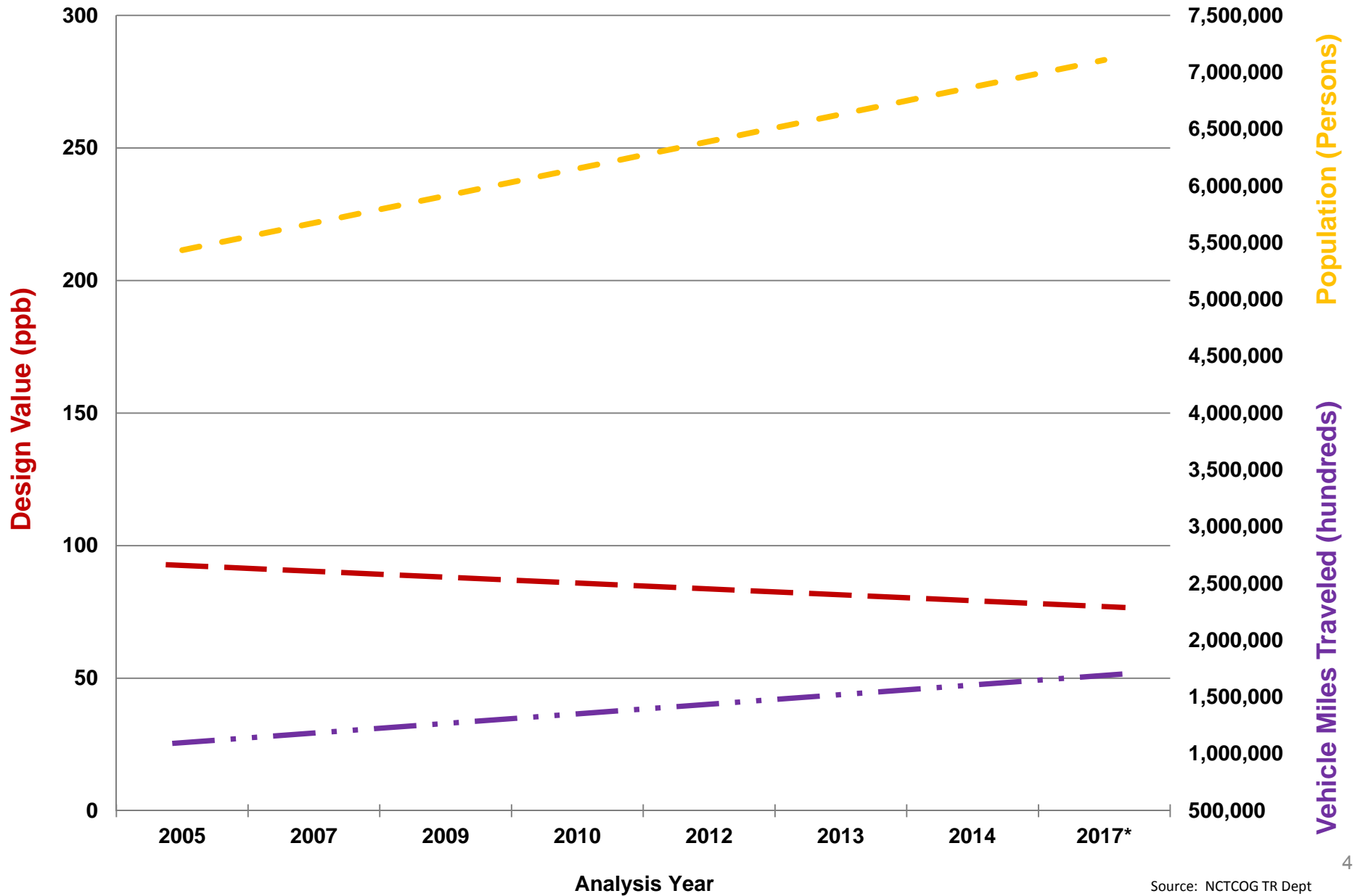
EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS



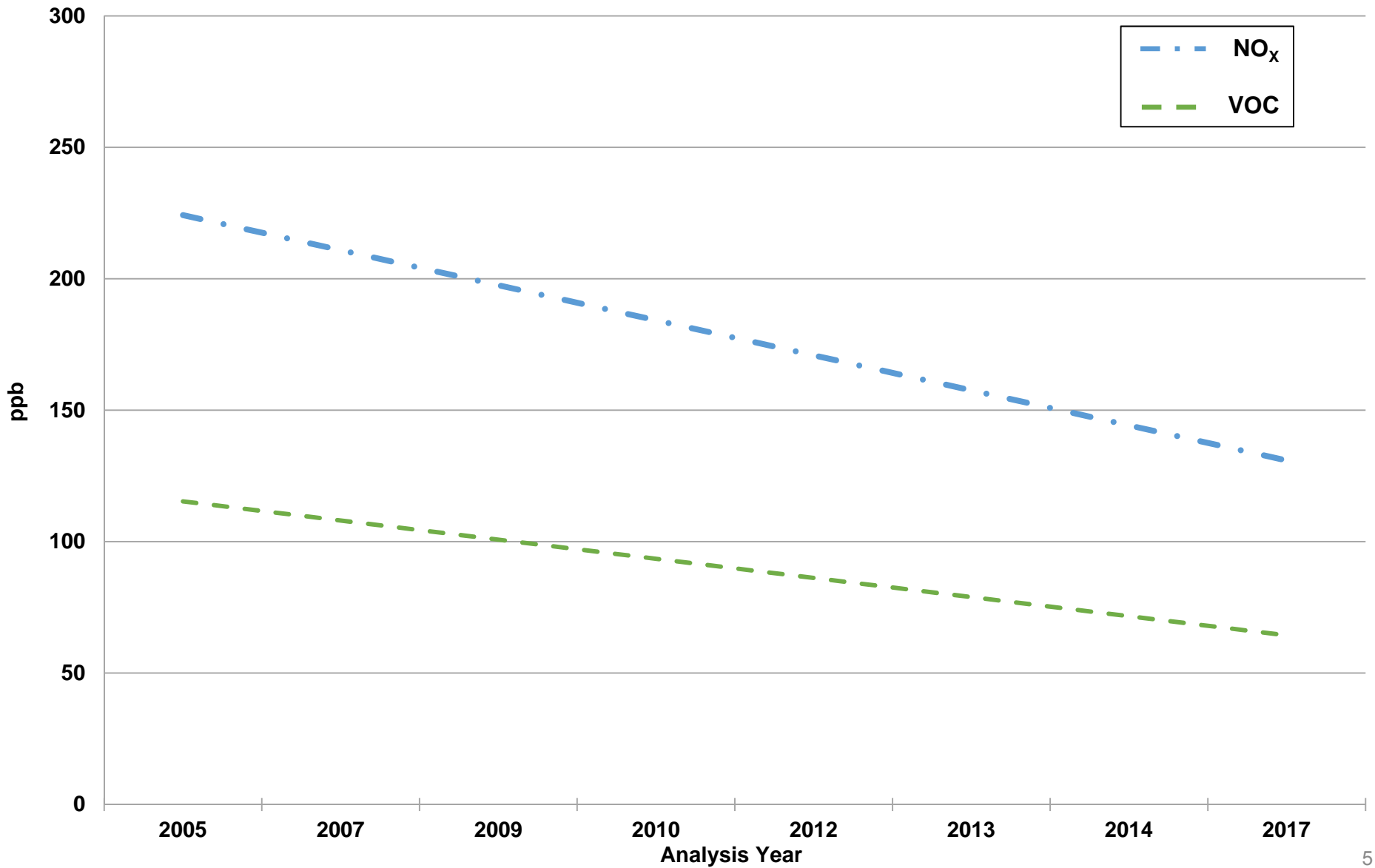
¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

[^]Not a full year of data. Current as of 11/27/2017

DEMOGRAPHIC AND DESIGN VALUE HISTORICAL TRENDS

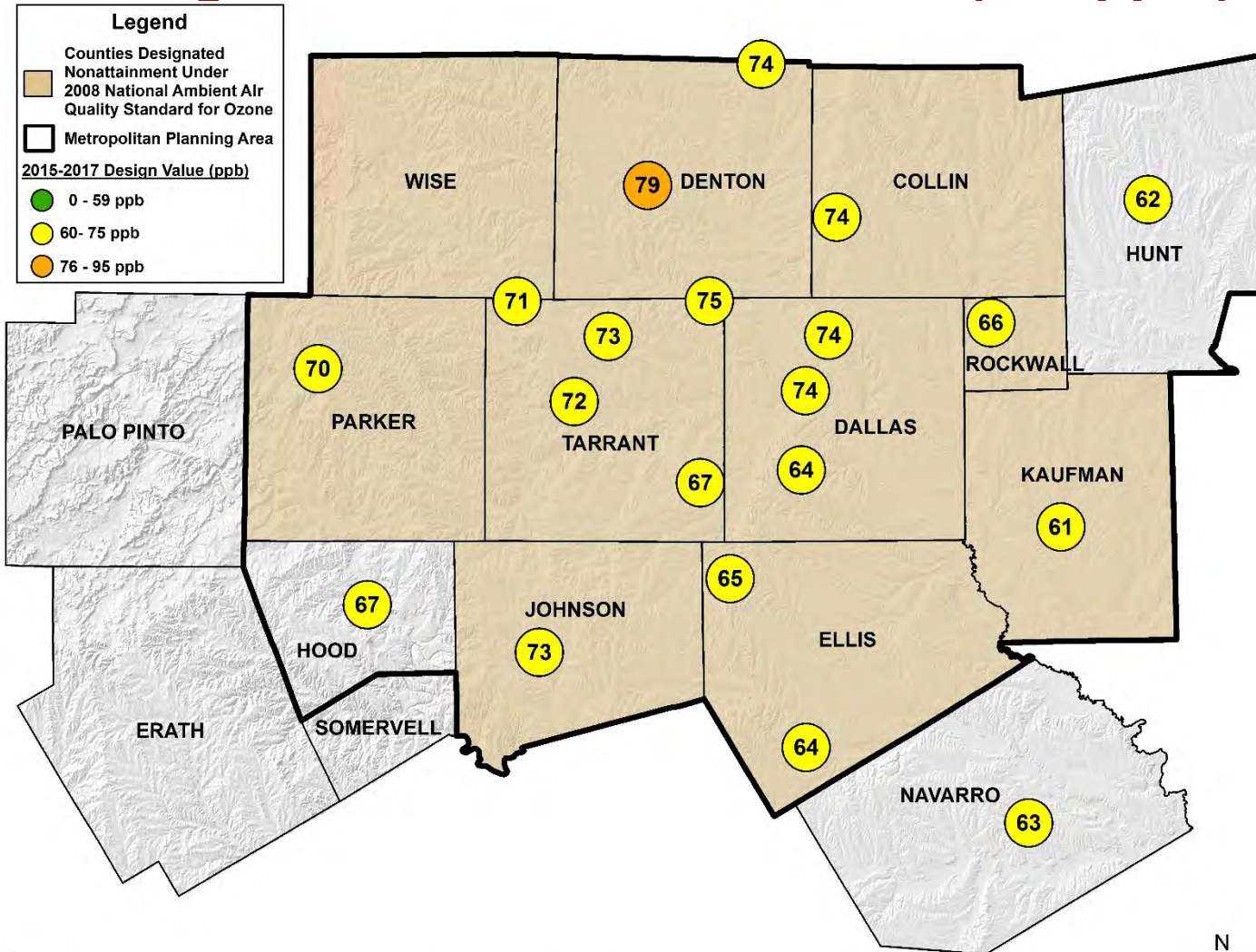


NO_x AND VOC HISTORICAL TRENDS



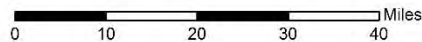
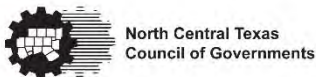
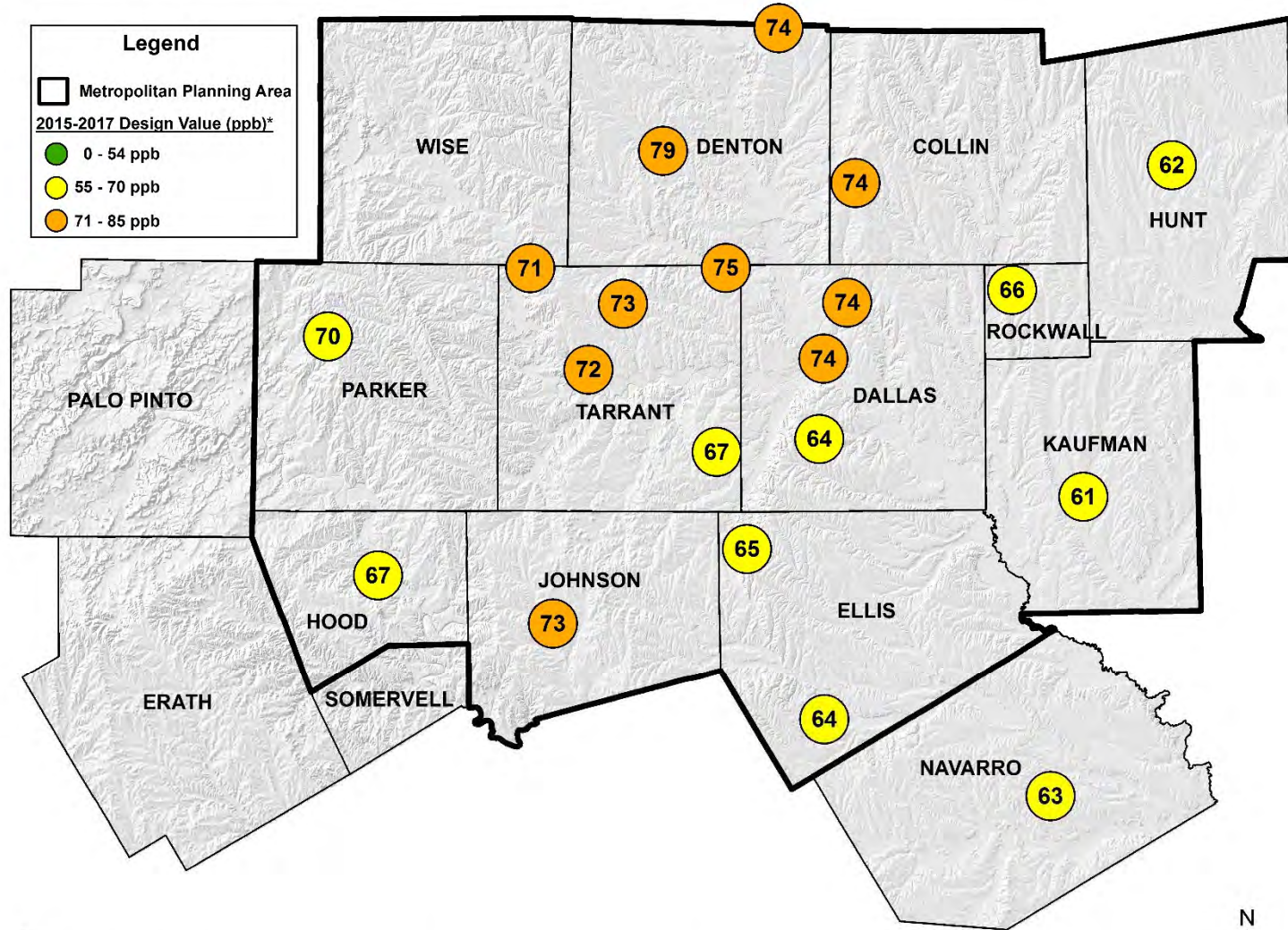
MONITOR EXCEEDANCES

2008 Eight-Hour NAAQS for Ozone (≤ 75 ppb)



MONITOR EXCEEDANCES

2015 Eight-Hour NAAQS for Ozone (≤ 70 ppb)



Not a full year of data. Current as of 11/27/2018

2015 EIGHT-HOUR NAAQS FOR OZONE

Air Quality Designations for the 2015 NAAQS for Ozone

November 16, 2017:	EPA designated 2,646 counties as Attainment/Unclassifiable and three counties as Unclassifiable. <i>(Note: Hood and Hunt Counties were not included in this list)¹</i>
January 16, 2018:	Final Rule Effective Date
TBD:	Final Rule Designating Nonattainment Counties

¹<https://www.gpo.gov/fdsys/pkg/FR-2017-11-16/html/2017-24640.htm>

2016-2017 AIR NORTH TEXAS PARTNER AWARDS

Outstanding Advertising:

Hood County Clean Air Coalition

Outstanding Initiative:

UNT Health Science Center

Outstanding Partner Involvement:

City of Plano

**Outstanding Outreach &
Arlo Ambassador:**

City of Dallas

Partner of the Year:

City of Grand Prairie



LOOKING FORWARD

Monitoring Next Steps Associated to the Region's Design Value being Higher than the 75 ppb Standard

Monitoring EPA's Final Designations and Associated Rules to the 70 ppb Standard

Conducting a Transportation Conformity Analysis on Mobility 2045

Enhancing the Regional Communications Plan

Continuing to Develop and Implement Mobile Source Emission Reduction Programs

Composing Letter to TCEQ on NO_x and VOC Ratios

CONTACTS

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(817) 608-2342
JNarvaez@nctcog.org

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Whitney Vandiver
Communications Coordinator
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Wvandiver@nctcog.org

**REGIONAL TRANSPORTATION COUNCIL POLICY ON SH 161 AND SOUTHWEST
PARKWAY/CHISHOLM TRAIL TOLL EQUITY LOAN FEE AND RELEASE, AND TIMING
OF SH 161 UP-FRONT PAYMENT
(P10-05)**

In February 2010, the Texas Transportation Commission (TTC) approved the form of a toll equity loan agreement (TELA) for SH 161 and form of an agreement to enter into a supplemental toll equity loan for the Southwest Parkway/Chisholm Trail. The TELA requires the North Texas Tollway Authority (NTTA) to pay a fee of 3 percent per year, beginning ten years after the effective date of the TELA. The TELA fee provision was added by TTC at the end of the negotiations. This fee is estimated to be an average of \$4.7 million per year for SH 161 and \$3.0 million for Southwest Parkway/Chisholm Trail. The fee will be collected starting in year 11 and extend the length of time NTTA requires TxDOT's financial assistance. Upon release of the toll equity loan commitment for both projects, the TELA fee will no longer apply. Therefore, the Regional Transportation Council (RTC) finds it necessary to adopt the following policy positions.

1. As a result of the negotiated value for SH 161 and the integration of Southwest Parkway/Chisholm Trail under one project, the Regional Transportation Council supports the return of any TELA fees to NTTA. In fact, in order to reduce costs it is requested that the fees be waived or paid by NTTA into a separate NTTA fund. The Regional Transportation Council is suggesting that the most important projects that this money could be used for is to get SH 161 and the Southwest Parkway/Chisholm Trail to construction. The RTC recommends to TxDOT that NTTA fees be permitted to advance only NTTA projects requested by NTTA and recommended by the RTC to TxDOT. Failure to eliminate or return these fees to NTTA will make it more difficult for NTTA to fund RTC priority toll projects.
2. The Regional Transportation Council requests that NTTA release TxDOT of the toll equity loan commitment as soon as reasonably financially feasible in order to reduce the risk of potential draws on funds in the Unified Transportation Program for the Dallas-Fort Worth region.
3. The Regional Transportation Council does not support a payment extension of the up-front payment for SH 161 of more than six months.
4. The RTC instructs staff to develop an agreement with NTTA, and, if possible, TxDOT either (1) effecting the foregoing waiver or payment into an NTTA fund of any TELA fees or (2) committing the RTC to request from the Commission, and then return to NTTA, any TELA fees, consistent with the provisions of this policy.

**AGREEMENT BETWEEN THE NORTH TEXAS TOLLWAY AUTHORITY AND
THE REGIONAL TRANSPORTATION COUNCIL CONCERNING RETURN
OF FEE PAYMENTS UNDER TOLL EQUITY LOAN AGREEMENT**

This Agreement is entered into between the North Texas Tollway Authority (NTTA) and the Regional Transportation Council (RTC). The purpose of this Agreement is to memorialize the agreement by RTC to return to NTTA all TELA Fees (as defined below) received by or available to RTC for project selection and to designate State Highway 161 (SH 161) and/or Southwest Parkway/Chisholm Trail (SWP/CT) as the transportation project(s) in the Dallas-Fort Worth region for the application of the TELA Fees.

RECITALS:

WHEREAS, NTTA, a regional tollway authority and a political subdivision of the State of Texas, is authorized to develop and operate turnpike projects within the Counties of Collin, Dallas, Denton, and Tarrant pursuant to Chapter 366 of the Texas Transportation Code;

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area by the Governor of the State of Texas in accordance with federal law, with the proviso that RTC be the decision-making group for regional transportation policy;

WHEREAS, NCTCOG is a regional planning commission and a political subdivision of the State of Texas, authorized under Texas Local Government Code, Chapter 391;

WHEREAS, RTC, comprised primarily of local elected officials, is the regional transportation policy body of NCTCOG, and has been and continues to be a regional forum for cooperative decisions on transportation, thereby fulfilling its responsibilities as the cooperative transportation decision-making group of NCTCOG;

WHEREAS, RTC's Bylaws and Operating Procedures (Bylaws) spell out the manner in which RTC shall fulfill its responsibilities as the cooperative transportation decision-making group of NCTCOG;

WHEREAS, consistent with the Bylaws, RTC and TxDOT entered into that certain Memorandum of Understanding Regional Revenue Sharing Fund for Surplus Toll Revenues and CDA Concession Payments dated January 3, 2007 (the Project Selection MOU) whereby TxDOT and RTC agreed that selection of projects to be financed using funds in the regional revenue sharing account established for the region served by NCTCOG shall be made by RTC, subject to concurrence of the Texas Transportation Commission (Commission);

WHEREAS, NTTA and TxDOT entered into that certain Project Agreement State Highway 161 dated July 30, 2009, as amended, assigning certain rights and responsibilities between NTTA and TxDOT for the development, construction, operation, maintenance and financing for SH 161;

WHEREAS, to provide support for NTTA's efforts to develop, construct, operate, maintain and finance SH 161, TxDOT established a toll equity loan commitment on NTTA's behalf in accordance with that certain Toll Equity Loan Agreement dated _____, 2010¹ between NTTA and TxDOT (TELA);

¹ The TELA may not be executed before this Agreement is signed, so language will need to be slightly modified.

WHEREAS, NTTA and TxDOT are negotiating a Project Agreement Southwest Parkway/Chisholm Trail Project that, if executed, will assign certain rights and responsibilities between NTTA and TxDOT for the development, construction, operation, maintenance and financing for SWP/CT;

WHEREAS, to provide support for NTTA's efforts to develop, construct, operate, maintain and finance SWP/CT, TxDOT has agreed to supplement the TELA to increase the toll equity loan commitment on NTTA's behalf in accordance with that certain Agreement To Enter Into Supplement to Toll Equity Loan Agreement dated _____, 2010² between NTTA and TxDOT (Agreement to Supplement);

WHEREAS, under Section 2.06 of the TELA, on the first day of the fiscal year following the 10th anniversary of the date of the TELA and on the first day of each fiscal year thereafter, NTTA is required to pay to TxDOT a non-refundable amount equal to three percent of that fiscal year's Maximum Available Annual Amount (as defined in the TELA) (TELA Fee), and TxDOT is required to apply the TELA Fee to the cost of transportation and air quality projects in the Dallas-Fort Worth region as authorized by law that are selected by RTC, subject to concurrence by the Commission;

WHEREAS, NTTA executed the TELA and the Agreement to Supplement with the understanding and in reliance that RTC would select SH 161 and/or SWP/CT as the transportation projects in the Dallas-Fort Worth region for the application of the TELA Fees, thereby causing the return to NTTA of the amount of any TELA Fees available to RTC for project selection;

WHEREAS, RTC passed Regional Transportation Council Policy on SH 161 and Southwest Parkway/Chisholm Trail Toll Equity Loan Fee and Release, and Timing of the SH 161 Up-Front Payment (P10-05) dated April 8, 2010 addressing the subject matter of this Agreement and authorizing its execution; and

WHEREAS, NTTA and RTC desire to enter into this Agreement to evidence RTC's agreement to select SH 161 and/or SWP/CT as the transportation projects in the Dallas-Fort Worth region for the application of the TELA Fees, thereby causing the return to NTTA of the amount of any TELA Fees available to RTC for project selection.

AGREEMENT:

NOW THEREFORE, in consideration of these premises, NTTA and RTC agree to the following:

1. NTTA hereby requests, and RTC hereby selects, subject to Commission concurrence, SH 161 as a transportation project in the Dallas-Fort Worth region for the application of any TELA Fees. Except as set forth in section 2 below, RTC shall not select any other transportation project or air quality project for the application of any TELA Fees, unless requested by NTTA. RTC agrees to take such further action as may be required by TxDOT or NTTA to further evidence its selection of SH 161 for such purpose.
2. Conditioned upon the toll equity loan commitment under the TELA being increased pursuant to the Agreement to Supplement to provide support for the NTTA's efforts to develop, construct, operate, maintain and finance SWP/CT, NTTA hereby requests and RTC hereby selects, subject to Commission concurrence, SWP/CT as a transportation project in the Dallas-

² The Supplement may not be executed before this Agreement is signed, so language will need to be slightly modified.

Fort Worth region for the application of any TELA Fees. RTC agrees to take such further action as may be required by TxDOT or NTTA to further evidence its selection of SWP/CT for such purpose.

3. NTTA shall notify RTC each time it makes a payment of a TELA Fee to TxDOT, and RTC shall promptly thereafter take all action necessary to cause TxDOT to transfer the amount of the TELA Fee to NTTA or otherwise apply the amount of the TELA Fee to SH 161 and/or SWP/CT. The parties intend that upon the RTC's selection, and Commission's concurrence, of either SH 161 or SWP/CT as a transportation project in the Dallas-Fort Worth region for the application of any TELA Fees, TxDOT will return the amount of any TELA Fee directly to NTTA. If TxDOT instead transfers the amount of any TELA Fee to RTC, RTC shall immediately notify NTTA of the amount received from TxDOT and shall return such amount to NTTA within one business day of receipt of such amount.

4. NTTA or RTC, as applicable, each represents to the other that (i) it is duly organized and validly existing and has all requisite power and authority to conduct its business as now being conducted, (ii) it is not in default under or in violation of any provision of the documents, laws and regulations governing its formation and existence, (iii) it has full power and authority to enter into, execute and deliver this Agreement and to perform fully its obligations hereunder, (iv) it has taken all action required by any statute, law, code, regulation, or other state or federal legislative, executive or administrative requirement or by its charter, by-laws or other organizational documents to authorize the execution and delivery of and performance of its obligations under this Agreement, (v) this Agreement has been duly, validly and properly executed and delivered by NTTA or RTC, as applicable, and, assuming due authorization, execution and delivery by the other party, constitutes a valid and binding legal obligation of NTTA or RTC, as applicable, enforceable against the said party in accordance with its terms, (vi) the execution, delivery and performance of this Agreement, and the transactions contemplated hereby, do not and will not (a) conflict with or result in any violation of or constitute a breach or default under any provision of (I) any statute, law, code, regulation, or other state or federal legislative, executive or administrative requirement generally applicable to the transactions contemplated hereby, other than any violation, breach or default that would not have a material adverse effect on the transactions contemplated hereby or (II) any of the charter, by-laws or other organizational documents applicable to or governing the creation and existence of NTTA or RTC, as applicable, (b) violate, conflict with or result in a violation or breach of, or constitute a default (with or without due notice or lapse of time or both) under, or permit the termination of, or require any notice under, or require the consent of any other party to, any note, bond, indenture, license, agreement or other instrument or obligation to which NTTA or RTC, as applicable, is a party, or (c) violate any judgment to which NTTA or RTC, as applicable or any of its assets is bound or subject, and (vii) no notice to and no permit, authorization, consent or approval of any governmental entity or other person or entity is necessary for the performance by NTTA or RTC, as applicable, of its obligations under this Agreement.

5. The recital clauses set forth above are true and correct and are incorporated herein by reference.

6. All notices and communications hereunder shall be in writing and shall be deemed to be duly given when received by facsimile, hand delivery, certified mail, return receipt requested to the parties hereto at the following addresses:

If to NTTA: North Texas Tollway Authority
5900 W. Plano Parkway, Suite 100
Plano, Texas 75093
Attention: Executive Director
Fax no: (972) 930-2622

If to RTC: Regional Transportation Council
616 Six Flags Drive
Arlington, Texas 76011
Attention: Director of Transportation
Fax No: (817) 608-2315

or at such other address as either party may have furnished to the other party in writing.

7. This Agreement contains the entire agreement of the parties hereto with respect to the subject matter hereof and supersedes all previous understandings as to the subject matter of this Agreement. Furthermore, this Agreement may be modified or amended only by a writing executed by all parties hereto or their respective successors or assigns, as applicable.

8. This Agreement shall be governed by and construed in accordance with the laws of the State of Texas, excluding any choice of law rules which might require the application of the laws of another jurisdiction.

9. This Agreement shall be binding upon and inure to the benefit of NTTA and RTC and their respective successors and assigns, including, without limitation, any successor public agency or other body to NTTA or RTC. Neither NTTA nor RTC shall assign its interest in this Agreement without the prior written consent of the other party to this Agreement, except as provided in the preceding sentence or as otherwise provided by law.

10. Insofar as the TELA Fees will not accrue, if at all, until after the 10th anniversary of the date of the TELA, it is an essential term of this Agreement that the parties hereby commit to use best efforts to ensure that the benefits provided herein remain in effect irrespective of changes in legislation or to the Project Selection MOU occurring subsequent to the date hereof or for any other reason. NTTA and RTC will, upon request by either party, execute, acknowledge or deliver such further instruments, documents or other writings and do such further acts as either party deems necessary, desirable or proper to carry out the purposes of this Agreement and the intent of the parties. Without limiting the foregoing, if at any time RTC either (i) is expected to lose or (ii) has lost its ability to fully perform its obligations hereunder, RTC, for itself and on behalf of any affiliated entities controlling RTC, under RTC's control or subject to RTC's influence, commits to use best efforts to promptly cause the assumption of RTC's obligations hereunder by such party or parties to which the ability to perform such obligations then resides. Further, RTC will use best efforts to cause the TELA Fees to be made available to RTC and to obtain Commission concurrence to a disposition of those TELA Fees in accordance with this Agreement.

11. This Agreement may be executed in a number of identical counterparts, each of which for all purposes is deemed an original, and all of which constitute, collectively, one agreement, but in making proof of this Agreement, it shall not be necessary to produce or account for more than one such counterpart.

Executed on 7.23, 2010.



Allen Clemson
Executive Director
North Texas Tollway Authority
a regional tollway authority and
political subdivision of the State of Texas



Michael Morris, P.E.
Staff Director
Regional Transportation Council
the regional transportation policy body of NCTCOG



5900 West Plano Parkway | Plano, Texas 75093 | (214) 461-2000 | Fax (214) 528-4826 | www.ntta.org

NOTICE OF TERMINATION
OF
TOLL EQUITY LOAN COMMITMENT

November 1, 2017

VIA CERTIFIED MAIL
VIA EMAIL (brian.ragland@txdot.gov)
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483
Attn: Chief Financial Officer

VIA CERTIFIED MAIL
VIA EMAIL (kelly.selman@txdot.gov)
Texas Department of Transportation
Dallas District Office
4777 East Highway 80
Mesquite, Texas 75150
Attention: District Engineer

VIA CERTIFIED MAIL
VIA EMAIL (jeff.graham@txdot.gov)
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483
Attn: General Counsel

VIA CERTIFIED MAIL
VIA EMAIL (Loyl.bussell@txdot.gov)
Texas Department of Transportation
Ft. Worth District Office
2501 Southwest Loop
Fort Worth, Texas 76133
Attn: District Engineer

Re: Toll Equity Loan Agreement dated as of April 1, 2011 (as supplemented, the "TELA"; capitalized terms used but not defined herein shall have the meanings ascribed to such terms in the TELA) by and between the North Texas Tollway Authority ("NTTA") and the Texas Department of Transportation ("TxDOT")

Ladies and Gentlemen:

Under Section 2.06 of the TELA, NTTA hereby notifies TxDOT that a refunding, payment or legal defeasance of all of the outstanding principal amount of and any unpaid interest on the Senior Project Debt has occurred on the date hereof, the effect of which is to terminate the Toll Equity Loan Commitment.

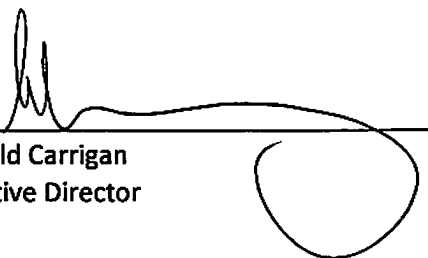
Since no advances were ever made under the Toll Equity Loan Commitment, and thus no amounts are outstanding under the Toll Equity Loan, NTTA hereby requests that you mark "cancelled" and return to the undersigned the original Toll Equity Loan Note. Further, with the payment or defeasance of the Senior Project Debt and no sums owing TxDOT under the TELA, the Trust Agreement has been terminated and discharged on the date hereof.

NTTA hereby thanks TxDOT for their support in providing the TELA, which was instrumental in the development of the President George Bush Turnpike Western Extension and the Chisholm Trail Parkway.

Please call me if you have any questions concerning this notice.

Sincerely,

NORTH TEXAS TOLLWAY AUTHORITY

By: 
Name: Gerald Carrigan
Title: Executive Director

cc: Michael Morris, P.E.
Ken Kirkpatrick
Horatio Porter
Dana Boone
Dena DeNooyer Stroh
Kevin Twining
Greg Schaecher

**MUTUAL TERMINATION OF AGREEMENT CONCERNING RETURN OF
FEE PAYMENTS UNDER TOLL EQUITY LOAN AGREEMENT**

This Mutual Termination is between the North Texas Tollway Authority ("NTTA") and the Regional Transportation Council ("RTC," together with NTTA, collectively, the "Parties").

WHEREAS, the Parties entered into that certain Agreement between the North Texas Tollway Authority and the Regional Transportation Council Concerning Return of Fee Payments under Toll Equity Loan Agreement dated July 23, 2010 (the "Agreement"); and

WHEREAS, the Texas Department of Transportation's commitment to fund advances under the TELA (as defined in the Agreement) has terminated, and NTTA never paid, and is no longer required to pay, the TELA Fee (as defined in the Agreement); and

WHEREAS, the Parties, having performed and fulfilled all of their obligations under the Agreement, desire to mutually terminate the Agreement.

NOW, THEREFORE, the Parties, in consideration of these premises and of their mutual covenants and agreements, agree as follows:

1. The Parties mutually terminate the Agreement, and all of their respective rights and obligations thereunder are terminated, without liability to any party, and are of no further force or effect. The Parties fully release and discharge one another from any and all reimbursements, claims, demands, and liabilities of any kind arising under or in connection with the Agreement.
2. This Mutual Termination may be executed in any number of counterparts, which together shall constitute one original document. Delivery of an executed signature page to this Mutual Termination by facsimile or other electronic transmission shall be effective as delivery of a manually signed counterpart of this Mutual Termination.

IN WITNESS WHEREOF, the Parties have duly executed this Mutual Termination effective as of November 1, 2017.

REGIONAL TRANSPORTATION
COUNCIL

NORTH TEXAS TOLLWAY AUTHORITY

By: _____



Michael Morris, P.E.
Staff Director

By: _____



Horatio Porter
Chief Financial Officer



NORTH TEXAS TOLLWAY AUTHORITY

5900 West Plano Parkway | Plano, Texas 75093 | (214) 461-2000 | Fax (214) 528-4826 | www.ntta.org

November 8, 2017

Regional Transportation Council
Attn: Transportation Staff Director
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Dear Michael,

I am pleased to inform the Regional Transportation Council (RTC) that on November 1, 2017, the North Texas Tollway Authority (NTTA) completed a \$2.5 billion bond refinancing transaction. The refinancing resulted in debt service savings and the release of the Texas Department of Transportation (TxDOT) and the RTC from the financial commitments under or related to the 2010 Toll Equity Loan Agreement (TELA). The TELA was an effective tool to expedite the development of the President George Bush Turnpike Western Extension (PGBT WE) and the Chisholm Trail Parkway (CTP) projects.

As you know, the TxDOT TELA support enabled NTTA to issue debt to build the PGBT WE and CTP projects sooner than planned and with a higher credit rating, resulting in millions of dollars saved. NTTA was able to refinance the debt for these projects by issuing new NTTA System debt. The NTTA appreciates the spirit of partnership that exists between our agencies to advance projects that benefit the DFW region.

Sincerely,

A handwritten signature in black ink, appearing to read "Gerry Carrigan", is written over a large, circular, stylized flourish or scribble.

Gerry Carrigan
CEO/Executive Director

cc: Horatio Porter
Dena DeNooyer Stroh

SUMMARY OF TRANSPORTATION FUNDING PROGRAMS

The following summaries provide brief descriptions of transportation funding program categories, including the category number (as defined by the Texas Department of Transportation (TxDOT)), category name, description, and the entity or entities that make project selection decisions for each category. The first table includes funding categories associated with “roadway” type funding and the second table inventories “transit” type funding, though some roadway funds can be used for transit projects.

State and Federal Roadway Funding Categories

CATEGORY NUMBER	CATEGORY NAME	DESCRIPTION	SELECTED BY
1	Preventive Maintenance and Rehabilitation	Preventive maintenance and rehabilitation on the existing state highway system, including: (A) Preventive maintenance - minor roadway modifications to improve operations and safety; and (B) Rehabilitation - installation, rehabilitation, replacement, and maintenance of pavement, bridges, traffic control devices, traffic management systems, and ancillary traffic devices. Funds are formula allocated.	TxDOT
1P1	Proposition 1- Preventive Maintenance and Rehabilitation	The Proposition 1 (Prop 1) amendment authorized a portion oil and gas tax revenues that typically go into the Economic Stabilization Fund to be deposited to the State Highway Fund. Funds may be spent to engineer, acquire right-of-way, move utilities, construct, and maintain public highways (transit, bicycle/pedestrian, and toll roads are ineligible). Projects must be on the Interstate Highway System or on the State Highway System. This category includes Prop 1 projects selected using the Category 1 maintenance formula and criteria. Selected by the Metropolitan Planning Organization (MPO) in consultation with TxDOT.	TxDOT
2M/2U	Metropolitan and Urban Corridor Projects	Mobility and added capacity projects along a corridor that decrease travel time and the level/duration of traffic congestion, and increase the safe and efficient movement of people and freight in metropolitan and urbanized areas. This category is split into two types of funding: 1) Metropolitan Corridor (2M) projects are within the boundaries of a Transportation Management Area (TMA), like Dallas-Fort Worth, and 2) Urban Corridor Projects (2U) are in areas without a TMA, like Sherman-Denison. Funds are formula allocated. These funds are generally approved through the Unified Transportation Program (UTP) or 10 Year Planning process. Selected by the MPO in consultation with TxDOT.	TxDOT/MPO

CATEGORY NUMBER	CATEGORY NAME	DESCRIPTION	SELECTED BY
2MP1	Proposition 1- Metropolitan Corridor Projects	<p>The Prop 1 amendment authorized a portion oil and gas tax revenues that typically go into the Economic Stabilization Fund to be deposited to the State Highway Fund. Funds may be spent to engineer, acquire right-of-way, move utilities, construct, and maintain public highways (transit, bicycle/pedestrian, and toll roads are ineligible). Projects must be on the Interstate Highway System or on the State Highway System. This category includes Prop 1 projects selected using the Category 2 metropolitan corridor formula and criteria. Funds are formula allocated.</p>	TxDOT/MPO
3	Non-Traditionally Funded Transportation Projects	<p>Transportation related projects that qualify for funding from sources not traditionally part of the state highway fund, including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Proposition 14, pass-through toll financing, unique federal funding (like TIGER discretionary funds), regional toll revenue, Regional Transportation Council/Local funds (RTC/Local), and local participation funding above the required 20 percent match.</p> <p>Below is additional information about several of these sub-categories:</p> <ul style="list-style-type: none"> • Regional Toll Revenue (RTR) funds include toll proceeds from toll project agreements. RTR funds may include up-front payments by tolling entity, excess revenue payment by tolling entity, or interest accrued on these funds. RTR funds can be spent on state highway system, public transit, or air quality projects. They are selected by the RTC with strong participation levels from local agencies (cities, counties, etc.). The Texas Transportation Commission has final approval via minute order. • RTC/Local funds are local funds created by and available to the RTC. The funds are general created through federal/local funding swaps. Projects are selected by the RTC, and primarily consist of for air quality, sustainable development, and study-type projects. • Proposition 14 funds are revenue bonds backed by future dollars in the State Highway Fund (Fund 6). The funds may be spent to acquire right-of-way, build, maintain and police public roadways, and to enforce traffic and safety laws. • Proposition 12 are revenue bonds backed by the State's general fund. The funds may be spent to acquire right-of-way, build, maintain and police public roadways, and to enforce traffic and safety laws. 	Local Government/ Transportation Agencies/ TxDOT/ MPO/US DOT

CATEGORY NUMBER	CATEGORY NAME	DESCRIPTION	SELECTED BY
3TDC (MPO)	Transportation Development Credits (Metropolitan Planning Organization)	A financial accounting tool approved by the Federal Highway Administration that allows states to use federal funding to offset a local match. These credits are non-cash credits allocated to states (and later to regions) as a representative value to account for toll road and tolled managed lanes that benefit the federal system. This category of Transportation Development Credits (TDCs) are selected by the MPO.	MPO
3TDC (TTC)	Transportation Development Credits (Texas Transportation Commission)	A financial accounting tool approved by the Federal Highway Administration that allows states to use federal funding to offset a local match. These credits are non-cash credits allocated to states as a representative value to account for toll road and tolled managed lanes that benefit the federal system. This category of TDCs are selected by the Texas Transportation Commission (TTC).	TTC/TxDOT
4	Statewide Connectivity Corridor Projects	Mobility and added capacity projects on major state highway system corridors, which provide statewide connectivity between urban areas and corridors to create a highway connectivity network composed of the Texas Highway Trunk System, National Highway System, and connections from those two systems to major ports of entry on international borders and Texas water ports. Generally used in rural (non-urban) areas.	TTC
4P1	Proposition 1- Statewide Connectivity Corridor Projects	The Prop 1 amendment authorized a portion oil and gas tax revenues that typically go into the Economic Stabilization Fund to be deposited to the State Highway Fund. These funds may be spent to engineer, acquire right-of-way, move utilities, construct, and maintain public highways (transit, bicycle/pedestrian, and toll roads are ineligible). Projects must be on the Interstate Highway System or on the State Highway System. This category includes Prop 1 projects selected using the Category 4 statewide connectivity corridor formula and criteria.	TxDOT
4-3C	Category 4 Congestion, Connectivity, Corridor (3C) projects	The Congestion Connectivity Corridor (3C) program is designed to provide connectivity for interstates and major freight/trade corridors, and enables the use of Category 4 funds in urban areas. Projects should be prioritized and selected based on criteria consistent with House Bill 20. Funds are formula allocated using the Category 2 formula. Projects are selected by the TxDOT District in consultation with the MPO.	TxDOT
5	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Designed for air quality or transit projects that address attainment of national ambient air quality standard in the nonattainment areas (currently Dallas-Fort Worth, Houston, and El Paso). Funds cannot be used to add capacity for single-occupancy vehicles. Projects selected by MPOs. Funds are formula allocated. Selected by the MPO in consultation with TxDOT.	MPO

CATEGORY NUMBER	CATEGORY NAME	DESCRIPTION	SELECTED BY
5 (FLEX)	Congestion Mitigation and Air Quality Improvement Program – Flex Funds	Fixing America’s Surface Transportation Act (FAST Act) legislation enabled up to 50 percent of CMAQ funds to be converted to a more flexible funding source. Fund eligibility is similar to Category 7 funds (see below). Projects selected cooperatively with TxDOT and MPOs. This funding category is not utilized regularly.	TxDOT/MPO
6	Bridges	Replacement or rehabilitation of eligible bridges on and off the State Highway System (functionally obsolete or structurally deficient). Replacement of existing highway-railroad grade crossings, and the rehabilitation or replacement of deficient railroad underpasses on the State Highway System. Specific locations evaluated by a cost-benefit derived index.	TxDOT Bridge Division
7	Surface Transportation Block Grant (STBG) Program	Designed for mobility (roadway or transit) and air quality projects that address transportation needs within Metropolitan Area boundaries with populations of 200,000 or greater. Projects are selected by the MPO in consultation with TxDOT. This program was previously called Surface Transportation Program- Metropolitan Mobility (STP-MM). Funds are formula allocated.	MPO
8	Safety	Safety related projects both on and off the state highway system including the federal Highway Safety Improvement Program, Railway-Highway Crossing Program, Safety Bond Program, and High Risk Rural Roads Program. Safe Routes To School projects previously authorized remain in Category 8, but new Safe Routes to School projects are managed under Category 9 (see below).	TxDOT
9 (TE)	Transportation Enhancement (TE) Program	Previous federal aid program for the construction of on-road and off-road trail facilities for pedestrian, bicycle, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. This program has been renamed as the Transportation Alternatives-Set Aside Program (TA-Set Aside), but several projects are currently under construction with older TE funds.	TxDOT/MPO

CATEGORY NUMBER	CATEGORY NAME	DESCRIPTION	SELECTED BY
9 (TAP)	Transportation Alternatives – Set Aside Program [Formerly called the Transportation Alternatives Program (TAP)]	Federal aid program for the construction of on-road and off-road trail facilities for pedestrian, bicycle, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. This program also includes the Safe Routes to Schools Program. Projects are selected through competitive calls for projects at the regional and state levels. Funds are formula allocated. Under the recently enacted, FAST Act, the State/MPO 50/50 Allocation continues. The RTC selects a portion of TAP funds and TxDOT selects another portion.	TxDOT/MPO
10	Supplemental Transportation Projects	Transportation related projects that do not qualify for funding in other categories, including landscape and aesthetic improvement, erosion control and environmental mitigation, construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, and similar facilities, replacement of railroad crossing surfaces, maintenance of railroad signals, construction or replacement of curb ramps for accessibility to pedestrians with disabilities, and miscellaneous federal programs. Previous federal earmarks often appear in this funding category. Green Ribbon funds would also appear under Category 10.	TxDOT/ Congress/ Other Agencies (e.g., Texas Parks and Wildlife)
11	District Discretionary	Projects on the State Highway System selected at the TxDOT district's discretion.	TxDOT District
11P1	Proposition 1- District Discretionary	The Prop 1 amendment authorized a portion oil and gas tax revenues that typically go into the Economic Stabilization Fund to be deposited to the State Highway Fund. These funds may be spent to engineer, acquire right-of-way, move utilities, construct, and maintain public highways (transit, bicycle/pedestrian, and toll roads are ineligible). Projects must be on the Interstate Highway System or on the State Highway System. This category includes Prop 1 projects selected using the Category 11 district discretionary formula and criteria.	TxDOT District
12	Strategic Priority	Projects with specific importance to the State including those that generally promote economic opportunity, increase efficiency on military deployment routes or retain military assets in response to the federal military base realignment and closure reports, maintain the ability to respond to both manmade and natural emergencies, and provide pass-through toll financing for local communities.	TTC

CATEGORY NUMBER	CATEGORY NAME	DESCRIPTION	SELECTED BY
12 Clear Lanes	Strategic Priority – Clear Lanes	Clear Lanes provides funding for congestion relief projects in metropolitan areas with over 1 million in population, which includes Austin, Dallas, Fort Worth, Houston, and San Antonio. Projects in this category should be listed on the Top 100 Most Congested Roadways list. These funds are formula allocated.	TTC
12 (425)	Strategic Priority – 425 Plan	Additional funds awarded to the region from TxDOT to advance “ready to let” projects. No additional funds are available in this category, but projects are still under construction using these funds.	TxDOT/MPO
12 (C)	Strategic Priority – Category 5 Reconciliation	Funding from a previous reconciliation of CMAQ funds with TxDOT. The funds are intended for air quality projects within the non-attainment area. No additional funds are available in this category, but existing projects are still under construction using these funds. Selected by the MPO in consultation with TxDOT.	MPO
12 (S)	Strategic Priority – Category 7 Reconciliation	Funding from a previous reconciliation of STP-MM/STBG funds with TxDOT. The funds can be used on mobility (roadway or transit) and air quality projects that address transportation needs within Metropolitan Planning Area boundary. No additional funds are available in this category, but existing projects are under construction or letting soon with these funds. Selected by the MPO in consultation with TxDOT.	MPO
SBPE	TxDOT PE Funds	Funds TxDOT uses for engineering/design services for projects on the state highway system.	TxDOT
S102	TxDOT ROW Funds	Funds TxDOT uses for right-of-way acquisition or utility relocation for projects on the state highway system.	TxDOT

Federal Transit Section Funding Categories

CATEGORY NUMBER	CATEGORY NAME	DESCRIPTION	SELECTED BY
Section 5307	Urbanized Area Formula Program	Provides for the distribution of capital assistance and operating assistance (under specific guidelines) to transit operators in Urbanized Areas.	MPO/TxDOT
Section 5309	Fixed Guideway Capital Investment Grant Program	Provides Congressional discretionary funds for new transit start-ups, rail modernization, bus fleet, and other major transit projects (including Small Starts and New Starts Program).	Congress
Section 5310	Enhanced Mobility of Seniors and Individuals with Disabilities Program	Provides transportation services for seniors and individuals with disabilities that increases mobility options through capital and limited operating assistance funds.	MPO/TxDOT Districts
Section 5311	Nonurbanized Area Formula Program	Provides for the distribution of capital assistance and operating assistance to state agencies, local public bodies, nonprofit organizations, and operators of public transportation services outside the Urbanized Areas of the State.	TxDOT
Section 5337	State of Good Repair Program	Provides funding for the maintenance, rehabilitation, and replacement of capital assets used for rail transit and high intensity motor bus systems to ensure that public transit operates safely, efficiently, reliably, and sustainably.	MPO
Section 5339	Bus and Bus Facilities Program	Provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.	MPO/TxDOT/ Congress

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

Air Quality Funding Opportunities for Vehicles

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

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

Current Vehicle Grant Funding Opportunities

	Eligible Focus Areas									Eligible Applicant Type
	Heavy-Duty Vehicles						Light-Duty Vehicles			
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology	
<p>Click the links below for a program description and relevant dates and details.</p> <p>AirCheckTexas Drive a Clean Machine Program</p>							X			General Public
<p>Federal and State Incentives and Laws (Including Tax Credits)</p>	X	X	X	X	X		X	X		Private Sector
<p>Fleets for the Future</p>	X					X	X			Public Sector
<p>Updated Incentives! Propane Vehicle Incentives for Texas</p>	X	X		X		X	X	X		Public Sector, Private Sector
<p>Opens December 11! Rebate Grants</p>	X	X	X	X						Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

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

10/31/2017 9/21/2017 BMM/G

Upcoming DFW Clean Cities Events

Annual Meeting and Fleet Recognition Ceremony – *Lunch Provided with RSVP*

11 am, Wednesday, December 13, 2017

NCTCOG Offices

[RSVP Here](#) by December 7

**Immediately after the meeting, DFW Clean Cities will host a webinar with Metropolitan Area Planning Council on time-limited hybrid and plug-in hybrid fleet purchasing opportunities; webinar begins at 1 pm.*



**Dallas-Fort Worth
CLEAN CITIES**

Webinar: **Idle Reduction Strategies for Public Fleets**

1:30 pm, Tuesday, January 30, 2018

Details and Registration Link will be Available at
www.dfwcleancities.org/webinars

For More Events, Visit www.dfwcleancities.org/events

Volkswagen Settlement Information

Background:

In 2016, courts determined that Volkswagen had violated the Clean Air Act by deliberately selling diesel vehicles equipped with technologies that tricked emissions testing. These vehicles violated federal emissions requirements, polluting up to 40 times as much as regulations allowed.

This ruling resulted in a settlement totaling \$14.7 billion, which included the following major components:

- \$10 billion set aside for consumer and dealer compensation
- \$4.7 billion to implement new projects that reduce Nitrogen Oxides (NO_x) emissions.
 - This will be done through two initiatives
 - Zero Emission Vehicle (ZEV) Investment Program, which will be managed through [Electrify America](#).
 - An Environmental Mitigation Trust, which will be used for projects that primarily clean up emissions from old heavy-duty diesel engines. Funds will be distributed through the states and is proportional to the number of polluting vehicles sold in each area.

Environmental Mitigation Trust (EMT)

As part of the settlement, Texas could receive up to \$209 million for new projects. Appendix D-2 of the [Amended 2.0L Partial Consent Decree](#) outlines eligible projects and reimbursement levels.

October 2, 2017, was considered the "Trust Effective Date" and started a 60-day clock for the State of Texas to file as a Beneficiary and identify a Lead Agency. This is the first step toward these funds being available in Texas; if the State of Texas does not file as a Beneficiary within 60 days, the State will forfeit its portion of the funding. The Trustee must publish a list of Beneficiaries 120 days from the Trust Effective Date. NCTCOG anticipates that the earliest funding will be available would be Spring 2018.

Key Resources for Environmental Mitigation Trust:

- [DERA Option](#)
- [Eligible Mitigation Actions](#) (EPA Comparison of EMT and DERA Option Funding Levels)
- [Eligible Mitigation Actions](#) (Environmental Defense Fund Summary List)



Key Resources for Environmental Mitigation Trust:

- [DERA Option](#)
- [Eligible Mitigation Actions](#) (EPA Comparison of EMT and DERA Option Funding Levels)
- [Eligible Mitigation Actions](#) (Environmental Defense Fund Summary List)



ZEV Investment

Electrify America selected 11 metropolitan areas where it will help install new community charging infrastructure, which will be located at high-traffic, publicly accessible locations. Additional funds will be devoted to installing new DC fast-charging infrastructure along interstate highways nationwide.

Key Resources for ZEV Investment:

- [Electrify America](#)
- [EPA Approved National ZEV Investment Plan](#)

NCTCOG Involvement

Over 10,000 violating vehicles were registered in North Texas, and there is significant potential for new projects in the DFW area as a result of the Volkswagen Settlement. NCTCOG is leading efforts to provide feedback on ways to maximize the benefits of any funding received in Texas, especially for the DFW area. NCTCOG is collaborating with local governments, fellow regional agencies, and industry stakeholders on potential use of these funds. Most NCTCOG efforts have been focused on the EMT.

- NCTCOG submitted comments on the draft EMT. Comments focused on the principle that the Trust should be administered in a way that ensures funding of as many eligible activities as possible, thus optimizing NO_x emission reductions achieved.
- NCTCOG provided [comments](#) to the Governor's office encouraging the State to (1) take advantage of EMT funds (2) designate the Texas Commission on Environmental Quality as the lead agency for Texas, (3) distribute available funds through Councils of Governments, and (4) allocate funds to specific regions based on a variety of criteria. If the recommendations are accepted, NCTCOG could receive \$63 million to administer through the North Texas area.
- NCTCOG is gathering information on fleet interest to help prepare and plan for possible upcoming funding:



- NCTCOG also submitted a [proposal](#) to Electrify America encouraging investment in Texas and outlining local priorities related to electric vehicles (EVs). Although North Texas was not included in the first round of Electrify America Investment, NCTCOG will continue to monitor the program and will submit additional suggestions in the future.

Recent NCTCOG Presentations

- [August 2017 Public Works Council Meeting](#)
- [August 2017 Regional Transportation Council Meeting, Agenda Item 14](#)
- [June 2017 Volkswagen Settlement Initial Regional Meeting](#)

Key Resources

- [Consumer Settlement Information: Emissions Settlement Program](#)
- [Texas Clean Air Working Group Volkswagen Settlement Workshop](#)
- [EPA site on Volkswagen Settlement](#)
- [National Association of State Energy Officials Volkswagen Toolkit](#)
- [National Association of State Energy Officials and National Association of Clean Air Agencies Clearinghouse](#)

For more information, please contact Lori Clark at (817) 695-9232 or LClark@nctcog.org.

10/18/2017 AP/IMG

[CONTACT US](#) | [SITE MAP](#) | [LEGAL](#) | [SYSTEM REQUIREMENTS](#)



North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888

Main Operator: (817) 640-3300 | Fax: (817) 640-7806

Quick Take

What:

Traffic Counts: Information provided by the North Central Texas Council of Governments, Texas Department of Transportation, municipalities and private companies. This data is used for a variety of purposes intended to improve the quality of life of residents of the Dallas-Fort Worth area.

Significance:

Traffic counts provide valuable data used in the transportation planning process and in economic development and assessment studies. In a growing region such as Dallas-Fort Worth, the counts provide information to help residents, employers and governments make decisions that improve mobility.

By the Numbers:

180 million

The combined number of miles traveled on the average workday by the 6 million vehicles registered in the Dallas-Fort Worth area. NCTCOG maintains a website offering historical traffic counts throughout the region.

Traffic Counts Play Integral Role in Planning

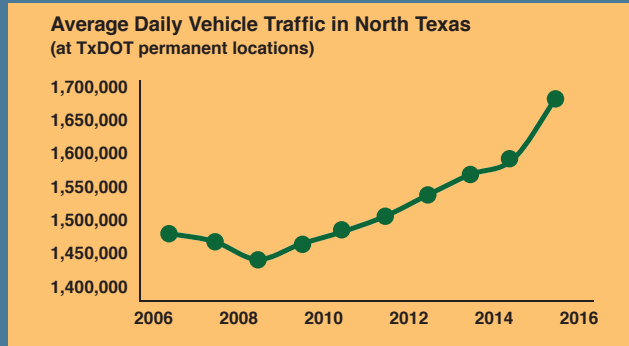
Roadways are the part of the North Texas transportation system affecting virtually everyone who calls the region home or visits for business or pleasure. They connect employees to work, shoppers to stores and transit users to stations. How do we ensure that as the region grows, the roads will continue to take people where they need to go?

Traffic counts are collected regularly to provide planners, traffic engineers and developers with information that helps with decision-making. The goals are to improve the existing transportation infrastructure and assess the economic activity and potential of a road or an intersection to a city or the region.

One element involved in the allocation of funds is the existing or forecast vehicular demand on the roads. If a road becomes congested, one way to improve reliability is to add lanes. If an intersection becomes too busy, its operation can be improved through the retiming of traffic signals. The demand on these roads and intersections can be assessed by counting the number of vehicles that travel on them at a specific time interval, often a 24-hour period.

Average daily traffic at permanent counting stations has increased each year since 2009, when it fell slightly due to the effects of the recession. It is important to understand where traffic is heaviest so transportation resources can be used most effectively. Several companies collect information on travel times and rank the congestion of different regions. This information supplements the data collected by NCTCOG and the Texas Department of Transportation.

Developers and employers use detailed information about traffic counts to help determine where to locate their operations. For example, there is a strong correlation between potential patrons of a restaurant and the number of vehicles that traverse the road where the restaurant is located. Similarly, traffic impacts real estate decisions. When planning housing, it is important to measure the current number of vehicles using the existing roads and estimate how many vehicles will be added after the housing units are built.



Source: TxDOT

Average daily traffic in North Texas has climbed consistently since the end of the recession.

FACTSheet

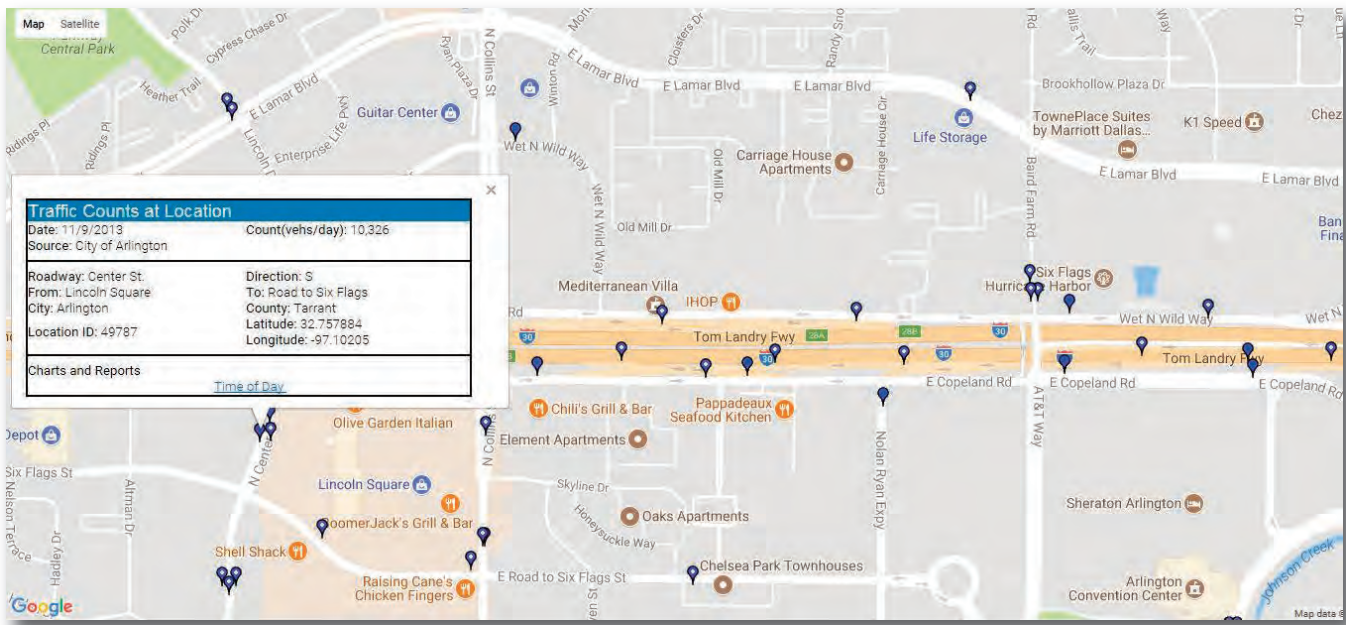
For transportation planning agencies such as NCTCOG, collecting traffic counts is crucial for the calibration and validation of the travel demand model, which is used to forecast traffic volumes on the main roads for up to 30 years. The travel demand model forecasts the future vehicular demand on the transportation network by means of sophisticated algorithms that are estimated based on the current demographics and the characteristics of the existing roadways. The most recent traffic counts are then compared with estimates from the travel model to produce reliable forecasts.

Computer simulations produced by the travel demand model allow planners, engineers and decision-makers to identify the roads that need to be improved or built. This helps keep congestion below critical levels and assure reasonable travel times for the majority of the population.

NCTCOG has integrated a database of historical traffic counts for 50,000 locations in 16 counties. These traffic counts have been assembled from data collected by NCTCOG, cities and TxDOT. The traffic counts database is available at www.nctcog.org/trafficcounts and features a user-friendly website interface that can display data counts by vehicle, time of day and at permanent counting stations. Turning movements can also be reported.

North Texas will spend billions of dollars over the next two-plus decades to improve its multimodal transportation system. But there are more needs than resources. Traffic counts are a crucial piece of the puzzle that planners and policymakers can consider when determining where to allocate the limited transportation resources. This data is useful in making the system work efficiently today and can also assist planners as they project the needs for decades to come.

Counting Cars to Improve Reliability



A variety of information is available to motorists and decision-makers through NCTCOG's historical traffic count website. This map provides an example of traffic in the Arlington Entertainment District.



North Central Texas Council of Governments

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MINUTES**Regional Transportation Council
PUBLIC MEETINGS*****Mobility 2045: The Long-Range Transportation Plan for North Central Texas******Funding Opportunities for Vehicle and Fueling Infrastructure Projects******High-Occupancy Vehicle Technology Update******Regional Traffic Signal Retiming Program*****Meeting Dates and Locations**

The North Central Texas Council of Governments (NCTCOG) held public meetings as follows:

1. Tuesday, Oct. 10, 2017 – 6:00 pm – Ella Mae Shamblee Library (Fort Worth); attendance: 4; moderated by Dan Lamers, Senior Program Manager
2. Wednesday, Oct. 11, 2017 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 14; moderated by Natalie Bettger, Senior Program Manager
3. Monday, Oct. 16, 2017 – 6:00 pm – Garland Central Library (Garland); attendance: 37; moderated by Chris Klaus, Senior Program Manager

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015. Staff presented information about:

1. Mobility 2045: The Long-Range Transportation Plan for North Central Texas – presented by Kevin Feldt
2. Funding Opportunities for Vehicle and Fueling Infrastructure Projects – presented by Bailey Muller (Fort Worth); Allix Philbrick (Arlington and Garland)
3. High-Occupancy Vehicle Technology Update – presented by Dan Lamers (Fort Worth); Natalie Bettger (Arlington and Garland)
4. Regional Traffic Signal Retiming Program – presented by Gregory Masota (Fort Worth and Arlington); Natalie Bettger (Garland)

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

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

Summary of Presentations

Summary of Mobility 2045: The Long-Range Transportation Plan for North Central Texas presentation: <http://www.nctcog.org/trans/outreach/meetings/2017/10/Mobility%202045.pdf>

The Metropolitan Transportation Plan is required by federal law. This financially-constrained plan guides expenditures of federal and state funds, identifies policies, programs and projects for continued development and represents a blueprint for the region's multimodal transportation system.

The MTP development process maximizes the existing transportation system through infrastructure maintenance, management and operations, and growth, development and land-use strategies. Strategic infrastructure investments include transit, HOV and managed lanes, and freeways, tollways and arterials.

NCTCOG staff are working on the latest version of the MTP, Mobility 2045, and will incorporate latest project developments and planning initiatives into the document, including high-speed rail, modern people movers and emerging technologies.

Next steps include finalizing partner projects, the financial forecast, and policy, program, and project recommendations. Additional public meetings will be held in January as well as April and May. The RTC will take action on Mobility 2045 on June 14, 2018.

Summary of Funding Opportunities for Vehicle and Fueling Infrastructure:
<http://www.nctcog.org/trans/outreach/meetings/2017/10/Funding.pdf>

There are many funding opportunities available for vehicle and fueling infrastructure. Major funding programs include Fleets for the Future, the Texas Emissions Reduction Program (TERP) and the Volkswagen Settlement. Funding is also available for light-duty vehicles, heavy-duty vehicles and school buses. More information on funding opportunities can be found at www.nctcog.org/airquality.

Summary of High-Occupancy Vehicle Technology Update:
<http://www.nctcog.org/trans/outreach/meetings/2017/10/Auto%20Tech.pdf>

An HOV vehicle is eligible to receive a 50 percent discount during peak periods on managed lanes in the Dallas-Fort Worth region. In order to receive said discount, drivers must first download the Drive on TEXpress app, register their TollTag and schedule their carpooling trips. NCTCOG staff have spent the last three years researching technological methods to detect the number of people in cars in the least obtrusive way possible in order to more efficiently and effectively provide the HOV discount.

The auto occupancy detection and verification technology project seeks to demonstrate the success of technology for automatically detecting and verifying vehicle occupancy on tolled managed lane facilities. The project also seeks to eliminate the need for drivers to activate HOV status every time they qualify for a carpool discount.

Staff are working with Carma Technology Corporation to create a car beacon, which reads a driver's cell phone/occupant beacon. The number of vehicle occupants is recorded in the phone app, the vehicle's TollTag is read at the gantry and occupancy information is time-stamped in the app. Once timestamped, the customer is then charged the correct toll.

A pilot for the program is being conducted on the DFW Connector corridor. Results will be shared with STTC and the RTC in January/February 2018, and a system-wide deployment is scheduled for May 2018.

Summary of Regional Traffic Signal Retiming Program:

<http://www.nctcog.org/trans/outreach/meetings/2017/10/Signal%20Retiming.pdf>

The Regional Traffic Signal Retiming Program seeks to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming. Another program, the Minor Improvement Program improves the capacity of existing roadways by implementing low-cost operational improvements, thereby enhancing mobility and improving air quality. A call for projects for both programs is initiated every three years.

To be eligible for the 2017 RTSRP Call for Projects, 80 percent of the traffic signals cannot have been retimed since 2013, signals must be located along a route of significance and no construction can be planned for two years. To be eligible for the 2017 Minor Improvements Call for Projects, signals must be located along a route of significance, the funding request cannot exceed \$50,000 and no construction can be planned for two years.

Project proposals were due on October 13, 2017, and projects will be selected by STTC and the RTC in December 2017.

**ORAL COMMENTS RECEIVED AT MEETING
(Meeting location in parenthesis)**

Mobility 2045: The Long-Range Transportation Plan for North Central Texas

Dave McElwee, TARG/AARG (Arlington)

A. Eminent domain

Question: How do you deal with Eminent domain issues?

Summary of response by Kevin Feldt: We do not implement transportation projects. Our role is to identify need and feasibility. However, right-of-way issues are prevalent on almost every project. The responsibility to acquire right of way depends on the type of facility, but the preference is to usually acquire right of way without eminent domain.

Comment: How have they dealt with that process in the past?

Summary of response by Kevin Feldt: I'm not too familiar with the process, but the first task is usually to identify a need for a facility. I also know there is a requirement to notify property owners within 300 feet of the facility. You might want to contact one of the transportation agencies or TXDOT to obtain more information.

Christine Hubley, Citizen (Garland)

A. Lake Corridor project in Collin County

Comment: I am opposed to the Lake Corridor project being added to the Mobility 2045 Plan. Many of us moved out to that part of Collin County to enjoy a quiet and rural lifestyle. A freeway would destroy that. We don't want new roadways through our area. I am also at odds with some of the data in your presentations. You're using end results to justify the means.

Paul Tucker, Citizen (Garland)

A. Lake Corridor project in Collin County

Comment: I'm not interested in roadway activity south of FM 1378. I'm interested in activity north of FM 1378 towards SH 121. I've lived there since 1983 and have attended public meetings for the last 20 years. We're going to see major growth in the future and are already seeing it in Anna, Melissa, Wylie, Frisco, Prosper, etc. I want to maximize my property value.

John Donaghey, Citizen (Garland)

A. Lake Corridor project in Collin County

Comment: I am against the Lake Corridor project. I prefer to see real data before we spend billions of dollars to build new roadways. City councils often align with developers and don't represent their constituents.

Dixon Glaze, Citizen (Garland)

A. Lake Corridor project in Collin County

Comment: Please negate the whole Lake Corridor project.

Lawrence Neyman, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: Please encourage members of the RTC to come to these public meetings so they can hear our feedback. We don't want to be faced with giving up our lifestyle. No one wants a roadway at their doorstep. We don't want it and we don't need it in Collin County. It will destroy the environment.

Greg Sims, Citizen (Garland)

- A. Lake Corridor project in Collin County

The real problem is the amount of growth we're facing. Let's go back to Collin County and tell them it doesn't make sense to expand. Let's grow the roadway system somewhere else.

Carl Glaze, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: We're sacrificing local people to accommodate population growth. The idea of projecting growth 25 or 30 years into the future is ludicrous.

Cathy Riggins, Citizen (Garland)

- A. Lake Corridor project in Collin County

Question: How likely is it that the Lake Corridor plan will take effect?

Summary of response by Kevin Feldt: It is difficult to say because we've only conducted a small amount of work. We still need to go through the environmental process.

Summary of response by Dan Lamers: We cannot do additional work in the corridor until it is in the Plan. We don't implement projects. We determine transportation needs. We analyze historic and local government trends in order to project future needs.

- B. Coordination with the U.S. Army Corp of Engineers

Question: Will you coordinate with the USACE?

Summary of response by Dan Lamers: Yes, it's a public process and requires multiple public meetings and multiple discussions with partners and stakeholders before final decisions are made.

Mark Volpi, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: I am opposed to the Lake Corridor. I understand they are just lines on a map, but the lines run right down my street. I go fishing on Lake Lavon with my daughter.

Summary of response by Dan Lamers: The RTC approves the Plan. When one part of the region needs something, the region works as a whole to come up with a solution. We've gone to the local staff and elected officials in eastern Collin County. We've had several meetings with them and project information is available to public.

Trish Donaghey, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: We purchased our property in 1978. We love it out there and don't see the congestion. The map displays where the road will be, which is on the peninsula. How many lanes will be under ground? Why are there discrepancies between Collin County and NCTCOG population projections?

Summary of response by Dan Lamers: I don't believe any part of the project will be under ground. What was shown was a hypothetical cross section. The Collin County study was based on information we provided. The studies also served different purposes.

Jamie Shahan, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: I commute to UT Southwestern for work. I chose to live in Wylie because of it's quiet nature, and I want to voice my opposition. What is the process moving forward?

Summary of response by Dan Lamers: When the environmental study moves forward, public meetings will be held and property owners will be notified. However, the process could take several years, depending on complexity. Members of the public and local governments are also welcome to weigh in on alternative solutions.

Mike Berkmyro, Citizen (Garland)

- A. Lake Corridor project in Collin County

Comment: I am opposed to the Lake corridor. It will destroy remaining natural resources in Collin County. Do your internal studies warrant the proposed Lake Corridor freeway?

Summary of response by Dan Lamers: Collin County conducted their own work. We only provided data. Nobody is an island in this region. We have a very complex system of travel patterns and there are a lot of people who do not have a north/south commute option right now.

Funding Opportunities for Vehicle and Fueling Infrastructure

Greg Hladik, University of Texas at Arlington (Arlington)

- A. Funding for EV charging stations on college campuses

Question: Are funds available to install EV charging stations on college campuses?

Summary of response by Allix Philbrick: I will follow up with you after the meeting and provide you with more information.

High-Occupancy Vehicle Technology Update

Margaret Neyman, Citizen (Garland)

- A. Detecting people in a vehicle

Question: How does the high-occupancy vehicle technology detect people?

Summary of response by Natalie Bettger: The technology detects people through the phone app or an occupant beacon. You can request the occupant beacon.

Tyler Sims, Citizen (Garland)

- A. Smart phone applications

Question: Do I need to download a phone app for every new roadway system?

Summary of response by Natalie Bettger: You only need one app to take advantage of the HOV discount. We're working with TxDOT to implement the technology on all state facilities.

Regional Traffic Signal Retiming Program

John Worley, Citizen (Garland)

- A. Signal retiming map

Question: Is there a traffic signal retiming map? How can I obtain a copy?

Summary of response by Natalie Bettger: I will send you a link to the map.

- B. Street distance

Question: What is the street distance requirement for this program?

Summary of response by Natalie Bettger: The distance does not matter. The street, however, must possess 8 traffic signals along its corridor or in its grid system.

Other

Trish Donaghey, Citizen (Garland)

- A. FM 1378

Comment: There needs to be a right turn lane where FM 1378, also known as Country Club Road, meets Lucas Road. The backup at that particular intersection stretches several miles.

Summary of response by Natalie Bettger: I will provide you with my business card and look into what we have done with your request in the past.

Citizen #1 (Garland)

- A. Continuation of DART rail line

Question: What are the contingencies for continuing the DART rail line into Collin County?

Summary of response by Kevin Feldt: I am not familiar with specifics, but I know contingency depends on the transportation agency providing the service.

Kathy Lotzer, Citizen (Garland)

A. Railroad in Collin County area

Comment: The railroad runs behind my house. Is our voice going to be strong enough to stand up against the railroad?

Summary of response by Dan Lamers: I don't know anything about the railroad. However, if you are able to provide more specific information, we'd be happy to take a look at it.

WRITTEN COMMENTS FROM PUBLIC MEETINGS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Dan Mingea	Citizen	Lake corridor in Collin County	Attachment 1
Tyler Sims	Citizen	High-occupancy vehicle and fueling infrastructure projects	Attachment 2
Greg Sims	Citizen	Lake Corridor in Collin County	Attachment 3
Lawrence Neyman	Citizen	Lake Corridor in Collin County	Attachment 4
Mike Berkmyro	Citizen	Lake Corridor in Collin County	Attachment 5
James Boughton	Citizen	Lake Corridor in Collin County	Attachment 6
Dixon Glaze	Citizen	Lake Corridor in Collin County	Attachment 7
Jaime Shahan	Citizen	Lake Corridor in Collin County	Attachment 8
Trish Donaghey	Citizen	Lake Corridor in Collin County	Attachment 9
John Donaghey	Citizen	Lake Corridor in Collin County	Attachment 10
Paul Tucker	Citizen	Lake Corridor in Collin County	Attachment 11
Mark Volpi	Citizen	Lake Corridor in Collin County	Attachment 12

Tommie & Judy Elliott	Citizens	Lake Corridor in Collin County	Attachment 13
Connie Ener	Citizen	Lake Corridor in Collin County	Attachment 14
Christopher Hubley	Citizen	Lake Corridor in Collin County	Attachment 15
Ron Wilson	Citizen	Lake Corridor in Collin County	Attachment 16
Kathy Lotzer	Citizen	Lake Corridor in Collin County	Attachment 17
Linda Garber	Citizen	Lake Corridor in Collin County	Attachment 18
Thomas Kriehn	Lake Highlands "L" Streets	Transit updates	Attachment 19



Public Meeting Comment Form

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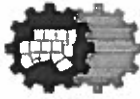
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Name DAN MINGEA
 Organization _____
 Date 10/16/2017
 Meeting Location GARLAND

Please provide written comments below:

THE LAKE CORRIDOR WILL DESTROY
 ESTABLISHED NEIGHBORHOODS,
 BUSINESSES, & ENVIRONMENT.
 IT WILL CAUSE LIGHT POLLUTION,
 NOISE POLLUTION, AIR POLLUTION,
 HIGHWAY DEBRIS.
 PER COG TX DOT "MAY" HELP
 FINANCE, PER COLLIN CO, NO TAX
 INCREASE, PER COG, GAS TAX
 (20¢) NOW WILL ↑ BY 18.3¢.
 NO LAKE CORRIDOR!



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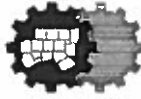
Name Tyler Sims
 Organization _____
 Date 16 October 2017
 Meeting Location Garland Library

Please provide written comments below:

The "H.O.V. app"... Is this a system/app to be used with all ~~HOV Roads~~ Road sections deemed HOV, Toll Roads to pay to use? Is this going to be linked with all of Texas HOV/Toll Roads? I understand currently, that there are cameras and mailed HOV/Toll Road fees, that "increase" or have "hidden fees", such as; a single person driving in such an HOV lane would be charged at a higher rate, ^{and} or 2+ passengers, with expired tags, are seen on camera, and are mailed the hidden fee.

Do I need to pull over, for every new state, or new road - such as 75 becomes 45, and research what app to drive with?

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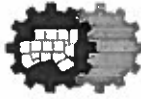
Name Greg Sims
 Organization _____
 Date 10/16/2017
 Meeting Location Garland Library

Pg 1/2

Please provide written comments below:

1. The Current Major Roadway Recommendations on the published comprehensive pdf file shows expansion of Parker Road thru Wylie to downtown Ballard Street will place significant increase to the historic section of Wylie. A better route for traffic north east & through Wylie is to expand Park to take this traffic east to Sky View, all the way to SH78. Partitioning traffic south to Gubanks Rd & W Allen Rd, would place south bound traffic on FM 544, this would provide access to G Bush toll way, and to Dalrock Rd. Please consider a plan that benefits the most traffic and not the Intermodal yard only.
2. Widening E Parker Rd south of Park Blvd in the turn, will significantly endanger the members of the Church & the patrons to the Veterinary.
3. Laron Dr @ FM 1378 needs overpass interchange.

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Name Greg Sims
 Organization _____
 Date 10/16/2017
 Meeting Location Garland

Pg 2/2

Please provide written comments below:

4. Please provide references to the Collin County ~~area~~ Department that is engaged in attracting businesses to Eastern Collin County.
5. Please increase the RTC body to include non-city officials & rural area elected members to represent people outside the other members of the community covered by this planning committee.
6. What are the plans (current & future) to alleviate bottlenecks currently impairing traffic flows?
7. There is not enough water supply & treatment facilities to support the growth projections! Plans moving forward should curb all growth where other infrastructure is unavailable.



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Name Lawrence Neyman

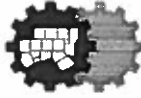
Organization _____

Date 10/16/17

Meeting Location Garland Central Library

Please provide written comments below:

Is the Kreuzer and Troy Rd. road expansion from
SH 78 to Stonewall Road back on the list of active road
construction/expansion in the Mobility 2045 plan?



Public Meeting Comment Form

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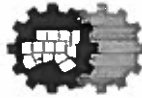
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Name Mike Berkmyro
 Organization _____
 Date October 16 2017
 Meeting Location Oakland Public Library

Please provide written comments below:

I am against the proposed Lake corridor freeway.
 I believe the proposed lake freeway will permanently
 destroy the extremely valuable Lavin Lake public
 resource. The proposed Lake corridor will forever change
 the face of the only lake in Collin County causing
 our next generations to grow up without the serene
 beauty of the lake as it is now. In addition to
 destroying the natural beauty, serenity, and recreation
 opportunities the proposed Lake Freeway also has
 dramatic environmental impacts to environmentally
 sensitive areas of the lake. NO to the
 Proposed Lake Freeway



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Name James Kerin Boughton
 Organization resident of affected proposal for Lake Laron
 Date October 16, 2017
 Meeting Location Garland Central Library, Garland, Texas

Please provide written comments below:

I am a resident of Collin County and live in the path of the proposed Lake Laron corridor for freeway routing. I am strongly apposed for this corridor freeway proposal. I have lived here most all of my life and graduated from Wylie school district. I consider this home just as anyone else who has a home would. There is no reason to displace any residents over a freeway proposal project. Citizens should not have to choose between their home and livelihood over such proposals. Please vote down the proposed Lake Corridor option crossing Lake Laron to 380. It is the right and moral thing to do for those ~~at~~ resident citizens

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affected.
 Thank you.
 Sincerely
 James K. Boughton
 affected Collin County resident



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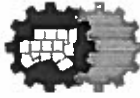
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Name Jaime Shahan
 Organization _____
 Date 10/16/17
 Meeting Location garland central library

Please provide written comments below:

We live in Wylie, Texas and recently purchased a
lot on Troy Road near the LAKE (NEXT TO 2671 Troy)
we plan to have a quiet country home there with
our small family. We are extremely concerned
about the proposed routes being detrimental to
our family, children, and our land. We oppose
the proposed route through this area and feel
that it will negatively impact Wylie and our
hope for the future on our land.



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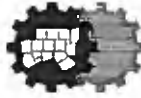
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Name Mrs. Trish Donaghey
 Organization Contact for ~ 250 landowners
 Date 10-16-17
 Meeting Location Garland Centrl. Library Brand-Culleoka turnpike

Please provide written comments below:

- ① How many lanes will be underground?
- ② What study was used by NCTCOG to project density + Why is it so different from Collin County's numbers? 2.1 M vs. 3.4 M
- ③ How would you like to serve your country during Vietnam, work a combined 70 yrs. w/your spouse, buy your dream property, build your dream house, + 20 yrs. later learn a 6-lane "70 mph freeway" will ruin it?!

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Name Mark Volpi
 Organization Homeowner on Troy Road
 Date 10/16/2017
 Meeting Location Nicholson Library

Please provide written comments below:

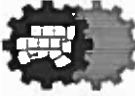
Questioning the need for an additional North-South freeway running through Collin & Dallas county given the anticipated growth and the paradigm shift in transportation that will occur in the next 20 yrs.

- Request demographic info/need
- a website

- new technology
(i.e) AV to the summiting

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quickst way to make sure it does not get on 45?



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Name TOMMIE & JUDY ELLIOTT

Organization _____

Date 10-16-17

Meeting Location GARLAND CENTRAL LIBRARY 625 AUSTIN GARLAND, TX

Please provide written comments below:

THE STATE TOOK OUR HOME OF 27 YEARS BACK IN 2007 TO MAKE
ROAD IMPROVEMENTS. WE ARE 73 AND 69 YEARS OLD NOW. IF THE PROJECT
TAKES ANOTHER 10 YEARS ARE WE GOING TO HAVE TO MOVE AGAIN? THAT'S
WRONG. WE'VE PAID OUR DUES. WHY NOT GO BEHIND US TO EITHER THE
FAR BACK PART OF OUR LAND OR TAKE THE CORPS LAND. NO ONE WILL
LOSE PROPERTY OR HOMES. IT COULDN'T BE ANY MORE EXPENSIVE. THE
EGRETS AND COUDTES WILL BE DISPLAYED, BUT PUT RESTRICTIONS ON
LAND AROUND THE ROAD. THAT'S WHAT THE NATIONAL PARKS DO.
WE'VE LIVED ON THE SAME LAND FOR 37 YEARS. WE DESERVE TO BE
LEFT ALONE IN OUR GOLDEN YEARS. MY HUSBAND IS A DISABLED VET.

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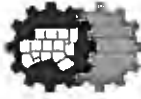
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Name Connie Ener
Organization Landowners in Cullenka - Branch Area
Date 10-16-17
Meeting Location Gaillard Central Library

Please provide written comments below:

I am concerned about the negative environmental impact the Lake Corridor will have if built down SH 121 over Lake Haven & onto GBT. This expressway will cause more pollution, noise, disruption of recreational sailing & boating & pose a serious threat environmentally to lake down which provides water to a multitude of communities. Especially if this becomes a H.E. route.
I am against this Lake Corridor & Bridge. Use existing roadways & expand them as needed for both N-S & E-W development.



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Name Christopher Hubley
 Organization _____
 Date 10/16/2017
 Meeting Location Garland, TX Library

Please provide written comments below:

I am opposed to what is called the "Lake Corridor" LAC that is ~~also~~ a possible addition to the Collin County Strategic Plan. Please ~~do not~~ ~~re~~ improve existing rights of way, instead of disturbing existing or future residents. I am also opposed to any possible crossings of Lake Ray Hubbard for this road or east-west thoroughfares. Please preserve our environment and honor the wishes of residents in more rural parts of Collin County.
 Thank you!



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Name ROU WILSON
 Organization RETIRED DALLAS POLICE DEPT
 Date 10-16-17
 Meeting Location GARLAND Central Lib.

Please provide written comments below:

I AM A 71 YEAR OLD RETIREE . I HAVE A FIXED
PENSION WHICH ALLOWS ME TO PAY MY BILLS
WITH VERY LITTLE LEFTOVER EACH MONTH .
MY WIFE & I HAVE AN AFFORDABLE MORTGAGE
AT OUR PLACE ON FM 982 SOUTH OF
PRINCETON, TX. IF WE ARE FORCED TO LEAVE
THERE IS NO WAY WE CAN RELOCATE
WITHOUT A DRASTIC CHANGE TO OUR BUDGET.



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Name Kathy Lotzer
 Organization self
 Date 10-16-17
 Meeting Location Central Library Garland, TX

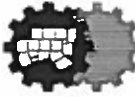
Please provide written comments below:

Please do not put a bridge over Lake Laron. The lake has the seclusion of a getaway + wild life that will not benefit from the traffic going over the bridge.

A higher percentage of vehicles ~~or~~ crossing the bridge will be 18 wheelers. since the Intermodal is just south of the lake. There will be by products, litter, etc from all cars. Eighteen wheelers will have many times that of cars.

There are camp grounds, horse trails, fishing boatings that will be disturbed by the constant movement of vehicles ~~or~~ over on 8 lane highway.

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Name Linda Garber
 Organization Journeys End Farm & Ranch
 Date 10.16.17
 Meeting Location Garber Central Library 625 Austin St. Garbend

Please provide written comments below:

Lake Corridor opposition & Concerns - Again?!
Protection of a major water source, family cemeteries,
animal & bird sanctuaries, etc., not just private land concerns.
Do your environmental studies early on in this
process.
Lack of communication between agencies waste
so much money and citizens time fighting
the same fight.
Progress must happen. No one wants to live by even
a needed highway. I understand that.
Building through this "corridor" cost to the lake
and the surrounding environment, does not outweigh
the benefit to the North Central Texas area.



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4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name THOMAS B. KRIFIAN
 Organization LAKE HIGHLANDS "L" STREETS
 Date 10/16/2017
 Meeting Location NICHOLSON LIBRARY, GARLAND TX

Please provide written comments below:

I'M NOT SOLD ON ROBOT-STEERED AUTOMOBILES, I'D
RATHER UPGRADE THE EXISTING BUS ROUTES. AT D/FW AIRPORT,
I'D LIKE TO SEE REVIVAL AND EXTENSION OF THE AIRTRANS
PROGRAMMER, (SAME MAKE AND MODEL OF ROLLING STOCK
AS THE SKYLINK, BUT WITH A DIFFERENT PAINT SCHEME.)
THE SKYLINK IS DESIGNED FOR TIGHT SECURITY AND THUS
CANNOT BE EXTENDED. THE AIRTRANS SHOULDN'T NEED SUCH
TIGHT SECURITY, UNLESS SOME IDIOT DECIDES TO BLOW
UP A TRAM ANYWAY. THE RED, YELLOW, GREEN, BLUE, AND
AMTRAK TRAM ROUTES COULD BE THE SAME AS PREVIOUSLY.
THERE'S A PROPOSAL FOR LOCATING AMAZON'S H2 PROJECT
AT D/FW AIRPORT. I THINK THE PROPOSAL IS FOR CONVERTING
THE JUNK YARDS ~~ACROSS~~ FROM THE NORTH AND SOUTH
REDUCED PARKING LOTS INTO OFFICE COMPLEXES, WHICH
SHALL BE SERVED BY EXTENSIONS OF THE RED AND BLUE

To submit comments or questions by mail, fax, or e-mail, please send to:
 North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: transinfo@nctcog.org Website: <http://www.nctcog.org/trans>

THE AIRPORT'S BOARD OF DIRECTORS PART, AND THE T SHOULD AVOID SIMILAR FREIGHT LOGISTICS FOR SHIPPING THE LUGGAGE TOWARD HOTELS IN DALLAS, FT. WORTH, ARLINGTON, AND ELSEWHERE.

TRAM ROUTES. THE ~~AMAZON EMPLOYEES~~ ^{OFFICE} ~~WOULD~~ ~~BE~~ ~~IMPORTANT~~ ~~AIRTRANS~~ ~~EXTENSIONS~~ ~~WOULD~~ ~~ORBIT~~ ~~CIRCUMNAVIGATE~~ THE AIRPORT BETWEEN WORKPLACES AND LUNCHOUR HANGOUTS.

MORE IMPORTANT AIRTRANS EXTENSIONS WOULD BE A BROWN LINE WHICH SERVES D/FW NORTH STATION AND TERMINALS A ~~AND B~~, AND A SILVER LINE WHICH SERVES CENTREPORT STATION AND TERMINALS E AND F. I'M NOT SOLD ON EXTENDING ~~THE~~ DARTRAIL'S ORANGE AND COTTONBELT LINES DIRECTLY INTO TERMINAL A, ~~OR~~ ON EXTENDING ~~THE~~ FT. WORTH'S TEXRAIL DIRECTLY INTO TERMINAL B, OR ON EXTENDING THE TRINITY RAILWAY EXPRESS DIRECTLY INTO TERMINAL E. UNTIL THE AIRPORT'S BOARD OF DIRECTORS ~~DOES~~ DECIDES WHAT TO DO WITH THE BROWN AND SILVER TRAM LINES, I'M STUCK ~~WITH~~ ~~THE~~ AIRPORT'S EXISTING SHUTTLE BUSES.

I WOULD PREFER THAT TEXAS CENTRAL'S HIGH-SPEED RAIL SERVICE COULD RUN ALONG STANDARD GAUGE TRACKS AND HENCE ALONG DART RAIL'S BLUE AND ORANGE LINE TRACKS PAST UNION TERMINAL TOWARDS D/FW NORTH STATION, AND THEN ALONG TEXRAIL'S TRACKS BACK SOUTH TOWARDS FT. WORTH'S ITC STATION. UNFORTUNATELY, I'VE READ THAT THE TEXAS CENTRAL CORPORATION WILL USE SHINKANSEN ROLLING STOCK. IN JAPAN, THE SHINKANSEN USES WIDE-GAUGE TRACKS. I'VE READ THAT SKYCHECKS TRUCKDRIVERS ARE COMPLAINING ABOUT OVERHEATED TRUCK CABS. THESE TRUCKDRIVERS WOULD LIKE TO HAVE THE TRUCK CABS AIR-CONDITIONED.

I THINK D/FW AIRPORT'S BOARD OF DIRECTORS SHOULD REVIVE EXTENSION OF THE AIRTRANS SILVER F-FREIGHT LINE DIRECTLY INTO ~~THE~~ SKYCHECKS KITCHEN. AS IT WERE, THE KITCHEN FEATURES A ~~FE~~ FREIGHT TRAM TRACKS THAT DEADEND AT THE INTERNATIONAL PARKWAY.

THE SKYCHECKS TRUCKDRIVERS DRIVE ~~PASSENGER~~ DIRECTLY ONTO THE TARMACS, ENROUTE TOWARDS ASSIGNED AIRCRAFT. ON THE OTHER HAND, I DON'T THINK AMAZON'S TRUCKDRIVERS SHOULD ALSO DRIVE DIRECTLY ONTO THE TARMACS, ENROUTE TOWARDS ASSIGNED FREIGHT AIRCRAFT. INSTEAD, AMAZON'S TRUCKDRIVERS SHOULD DROP THEIR HEMI-CYLINDRICAL SHIPPING CONTAINERS OFF AT A TRUCK TERMINAL (POSSIBLY ACROSS FROM THE SKYCHECKS KITCHEN), WHERE THE CONTAINERS ARE TRANSFERRED ONTO ~~AIRTRANS~~ AIRTRANS SILVER LINE FREIGHT TRAMS, ENROUTE TOWARDS ASSIGNED FREIGHT AIRCRAFT GATES.

KLOTEN AIRPORT LUGGAGE TO AND FROM HOTELS IN DOWNTOWN ZURICH, SWITZERLAND. THUS, SAY, TOURISTS CAN SHIP THEIR LUGGAGE ON AHEAD TOWARDS PRE-RESERVED HOTEL ROOMS, WHILE THEY THEMSELVES GET AN EARLY START ON TOURING THE TOWN.

COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Mobility 2045 Comments

Website and Email

1. Trish Donaghey

Hi Dan,

At the Oct. 16 public meeting, you stated there were no maps by COG that are any more specific than straight lines on a page, like the lines on page 8 of the presentation by Kevin Feldt included in the handout = first map attached below. Further, you stated that any other maps out there that are more specific than this Oct. 16th straight-line map were drawn by the county or TXDOT or NTTA or some other agency, but NOT by COG. Does this mean that maps included in 4 COG presentations on Feb. 16th, Mar. 31st, June 1st, and Sept. 29th were copied from other agencies and then inserted into COG presentations?

Response by Dan Lamers, NCTCOG

Ms. Donaghey,

Thank you for taking the time to request clarification of the work NCTCOG has been doing in cooperation with Collin County and TxDOT. During the public meeting it was not clear which maps were being referred to at various times. What NCTCOG has shown on the maps you attached are from the recent technical study prepared by NCTCOG and represent conceptual, corridor level diagrams that indicate what we have assumed in our technical analysis for the purpose on evaluating potential future demand if such a facility were in place. As I stated repeatedly during the meeting, there has been no detailed roadway alignment or lane configuration recommended at this point. Again, the maps you have attached are indeed NCTCOG maps, however, they are not intended to convey a specific facility alignment or configuration.

Additionally, as I stated during the meeting, we are working with the County on a multimodal system of potential improvements, of which this corridor is one item. A comprehensive state and federally required environmental study will be conducted as part of any decision-making process that recommends a specific alignment or configuration. Through that process, all environmental and social considerations will be reviewed for all reasonable alternatives in the corridor. That process will also include numerous opportunities for public and local official participation.

I hope this brings some clarification to the situation. NCTCOG is approaching this discussion with Collin County officials, TxDOT, and the community with respect and transparency. It is possible that on occasion, with several efforts proceeding at the same time, that there may be a perception of conflicting information. When that happens it is most important that we clarify the situation as quickly as possible. If you have any further questions, please let me know.

2. John and Sherry Worley

Please forward this to the Meeting Moderator if it is deemed appropriate:

I attended the NCTCOG public meeting in Garland last evening (10-16-17). Among the discussions from the audience was the Collin County Thoroughfare Plan with the DETAILED drawing of the proposed new roads. The NCTCOG staff were quite adamant that they had never seen any such detailed location drawing - like the one I held up for all to see and as shown in the attached image. The staff stated that their drawings were general lines and arcs. The staff went on to say that Collin County had "jumped the gun" when they created the drawing.

My first question is: Is my memory correct as to the NCTCOG staff position on the detail maps?

Go to the NCTCOG website at: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>
About halfway down the webpage is: "List of Outreach Meetings". This area contains links to NCTCOG presentations from 9/29/17, 6/1/17, 3/31/17, and 2/16/17. For example:
<http://www.nctcog.org/trans/thoroughfare/documents/CCSRPPresentation9.29.2017.pdf>

Slide 5 is the exact map we were questioning. The map NCTCOG "has never seen".
Slide 6, 10-13, 21-21 are analyses using the exact same map.
Slides 25-30 present additional versions of the exact same map.

Similar slides are included in all of those presentations from earlier dates. The names on the document (as well as the Author in the document properties) are ALL NCTCOG staff. I see NO Collin County staff noted or referenced anywhere in the documents.

Response by Dan Lamers, NCTCOG

Mr. Worley,

It is unfortunate that there is a lot of conflicting information out there regarding who has prepared what. Let me see if I can clarify. First, it was not evident during the meeting which maps were being referred to at various points during the questions and answer period of the meeting. At times someone was referring to maps produced by Collin County staff, at times someone was referring to maps produced by NCTCOG in our current technical study, and at times someone was referring to the maps in the Mobility 2045 presentation that night. I do not recall viewing any particular map that evening, if someone was holding one up I did not see it.

Second, you use the term "detailed". To me a detailed map illustrates something like a cross-section or schematic level map. None of which have been produced by NCTCOG staff. The sample map you have attached is not such a product. If Collin County staff has prepared any such maps, I am unaware of them. I do remember a question regarding a sample cross-section that was developed by Collin County staff, but I made it clear during my response, after receiving clarification from my staff, that it was only an illustration of how a particular lane configuration could potentially fit into a constrained right-of-way, but I believe that was in response to a different question.

As I stated repeatedly during the meeting, there has been no detailed roadway alignment or lane configuration recommended at this point. NCTCOG has done a technical study identifying a north/south transportation need in the corridor and has developed a hypothetical corridor location simply for the purpose of evaluating demand and to determine system level performance. As I also stated during the meeting, we are

working with the County on a multimodal system of potential improvements, of which this is one component. A comprehensive state and federally required environmental study will be conducted as part of any such decision-making process. Through that process all environmental and social considerations will be reviewed for all reasonable alternatives in the corridor. That process will also include numerous opportunities for public and local official participation.

I hope this brings some clarification to the situation. NCTCOG is approaching this discussion with Collin County officials, TxDOT, and the community with respect and transparency. It is possible that on occasion, with several efforts proceeding at the same time, that there may be a perception of conflicting information. When that happens it is most important that we clarify the situation as quickly as possible. If you have any further questions, please let me know.

3. Connie Ener

Hello,

My name is Connie Ener and I am a resident of Culleoka, just outside of Princeton, TX. I understand that the COG and local government officials from throughout Collin County have met 3-4 times now to discuss future thoroughfare routes, including the Lake Corridor tying SH 121 down through Princeton, off of 982 to the Clearlake Peninsula and building a bridge across Lake Lavon to Wylie. I have seen several proposed route maps, but I would like to see the most recent map that was discussed at Friday's closed door meeting.

I know the exact roadways are not yet determined, but I'm sure you all know about where you expect these roadways to go. Also, please advise when the open public meetings will be scheduled as I understand sometime this Fall.

I would also like more information about the Lake Corridor and El Dorado/Loop 399 thoroughfare expansions currently being discussed in your 2017 quarterly meetings, the last of which was yesterday. I would like to see maps of the primary roadway paths being considered.

Response by Chris Reed, NCTCOG

Good morning,

We appreciate your input and understand your concern. Per your request I am sending you the presentations from the Collin County Strategic Roadway Plan meetings held on February 16, March 31, June 1, and September 29. This project is still in the preliminary stages of the planning process, and as such specific alignments have yet to be identified.

At this time the hope is still to schedule a public meeting later this year, although an exact date has yet to be set.

These are very large files, and as such can't all be sent in a single email. Therefore we're sending the files via our Mass Transit FTP site. Please let me know if you don't receive the data, or if you have any additional questions or comments.

4. Dennis Bernardi

- 1) Please breakdown the positive impact of 22% reduction in the East/West Option #3 of the NCTCOG Collin Co Magnitude of Volume Change WITH THE LAVON CORRIDOR FREEWAY
- 2) Please breakdown the NCTCOG Congestion & Delay 2017 report and the Congestion & Delay 2040 report and how this impacts southeast Collin County without the Lake Corridor/Freeway or alternate routes.

5. Becky Bernardi

- 1) Question for Collin County-Clarence Daugherty- Please comment on the 2035 Collin County Mobility Plan without Lake Corridor/Freeway which states there will be an estimated 900,000 in east Collin County. 50,000 - 75,000 Sachse to Nevada St Paul to Wylie 30,000-50,000, Murphy to Wylie 30,000-50,000. West of 78 Skyview to St Paul and Wylie 10,000-20,000. Nevada Hwy 6 to Hwy 78 10,000-20,000. Lavon 30,000-50,000. Copeville to Farmersville 10,000-30,000 Thank you #2 below
- 2) NCTCOG Please breakdown the Congestion & Delay Mobility 2017 & 2040 numbers and how this effects Hwy 78 and east Collin County Thank you

6. Dan Mingea

In 2014-2015, there was a proposal to construct a limited access toll road (Blacklands Corridor) from Greenville westward, connecting with George Bush Turnpike in Garland. This plan was vehemently protested by homeowners and businesses in the path of this highway, and was not supported by any city council along the pathway. Now, North Central Texas Council of Governments and county commissioners have come again, proposing to support the construction of a north-south limited access highway from Highway 380, southward with a bridge across Lake Lavon, through the eastern part of Wylie, and on down to PGBT. As with the previous plan, this new road will disrupt and displace established neighborhoods (eminent domain!) and schools, with untold environmental impact on noise, air quality, water quality, light pollution, quality of life, and road debris. This road, of course, will impact taxes, though commissioners would like to downplay that part. In short, this is a no-win proposal for those caught along the route. Now is the time to make your voice heard at city council meetings, in county commissioners' offices, and at NCTCG. Just say NO!!

7. Nancy Wagner Johnstone

Southwest Dallas County desperately needs mass transit. I'm 70 and disabled; now I can't drive more than about 8 miles. My Clinical Immunologist is 31 miles away, a 62 mile round trip. There aren't any south of I30, and I cannot get medical transportation. I've had to delay my appointment now twice, trying to get a ride.

MINUTES

Regional Transportation Council PUBLIC MEETINGS

Funding Program: Federal/Local Exchanges

Regional Performance Targets for Transit Assets and Roadway Safety

Meeting Dates and Locations

The North Central Texas Council of Governments (NCTCOG) held public meetings as follows:

1. Monday, Nov. 13, 2017 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 6; moderated by Dan Lamers, Senior Program Manager
2. Tuesday, Nov. 14, 2017 – 6:00 pm – North Central Texas Council of Governments (North Richland Hills); attendance: 5; moderated by Dan Lamers, Senior Program Manager
3. Wednesday, Nov. 15, 2017 – 6:00 pm – Richardson Civic Center (Richardson); attendance: 12; moderated by Dan Lamers, Senior Program Manager

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015. Staff presented information about:

1. Funding Program: Federal/Local Exchanges – presented by Adam Beckom (Arlington and North Richland Hills); Brian Dell (Richardson)
2. Regional Performance Targets for Transit Assets and Roadway Safety – presented by Kevin Kroll and Jing Xu (Arlington); Dan Lamers (North Richland Hills and Richardson)

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

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

Summary of Presentations

Summary of Funding Program: Federal/Local Exchanges presentation:

<http://www.nctcog.org/trans/outreach/meetings/2017/11/FedLocExchanges.pdf>

In April 2017, a process to select projects via several funding programs was presented to the Regional Transportation Council. Projects were categorized into 11 programs, and project selection is proposed to occur in stages throughout 2017 and into early 2018.

The purpose of the Federal/Local Funding Exchanges Program is to increase regional revenues through the exchange of federal funds and local funding. This establishes Phase 3 of the RTC/Local program. The intent is to expedite projects and implement ones not eligible for federal funds or projects that would be best implemented without federal funds.

The DART TRIP Program, Glade Road/DFW Airport, TRE Local Swap and Kaufman County/City of Terrell have submitted requests to participate in the program. The DART TRIP Partnership received approval from the RTC in March 2017, and an agreement between DART and NCTCOG/RTC will soon be executed. Additionally, NCTCOG is working on a potential partnership with Haltom City that may be added to the program for either Broadway Ave or Haltom Road.

All partnership details will be finalized before the RTC takes action on the Federal/Local Funding Exchanges Program in January 2018.

Summary of Regional Performance Targets for Transit Assets and Roadway Safety presentation:

<http://www.nctcog.org/trans/outreach/meetings/2017/11/SafetyTAM.pdf>

When monitoring the performance of the regional transportation system, policy emphasis areas must be identified and metrics and targets must be set for them. Additionally, state and partner agency implementation must be tracked and reported over time and transportation performance must be compared to the aforementioned targets.

MPOs are required by federal law to monitor five safety performance targets: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and number of non-motorized fatalities plus serious injuries. MPOs may choose to establish their own targets or adopt the State's targets. NCTCOG is recommending a two percent reduction rate by the end of the reporting period in 2022. It is important to note targets are based on anticipated crashes, not the actual number of crashes that occur. They are also based on a five-year average and will be revisited annually.

DART, FWTA and DCTA are also required to ensure their transit assets are in a state of good repair. These assets include over 700 buses, 300 small buses, 150 light rail vehicles, 150 miles of track, service vehicles, police cars, park and rides and maintenance facilities. Transit asset management practices include regular maintenance, inspections, tracking condition over time, planning for maintenance and replacement costs, and replacing each asset at the appropriate time. Proposed 2018 targets require transit agencies to possess vehicles no longer than 14 years. Vehicles also cannot exceed industry standard service years and agencies should not have any rail track performance restrictions. Additionally, agencies set their own targets that exceed the proposed regional targets.

The RTC must approve the proposed regional targets. Once the targets are approved, a baseline for performance will be developed, progress towards the targets will be tracked, progress will be reported to regional, state and federal partners, metrics will be updated, and targets will be refocused as needed.

**ORAL COMMENTS RECEIVED AT MEETING
(Meeting location in parenthesis)**

Funding Program: Federal/Local Exchanges

Don Ingram, Citizen (Richardson)

A. Air quality funding

Comment: I thought Congestion Mitigation and Air Quality funds were dedicated to improving air quality. I'm hearing a lot of statistics but none related to air quality.

Summary of response by Dan Lamers: You will have a chance to comment on CMAQ funds when we bring them to the public early next year. We take the air quality aspect of transportation planning very seriously. We are constantly reviewing CMAQ projects with the RTC in order to implement projects that have the best chance at reducing emissions. We have done a very good job of improving air quality in the region, and we will continue to do so.

B. Federal funding

Question: How much is the federal government contributing to transportation projects?

Summary of response by Dan Lamers: About 50 percent of transportation spending in the region is local. The other 50 percent of funding is split roughly between federal and state. Amounts also vary depending on the funding program.

Regional Performance Targets for Transit Assets and Roadway Safety

James Rivers, Citizen (Arlington)

A. Factors considered when developing performance targets

Question: Are geographical locations and growth taken into account when developing performance targets?

Summary of response by Kevin Kroll: When we develop performance targets, we evaluate the region rather than focus on one specific project or location. Additionally, we look at vehicle volume on roadways when examining crash rates.

Summary of response by Dan Lamers: I'll also note our targets are based on expected number of crashes. We're using population to forecast what the number of crashes might be in 2018 and trying to reduce the trend over time.

Howard Maher, Bike Friendly Richardson (Richardson)

A. Age of transit assets

Question: How do you determine the age of a bus? Why would you want a bus to be younger than 14 years old?

Summary of response by Dan Lamers: We know when the bus was purchased. The transit authorities also know the history of each vehicle. When you have so many people riding these vehicles, wear and tear accumulates quickly. The transit authorities are very judicious about when they replace the vehicles. It is also cheaper to buy a new vehicle than replace all the parts.

B. Narrow roadways

Comment: I traveled to a NCTCOG Bike Rodeo last weekend in Denton, and I didn't feel safe at all traveling on IH 35. It is a very narrow roadway. In conjunction with safety, what are we doing to alleviate this issue?

Summary of response by Dan Lamers: Studies are telling us everything we're building is safe. However, we expect to conduct additional improvements in that corridor. We'll take a look at it.

Linda Burt, Citizen (North Richland Hills)

A. Safety on the TRE

Question: Is there a safety plan in place for the TRE expansion?

Summary of response by Phil Duplar, Fort Worth Transportation Authority: Our new trains will have cameras. DART is also working on adding additional security to their trains.

Paul Van Zandt, Citizen (North Richland Hills)

A. Concrete barriers on highways

Comment: I see new concrete barriers being built right up against the highway, and I wonder how safe that is.

Summary of response by Dan Lamers: Everything is a trade off when it comes to planning projects. I was told by TxDOT staff the barriers have been studied, and they help prevent high speed crashes.

Comment: I would love to see the study.

Summary of response by Dan Lamers: You can contact the TxDOT District Office in Fort Worth, and I'm sure they would be able to help you.

Victoria Vivero, Citizen (Richardson)

A. Traffic incident management

Comment: Accidents on roadways affect congestion and flow of traffic.

Summary of response by Dan Lamers: We have a program where we work with law enforcement and the Department of Public Safety to help emergency responders understand what the laws are and how to best handle roadway incidents. It is a voluntary course.

Other

Don Ingram, Citizen (Richardson)

- A. Partnership with NTTA

Question: How is your relationship with NTTA?

Summary of response by Dan Lamers: We have a very good working relationship with NTTA. TxDOT and NTTA also have a very strong financial partnership with one another.

Shirley Hughes, Citizen (Richardson)

- A. Cross street congestion

Comment: When they shut down LBJ, people started using cross streets to travel from one place to another. We have a lot more trucks coming through here too.

Summary of response by Dan Lamers: Highway projects take a long time to be built. It is always hard to measure growth and reasons behind it. With 100,000 people moving to this region a year, it's becoming more and more difficult to manage traffic flow, and Collin County is one of fastest growing counties in the country.

- B. Stop light retiming

Comment: Our stop lights need to be retimed. A lot of air pollution comes from cars sitting for long periods of time at the lights.

Summary of response by Dan Lamers: You are right. Excessive idling is one of the biggest contributors to air pollution. Throughout the last decade, at least 50 percent of our CMAQ funds have been used to fix those kinds of issues. If you have a specific area in mind you think should be studied, please let us know.

Jean Schobert, North Dallas Neighborhood Association

- A. Mobility gaps in transit systems

Comment: We have a lot of people in Dallas who can't use public transportation because of issues with connectivity. It affects our quality of life. What are you all doing to help fix this?

Summary of response by Dan Lamers: We are working on studies to determine where the mobility gaps are so we can fix them. We're also working with UTA since they're doing a study on mobility gaps. DART is looking to coordinate with Uber and Lyft to hopefully assist as well.

Terri Estes, Citizen (North Richland Hills)

- A. Increase in mass transit

Comment: I am against toll roads and would like to see an increase in mass transit.

Summary of response by Dan Lamers: We are growing so fast. Transportation funding hasn't increased fast enough to keep up with the demand, which is why certain toll roads have been recommended.

Paul Van Zandt, Citizen (North Richland Hills)

A. Opposition to toll roads

Comment: Tolls are not effective. The amount of land and additional construction is outrageous, and we can use those resources to expand already existing roads.

Summary of response by Dan Lamers: Let me provide you with some background information. We have freeways, traditional tollways operated by NTTA and toll managed lanes, which are owned by TxDOT. The toll managed lanes were built through public/private partnerships. Money allocated by the legislature comes from gas taxes and vehicle registration fees.

B. Toll road signage

Question: Why aren't the signs identifying toll roads larger?

Summary of response by Dan Lamers: Because toll managed lanes are a new concept, there isn't currently a law related to sign requirements. However, TxDOT agrees the size of the signs is an issue, and they will be replacing the current signs with newer ones.

WRITTEN COMMENTS FROM PUBLIC MEETINGS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Linda Burt	Citizen	Safety on transit and roadways	Attachment 1
Agatha Benjamin	EPA	Outreach for federally funded activities; start time of Arlington public meeting	Attachment 2



Public Meeting Comment Form

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Linda Burt

Organization _____

Date 11-14-17

Meeting Location NRH Library

Please provide written comments below:

- What has been planned to keep crime levels low in cities the new TRF is going through? NRH, Mid Cities, Grapevine

- Better enforcement of low speed in the left lane - a safety issue as it is becoming more + more common to come up on drivers going 55-60 in left lane. Especially 183/121



Public Meeting Comment Form

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
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Name Agatha Benjamin, P.E. (TA)
 Organization ISEPA
 Date 11/13/2017
 Meeting Location NCTCG - 616 Six Flags Dr., Arlington, TX 76011

Please provide written comments below:

Recommends that outreach consideration be given for all federal funded activities ~~that~~ to encompass all individuals that will be impacted through the action proposed and allow them an opportunity to participate in decision making processes publicly.

Recommends the Arlington, TX mtg be held at a time whereby those living in the local area or nearby take an opportunity to participate. At 2:30 pm citizens / most impacted are at work, school or picking up students, which prevents the opportunity to participate.

Recommends that approx a meeting of general be held at a time ~~that~~ the Arlington public mtg will be productive or more useful for the public participation.

To submit comments or questions by mail, fax, or e-mail, please send to:
 North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: transinfo@nctcog.org Website: <http://www.nctcog.org/trans>

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Friday, October 20, 2017, through Sunday, November 19, 2017. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

Air Quality

Twitter

1. Proud to receive outstanding outreach awards from Air North Texas for our work at OEQ over the last year on behalf of @CityOfDallas . More innovative projects and outreach efforts are on the way! #greendallas #airnorthtexas @NCTCOGtrans – James McGuire (@JamesBMcGuire)



2. Last week we received the Air North Texas Outstanding Partner Involvement Award from @NCTCOGtrans! Thanks to all of our residents and staff who make clean air choices every day. <http://bit.ly/2jnLKV2> - City of Plano (@cityofplanotx)



3. Last week @LiveGreenPlano received the Air North Texas Outstanding Partner Involvement Award from @NCTCOGtrans Department! Thanks to all of our residents and staff who make clean air choices every day. <http://bit.ly/2yyFIE1> – Live Green in Plano (@LiveGreenPlano)

Congrats! ❤️🇺🇸 – The Texas Pool (@texaspoolplano)

Facebook

1. Hey,

That's our guys!!!!

Congrats to all those involved in this endeavor.

Hood County Clean Air Coalition – Kevin Myers for County Judge



2. We're the Air North Texas Partner of the Year for the second year in a row! We couldn't do it without all our amazing citizens and employees help in keeping Grand Prairie a clean place to live. Thank you! #AirNTX – City of Grand Prairie – Municipal Government

Bicycle & Pedestrian

Twitter

1. Sign On!

#bike @NCDOT @NCTCOGtrans @NUSDTransDept @OakDOT @PadresTraffic @StreetSmarts_NH @bikenewhaven @elmcitycycling @NHVBikeShare #cycle – Michael Charney (@DutchReach)



2. TEXAS Pedestrians BEWARE!!

#TxDOT SHSP emphasizes more death in 2022.

#PedestrianSafetyAwarenessMonth #TxLege #TTI

<http://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/gov/shsp.pdf> ... – FakeTxDOT Hwy Safety (@FeauxTxDOT)



3. @jeremyhiggins7 – Joshua Higgins (@JoshuaHiggins13)



4. Now we just need one of those on each of the bazillion other six-lane thoroughfares in Dallas.
– John Lynch (@benitolynchiago)



5. Finally!!! – Chandra Weaver (@OUTSPOKEN_DIVA)



6. #BikeShare Expanding in @CityOfDallas <http://www.fox4news.com/news/bike-share-options-continue-to-grow-in-dallas> Call @311Dallas with concerns. Tracking usage.

@DallasParkRec @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



Bike share options continue to grow in Dallas

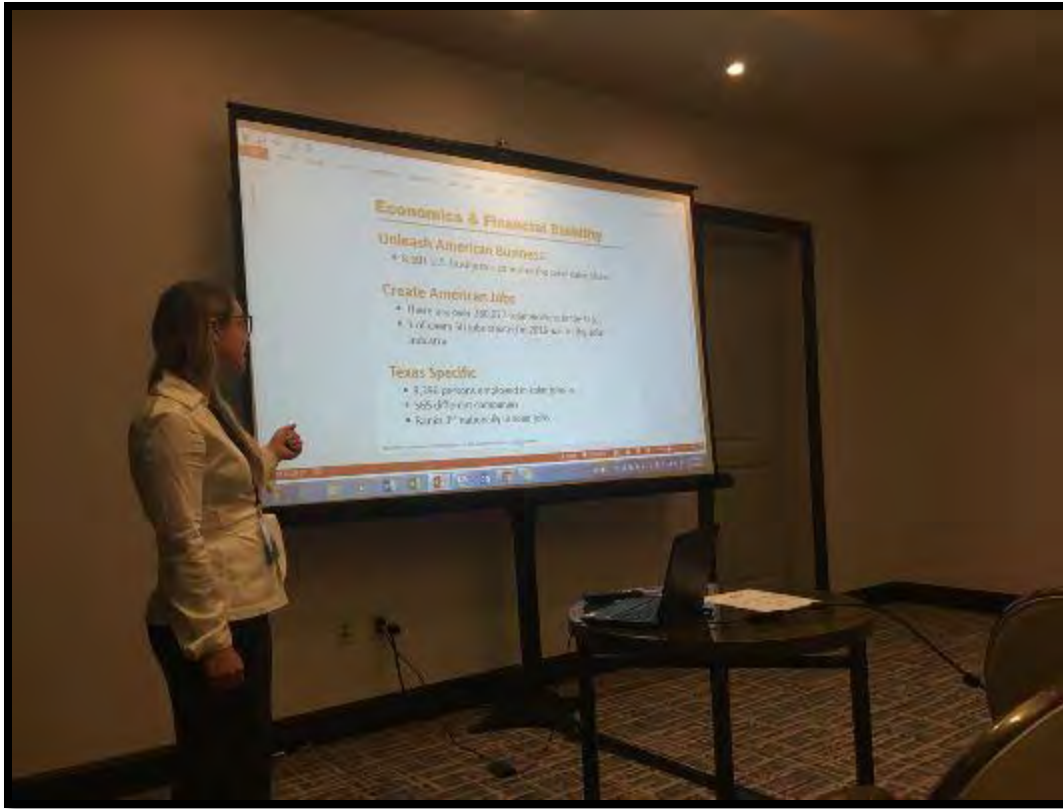
The number of bike share options continues to increase in Dallas and shows no sign of slowing down.

fox4news.com

Innovative Vehicles & Technology

Twitter

1. Kristina Ronneberg from @NCTCOGtrans talks SolSmart at @TexasRenewables #GridNext – Cyrus Reed (@cyrustx)



2. .@NCTCOGtrans yes 635!

driverless trucks, yes but don't pay them to drive, they'll drive when it's efficient on their own – Steven Werner (@StevenWernerCS)

Facebook

1. Looking for charging at work? Send your facilities manager to this workshop! – Tesla Owners Club of North Texas



Lake Corridor Comments

Email

1. Dennis Bernardi

1) Please breakdown the positive impact of 22% reduction in the East/West Option #3 of the NCTCOG Collin Co Magnitude of Volume Change WITH THE LAVON CORRIDOR FREEWAY 2) Please breakdown the NCTCOG Congestion & Delay 2017 report and the Congestion & Delay 2040 report and how this impacts southeast Collin County without the Lake Corridor/Freeway or alternate routes.

2. Becky Bernardi

1) Question for Collin County-Clarence Daugherty- Please comment on the 2035 Collin County Mobility Plan without Lake Corridor/Freeway which states there will be an estimated 900,000 in east Collin County. 50,000 - 75,000 Sachse to Nevada St Paul to Wylie 30,000-50,000, Murphy to Wylie 30,000-50,000. West of 78 Skyview to St Paul and Wylie 10,000-20,000. Nevada Hwy 6 to Hwy 78 10,000-20,000. Lavon 30,000-50,000. Copeville to Farmersville 10,000-30,000 Thank you #2 below 2) NCTCOG Please breakdown the Congestion & Delay Mobility 2017 & 2040 numbers and how this effects Hwy 78 and east Collin County Thank you

3. Julie Kilgore

Please know that the Lake Corridor, the favored route currently recommended by the NCTCOG, is the MOST CONTESTED and the MOST EXPENSIVE in the newest iteration

of the mobility plan. Please do NOT agree to further study on this route as you will be ultimately paying for a highway a mere 2 - 3 MILES from another thoroughfare (hwy 78 - which needs to be converted to a true highway - not waste money paying to plow through neighborhoods - the redundancy, waste, and massive destruction is unnecessary). If you haven't seen a recent aerial view of this area (I recommend nearmap.com) you are vastly underestimating how long ago this ship has sailed, not to mention the fact that we just spent 1.9 million to dredge Lake Lavon (read: its a lot deeper and will need a taller bridge: an additional cost of 100 million dollars or more) (1). This route is a vastly more costly alternative as it necessitates a bridge across lake lavon - the lake that provides 30% of the nearly 2 million residents of the North Texas Municipal water district - the water that comes out of your faucet. A lake that will require additional dredging to keep up with the water demands of a growing community which will be difficult to do with giant bridge in the way, not to mention the potential contamination and pollution of a major water source you risk with a huge bridge traversing it. And, it's not like the cost of the bridge is magically taken care of once it is finally paid for. The tax burden for the upkeep of a highway pales in comparison to a bridge, and you will continue to fit the bill for this bridge you may or may not use (2) Please improve the roads we have, time the lights appropriately, and utilize smart streets. We do not want this highway and encourage you to seek out better less damaging alternatives. We are not interested in creating further induced demand. A more innovative alternative to shuffling the trucks from the intermodal must be entertained. Please do not rubber stamp this computer generated path and waste taxpayer money studying a hotly contested, environmentally irresponsible, and community killing highway. Please also know that the ANNUAL direct cost of corrosion for highway bridges in the US is 13.6 BILLION dollars. And currently, the federal government's annual investment is less than two thirds what is actually needed to maintain roads and bridges and this does NOT factor in improvements (2). Translation: eventually we are going to run out of other people's money. We can't just plan for growth and how to get cars from point A to point B. We must do it in the smartest fiscal manner possible. And as a reminder the 2016 Master plan for Lake Lavon does not include ANY bridge. In fact, they already conducted a study in 2007, and Collin County voters approved funding for a preliminary route study to find an optimum alignment for a bridge across Lavon Lake. After conducting public meetings on the topic, the Collin County Commissioners Court voted on October 11, 2010, to REJECT the Lavon Lake bridge study and update the county Thoroughfare Plan by removing any proposed new bridges that would directly affect USACE-managed lands and water surface. I ask that you similarly REJECT the Lake Corridor. It's dead in the water.

- <https://www.dallasnews.com/news/plano/2015/11/19/water-district-finishes-lavon-dredging-project>
- <https://www.nace.org/Corrosion-Central/Industries/Highways-and-Bridges/>
- Lake Lavon final master plan 9/30/2016 <http://www.swf.usace.army.mil/>

Sincerely,
Julie Kilgore, MD

4. Sandra Ritzmann

Members of Regional Transportation Council of North Texas:

I ask that you VOTE AGAINST or alternatively take an active stand AGAINST any further development of any part of this plan, especially the Lake Corridor. There are enough

existing roads that can be enlarged, widened or improved without disruption of existing land, communities or disturbance of the lake environment.

5. Erin Larew

To whom it may concern,

I am writing in hopes that my words and worries do not fall on deaf ears. I am wholeheartedly against the Lake Corridor. I don't want it to come over Lake Lavon and carve its way to the George Bush Tollway. I have a future home that is being built on Troy Road. This is going to be my forever home and the city of Wylie is my forever town. My husband and I love it here. However, a limited access highway dividing Wylie in two and bringing with it noise, air, and light pollution will forever harm Wylie as well as ruin my family's dreams. The last thing I want is my property to be taken from me through condemnation for a value that will most likely not be truly a fair market value.

I understand that something needs to be done. But that something is not The Lake Corridor. I am all for upgrading current large roadways. They don't have homes and neighborhoods that would be decimated. If Collin County wanted this freeway running through the small cities so badly, they should have bought the land many years ago before it was built up. Since then, homes, dreams, families, and lives have flourished. This proposed freeway is a reactive plan and not proactive. Now is the time to be proactive somewhere else. The boat was missed on this one.

Please also think about the cost. It would cost more to build a bridge than to build on land. Think about our drinking water - millions of cars and trucks with contaminants will be driving over it. Think about air quality, which will only get worse in the area where this road is proposed by bringing traffic to this area. Lastly, please think about the lives you will impact.

Again, please evaluate current large roads. There is another way. With many hearts, brains, and hands something better can be created. Sometimes it is not as black as white as a computer program and a grid system.

6. Lisa Strimpel

Dear Council Member,

I am writing you to ask that you consider another option for the NCTCOG transportation over Lake Lavon. Wylie east and the surrounding communities are homes to families that like lake living and being in the country. We like the calm and peaceful atmosphere of our land, lakes and wildlife. We do not want the pollution that mass transit would bring. Pollution to the waters, our neighborhoods and the 24 hour noise of vehicles on 8 lanes of traffic. I make an offer to update existing roads that are in need of repair instead of tearing down our homes. I bought this home 10 years ago at the age of 35. I was newly widowed and had two daughters ages 13 and 15 to raise by myself. I picked this home for the peace and tranquility. We have many family gatherings with children who play in the yard flying kites and chasing butterflies. The chickens we have as pets give us one egg every day. Our neighbors have sheep, goats and horses. Doves, Cardinals, Owls and Hawks fly overhead. Wild rabbits, foxes, squirrels, raccoons and coyotes run in the fields. I made the decision to move to a small community that is quiet at night and the stars shine bright in the sky. I can sit on my front porch and enjoy a cup of coffee and watch the sun rise across the lake. I

invite you to come spend a day with me and walk the property, have a BBQ, spend time and enjoying what nature has given me and my family.

7. G. Dan Mingea

The proposed Lake Corridor, across Lake Lavon and through East Wylie, negatively impacts hundreds of homeowners, including me! This plan is a social and ecological disaster.

I am strongly opposed to this hostile takeover.

Spend the money improving existing roadways.

Public Forums & Meetings

Twitter

1. TONIGHT! Tired of sitting in traffic on I-635? Join @garlandtxgov @TxDOTDallasPIO @NCTCOGtrans & our office for a #Transportation Forum! – Victoria Neave (@Victoria4Texas)

VICTORIA NEAVE
TEXAS STATE REPRESENTATIVE

TIRED OF SITTING IN TRAFFIC ON I-635?

STATE REPRESENTATIVE VICTORIA NEAVE INVITES YOU TO A TRANSPORTATION FORUM

THURSDAY, OCTOBER 26, 2017 6:00 PM TO 8:30 PM

VICTORIA NEAVE, STATE REPRESENTATIVE FOR HD 107

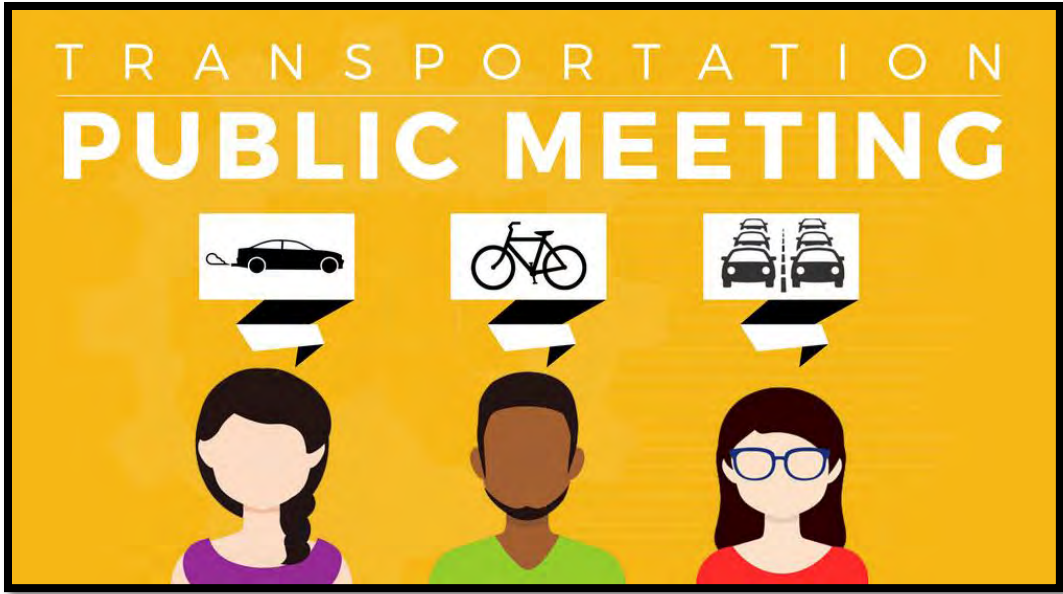
BJ WILLIAMS, GARLAND CITY COUNCILMAN

RICH AUBIN, GARLAND CITY COUNCILMAN

MICHAEL MORRIS, DIRECTOR OF TRANSPORTATION, NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

KELLY SELMAN, DALLAS DISTRICT ENGINEER, TEXAS DEPARTMENT OF TRANSPORTATION

2. It's that time again! We're hosting a public meeting at 2:30 pm today at NCTCOG headquarters. Can't make it? Watch it here: <http://nctcog.org/video>. – NCTCOGTransportation (@NCTCOGtrans)

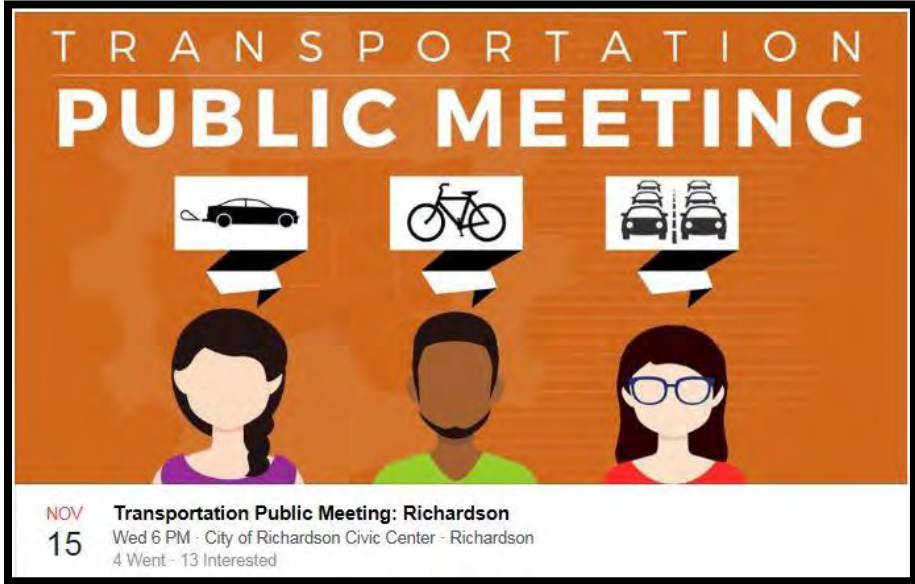


How do I see the meeting today – river oaks emc (@riveroaksemc)

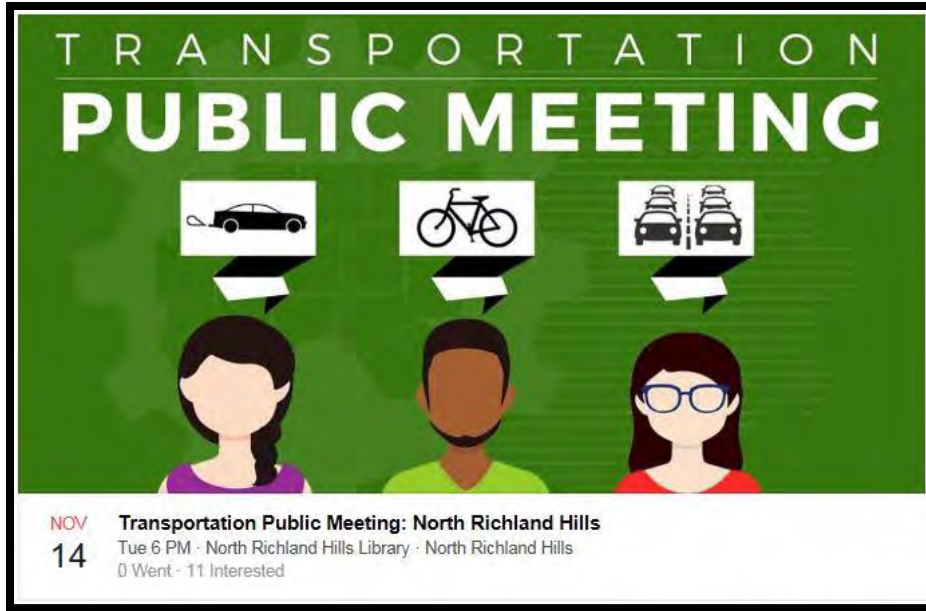
Hi! If you'd like to watch today's public meeting, visit <http://nctcog.org/video> , and click "Public Meetings." Today's meeting will be the first option. – NCTCOGTransportation (@NCTCOGtrans)

Facebook

1. Get involved in your community transportation policies and plans! – Greater Dallas Bicyclists



2. North Central Texas Council of Governments will hold a transportation public meeting in NRH next week. Find all the details below. – North Richland Hills City Hall



Email

1. **Christie Holland**

Good morning Carli,

I had a quick question regarding the public meeting you sent me. Is the group that hosted the meeting a governmental body according to the Texas Meetings Act? I thought that they were but my professor is not sure.

Thank you for your help!

Response by Carli Baylor, NCTCOG

Hi, Christie

As the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, the NCTCOG Transportation Department and Regional Transportation Council (RTC) are together responsible for developing, coordinating and allocating funding to transportation plans and related air quality projects.

Transportation public meetings are held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the RTC and amended on February 12, 2015.

The full Public Participation Plan can be viewed here:
http://www.nctcog.org/trans/outreach/involve/FINAL_PPP_031110.pdf

Please let me know if you need further clarification.

Thanks,

Carli

Rideshare

Twitter

1. Designed to lose money from Day 1....glad it's Arlington... – FairParkRising (@FairParkRising)



2. @lbjexpress, @AgProfJB1 of @TAMU, @TomBamonte of @NCTCOGtrans & @JonnyWalkerbot of @lyft will talk ride sharing, connectivity & future of infrastructure on 11/17

<http://bit.ly/transportation-xroads> ...

#Transportation – North Dallas Chamber (@NDCC)



Roadway

Email

1. Elaine Laisure

Thousands of homes from, Fort Worth, TX to Weatherford, TX, are being built using I20 West from Fort Worth to Weatherford causing congestion. There are no Short term Future lanes or roads to handle the daily traffic on I20. Weatherford, Willow Park Brock and other urban cities in and around weatherford have a population explosion. WHEN are you going to expand I20 or add toll roads? If need be put in a toll roads. We need roads NOW not 5 or 10 years from now. Do something about it now!

2. Charlotte Bagh

Relative to the HOV Technology Update presented in October. I regret that I was unable to attend the hearings where this was presented. Nevertheless, I would like to give input, if I may. (Although I know that at this point it may be pretty much a "done deal"). I am inclined not to support this change for several reasons. 1) I do not support a system that does not allow individuals to state their own case. Technology is fallible and sometimes unusual situations arise (such as when someone may have to enter an HOV lane to avoid an accident, etc). 2) Technology is expensive and obviously that cost must be balanced somewhere. Have discussions been held to consider what the financial impact may be long-term? (Of course, the likelihood is that once a new technology is implemented, there will be no going back). 3) In these days of Identity Theft, I regret to see yet another situation where personal information will be handed over to a "third party". (I realize I'm probably showing my age there. :) 4) I have lived in North Texas for many years and have seen numerous changes in the transportation system attributable to changes in technology. In my opinion some of these changes have been for the worse rather than the better. One example is the red light cameras. I won't begin to relay all the issues involved with them - I'm sure your team is very much aware. Another that I have found to be confusing rather than helpful is the new flashing yellow light. (The primary problem with that, as I see it, is the fact that it obscures the change to a solid yellow light, which has always served a very useful purpose. But I digress...) 5) I know there is in this society a tendency to distrust law enforcement and local government in general. I think that a "gotcha" type system, where no human interaction is involved, only serves to foster this mistrust. (This is similar to my first point above). So those are my comments. I hope they are helpful. I know that you folks deal with some pretty tough issues and I appreciate your efforts. I especially appreciate your commitment to holding hearings throughout the region to increase citizen awareness and input. Best of luck to you, Charlotte Bagh City of Dallas resident

Response by Amanda Wilson, NCTCOG

Ms. Bagh,

Thank you very much for your comments and questions related to the HOV Technology Update presented at public meetings in October. Your questions are very good and ones NCTCOG staff, and ultimately the policymakers on the Regional Transportation Council, are working to address. Hopefully this information can answer some of your questions. All of your questions and comments will be provided to the RTC.

First, in relation to your comment about drivers being able to “state their own case,” should the pilot program be successful, this technology would not be implemented and then left to operate on its own. We understand that technology can be fallible. NCTCOG will be working over the coming months with transportation partner agencies to develop a fraud detection system, as well as a system for customers to dispute inaccurate charges that does have some level of human interaction and will allow customers to provide evidence and state their case. This is not finalized, but is part of the pilot program underway now.

Second, you ask about costs. This is another element of the pilot program, to look at the business case for this technology. Looking at the current system, there are costs associated – the development and maintenance of the DriveOn TEXpress app, the frustration of the public at registering for carpool discounts each day a driver will be carpooling, the cost of police enforcement and of the legal system for prosecuting violators. The new system would shift from a “catch-me-if-you-can” system where it is easy to violate and difficult to enforce occupancy to an occupancy detection system where the focus is simply on making sure drivers receive the proper rate without having to go through daily measures.

Your third comment addresses identity theft. NCTCOG’s focus is ensuring that any data that is collected is secured. In addition, the information that is expected to be collected includes name, license plate number and toll tag number. If for some reason the system is jeopardized, these data items should not put individuals’ identities at risk.

You also address red-light cameras and the flashing yellow turn signal. NCTCOG works closely with cities, counties and TxDOT on the most current technology that can enhance safety. There have been local and national studies demonstrating positive safety benefits of red light cameras at high crash intersections. However, elected officials at all levels must attempt to balance the safety benefits against privacy and other social issues. Flashing yellow arrows are now part of the Texas Manual of Uniform Traffic Control Devices as an alternative to the solid green light used as a permissive turn indicator which can be confused with the green lights for through movements. As with all new signals and signs, it will undoubtedly take time for all motorists to fully adapt to their usage. Another hidden cost that a new technology will eliminate is that of negative safety impacts to our law enforcement officers in the corridor as well as the stopped motorists that have been pulled over on the side of a busy, fast moving roadway. The proposed system would eliminate these dangerous situations as there would be no need to pull vehicles over for an occupancy violation.

Your last comment relates back to the lack of human interaction in this system. In fact, this is designed to be less “gotcha” than the current system. We feel many carpoolers are not taking advantage of the 50 percent peak period discount on the TEXpress Lanes because it is too complicated to register each trip in advance. The Carma technology is testing whether an in-car beacon working alongside either a smartphone app or occupant beacons will automatically detect the number of people in the car and apply the correct toll rate without work of the driver

past registration in the system and ensuring occupants have either the app or the beacon. There will still be human interaction in the event that there is a toll dispute or if the system detects possible fraud by the user and the user can interact with a person to provide information on the trips. It should be noted that the use of the proposed automated occupancy detection and verification system would be completely voluntary. Only those motorists who wish to take advantage of the occupancy discount would be required to utilize it.

Again, you ask very insightful questions and provide good comments that will help us during this pilot program. Please feel free to ask additional questions or provide additional comments.

Other Comments

Twitter

1. Great presentation by @NCTCOGtrans on the Use of Social Media at today's Public Educators of TX meeting! – PotterRandall911ECD (@PR911ECD)



2. Hard at work preparing grant apps for @NCTCOGtrans Blue Green Grey. Great fun to dream up great projects for NTX. Ready to make them happen! – URBAN ECOPLAN (@URBAN_ECOPLAN)

3. Enjoying talking w/ great people at the DCCCD Sustainability Summit. Come see us at Cedar Valley College today & get some cool stuff, too. – NCTCOGTransportation (@NCTCOGtrans)



Glad to see @NCTCOGtrans here at #ssummit17 – James McGuire (@JamesBMcGuire)

Glad to be here today! – NCTCOGTransportation (@NCTCOGtrans)

4. Check out what's happening at NCTCOG

<http://campaign.r20.constantcontact.com/render?m=1105493007542&ca=c2b5e9bb-ba53-43f9-99a7-174945b5ea79> ... @NCTCOG911 @NCTCOGenv @NCTCOGtrans #regionalism – TARC (@txregionalism)

5. Oh how the times have changed! It would have been something to see downtown like this back then. – Joey McReynolds (@joeymcreynolds)

NCTCOGTransportation @NCTCOGtrans

The Roaring Twenties in Downtown Fort Worth at Main and 10th Streets—a place where you could buy diamonds, clothing or see a one-cent movie! #tbt



6. And don't forget the streetcar tracks "front & center" making getting around a breeze! – Loren S. (@txbornviking)

NCTCOGTransportation @NCTCOGtrans

The Roaring Twenties in Downtown Fort Worth at Main and 10th Streets—a place where you could buy diamonds, clothing or see a one-cent movie! #tbt



7. Drive the NTE TEXpress Lanes TOMORROW and help support Tarrant Area Food Bank!! – NTE (@NTEExpress)

NCTCOGTransportation @NCTCOGtrans

Drive on TEXpress lanes 11/18 and help feed those in need!
Proceeds from each toll transaction, up to \$15,000, will be donated to Tarrant Area Food Bank and North Texas Food Bank.
bit.ly/2irXoLn



8. Drive LBJ TEXpress Lanes TOMORROW and a portion of your tolls with benefit @ntfb! – LBJ Express Project (@lbjexpress)

NCTCOGTransportation @NCTCOGtrans


Drive on TEXpress lanes 11/18 and help feed those in need!
Proceeds from each toll transaction, up to \$15,000, will be donated to Tarrant Area Food Bank and North Texas Food Bank.
bit.ly/2irXoLn



9. 714 Main, tall building on the left, was the tallest building in the state at the time of its completion. – Fort Worth Urban (@UrbanFortWorth)

NCTCOGTransportation @NCTCOGtrans


The Roaring Twenties in Downtown Fort Worth at Main and 10th Streets—a place where you could buy diamonds, clothing or see a one-cent movie! #tbt



10. When streetcars roamed our fair city! – Loren S. (@txbornviking)

NCTCOGTransportation @NCTCOGtrans

The Roaring Twenties in Downtown Fort Worth at Main and 10th Streets—a place where you could buy diamonds, clothing or see a one-cent movie! #tbt



Facebook

1. It's the final week of the Tiny TEXpressers photo contest! Enter your kid and you could win \$2,000! 📷📱📧 <http://tinyexpressers.hscampaigns.com> – NCTCOG Transportation Department



I keep getting an error when logging in to the Facebook page. Says technical issues!? – Chad

Powell

Hey, North Tarrant Express LBJ Express, can you help Chad out? – NCTCOG Transportation Department

Hi Chad, we were experiencing technical issues on the contest page last night. We suspect it is due to the amount of entries we received during the final week of the contest. We apologize for the inconvenience and have extended the photo submission deadline to 11:59 AM! Please see that the page is now up and running. Please message me if you are still experiencing issues. – North Tarrant Express

North Tarrant Express still getting an error message – Chad Powell

This is what it says: We're sorry - it looks like the page you requested does not exist or we are having technical problems..

We have logged this event. – Chad Powell

Hi Chad, can you try using a different internet browser like Safari or Firefox? Facebook browser has been slow for some people and they found that trying a different browser worked. Please copy and paste tinytexpressers.hscampaigns.com into a different browser and let me know if this helps resolve the issue. – North Tarrant Express

Got it! Thank you. Safari was the trick – Chad Powell

2. Enjoying talking with great people at the DCCCD Sustainability Summit. Come see us at Cedar Valley College today and get some cool stuff, too! – NCTCOG Transportation Department



Odd, since the COG is king of archaic highway development. – Brad H Tuna

3. It's not too late to register for the Texas Energy Summit hosted by TEES' Energy Systems Laboratory! – Texas A&M Engineering Experiment Station



4. Take NCTCOG's survey for a chance to win a \$50 gas gift card or one month of free trips on the LBJ TEXpress Lanes! – LBJ Express



5. Take NCTCOG's survey for a chance to win a \$50 gas gift card or one month of free trips on the NTE TEXpress Lanes! – North Tarrant Express



6. Drive LBJ TEXpress Lanes and benefit North Texas Food Bank tomorrow! – LBJ Express



7. Drive on the NTE TEXpress Lanes TOMORROW and help support Tarrant Area Food Bank!
– North Tarrant Express



Email

1. **VanDella Meniffee**

To Whom It May Concern: How many miles are in the North Texas 12-county Dallas-Fort Worth area? Thank you!

- Metropolitan Transportation Plan Home
- Metropolitan Transportation Plan: Mobility 2040
- Policy Bundle
- Metropolitan Transportation Plan: Mobility 2045
- Previous Metropolitan Transportation Plans
- Regional Managed Lane System
- Texas Metropolitan Mobility Plan (TMMP)
- Planning and Environment Linkages (PEL)
- Other Plan-Related Information
- Transportation Home

Metropolitan Transportation Plan Policy Bundle

Metropolitan Transportation Plan Policy Bundle Voluntary Measures

Mobility 2040, the region's current Metropolitan Transportation Plan (MTP), recommendations consist of policies, programs, and projects that reflect regional priorities and support Mobility 2040 goals. However, the construction of infrastructure projects alone cannot achieve the goals of Mobility 2040.

To encourage the development of alternative, strategic solutions, Mobility 2040 includes a voluntary list of policies that local governments and transportation agencies can choose to adopt. These policies aim to address issues that affect transportation in the region, and cover a wide range of topics. By voluntarily adopting 50 percent of these policies, participating agencies will receive an offset of local funds in federal transportation projects in the form of **Transportation Development Credits (TDCs)**.



[Request an Application](#)

Select Language ? ?

MTP Policy Bundle Process for Transportation Department Credits Eligibility

1. Entity voluntarily elects to participate on an annual basis.
2. Entity reviews [applicable policies](#).
3. Entity takes policy related action as appropriate.
4. Entity submits appropriate documentation to NCTCOG. [Request an Application](#)
5. NCTCOG reviews documentation and awards transportation development credits to entity if criteria is met.
6. Entity submits new project through the quarterly Transportation Improvement Program (TIP) modification process.

Who is eligible to apply for Transportation Development Credits?

- Cities
- Counties
- Independent School Districts
- North Texas Tollway Authority
- Texas Department of Transportation
- Transit Authorities

Important Dates

Application for submittals opens	November 6, 2017
MTP Policy Bundle Workshop	January 26, 2018
Deadline for early submittal	March 2, 2018
Deadline for FINAL submittal with all required documentation	April 6, 2018
Deadline for TIP modifications	April 27, 2018

MTP Policy Bundle Voluntary Measures Workshop - November 10, 2016

- [Agenda](#)
- [Presentation](#)
- [Mobility 2040 - Appendix G: Policy Bundle](#)
- [Workshop Recording](#)

MTP Policy Bundle Workshop - September 23, 2016

Hosted by NCTCOG for local governments and transportation agencies, detailing MTP Policy Bundle processes and procedures.

- [Agenda](#)
- [Presentation](#)
- [Mobility 2040 - Appendix G: Policy Bundle](#)
- [Application Checklist](#)
- [Workshop Recording](#)

MTP Policy Bundle Links

- [Mobility 2040 Website](#)
- [TDC Workshop Presentation, October 25, 2013](#)
- [Transportation Improvement Program Website](#)
- [Frequently Asked Questions](#)

Sample Applications *Coming Soon!*

Questions?

email: mobilityplan@nctcog.org

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
2018 SCHEDULE OF MEETINGS
(Fourth Friday, 1:30 p.m.)**

January 26, 2018

February 23, 2018

March 23, 2018

April 27, 2018

May 25, 2018

June 22, 2018

July 27, 2018

August 24, 2018

September 28, 2018

October 26, 2018

December 7, 2018

(Proposed combination of the November and December meetings)

Dates are subject to change.

**REGIONAL TRANSPORTATION COUNCIL
2018 SCHEDULE OF MEETINGS
(Second Thursday, 1:00 pm)**

January 11, 2018

February 8, 2018

March 8, 2018

April 12, 2018

May 10, 2018

June 14, 2018

July 12, 2018

August 9, 2018¹

September 13, 2018

October 11, 2018

November 8, 2018²

December 13, 2018

Dates are subject to change.

¹ This meeting date may be rescheduled for a different date in August to coincide with the annual Irving Transportation Summit.

² The 2018 National League of Cities City Summit is scheduled for November 7-10, 2018.



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

November 2017

Calendar

November 1, 8:30 am

TRTC

Fort Worth Intermodal
Transportation Center
1001 Jones St.
Fort Worth, TX 76102

November 3, 11 am

DRMC

North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

November 9, 1 pm

Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

December 8, 1:30 pm*

Surface Transportation Technical Committee

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

* The November and December meetings of the Surface Transportation Technical Committee will be combined due to the holiday season.

Study fosters military, community relationships

NCTCOG, elected officials and community leaders are concluding Joining Forces, a study to help North Texas military installations and their neighbors collaborate on compatibility issues.

This Joint Land Use Study recommends communication and land-use strategies that support continued military capabilities. Funded by the Department of Defense Office of Economic Adjustment, the project involves the communities and military operations of Naval Air Station Fort Worth, Joint Reserve Base, Redmond Taylor Army Heliport in Dallas, Fort Wolters training center in Mineral Wells and Camp Maxey training center near Paris. NCTCOG collaborated with cities and counties surrounding the military installations to plan and carry out specific actions that will promote compatible community and economic growth.

Throughout the project's duration, the planning team interviewed key stakeholders, facilitated public meetings and coordinated several rounds of policy committee meetings to establish priorities for the study, gather data, and identify challenges and opportunities.

The collaborative process has developed over 150 recommendations covering regional as well as individual installations and community-specific actions. Many recommendations focus on enhancing and formalizing communication. Others look at enhanced economic development, planning and land-use techniques, and improved physical security.

More information about Joining Forces can be found at www.joiningforcesntx.org. Next steps for the project include briefing local governments on recommended compatibility strategies and applying for grant funds to assist with strategy implementation.

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department



RTC approves \$1.9M in federal transit call for projects

On October 12, the Regional Transportation Council approved approximately \$1.9 million in funding from the Federal Transit Administration for cities and transportation providers to improve transit options for seniors and individuals with disabilities.

The projects will serve approximately 4,500 people through coordination activities and provide over 88,000 trips annually across three counties. This is a significant impact considering the cost of specialized services for transit-dependent individuals who have very few options to travel. The funding comes from the Urbanized Area Formula and Enhanced Mobility for Seniors and individuals with Disabilities programs.

The eight recipients of federal funding include:

- **Dallas Area Rapid Transit** to support taxi vouchers for eligible residents in Carrollton and Rowlett, and operating funds to administer program.
- **Workforce Solutions of Greater Dallas** to hire a planning consultant to conduct a study identifying employee transportation needs and routes in DART's non-rail area. The funding would also assist in the acquisition of vans and initiation of a no-cost vanpool for southern Dallas County residents to and from the Inland Port employment area, in partnership with DART.
- **City of Dallas** to better connect seniors and individuals with disabilities with medical appointments when no other transit options are available.
- **City of DeSoto** to launch a taxi voucher program for residents who are older or have disabilities.
- **Fort Worth Transportation Authority** on behalf of Tarrant County Transportation Services, to add a day of service, Transit 101 classes and mobility management services.
- **Dallas County HHS Older Adult Services Program** to receive vehicles from the NCTCOG Vehicle Lease Program to continue operations.
- **City of Lancaster** to receive a vehicle from the NCTCOG Vehicle Lease Program to expand services provided to seniors in the city.
- **Span, Inc.** to expand demand-response service in Flower Mound and to support collaborative effort between Hickory Creek, Shady Shores, Lake Dallas, and Corinth for demand response service to seniors and mobility-impaired individuals.

NCTCOG regularly conducts calls for projects to award funding from various FTA programs. Projects support increasing, enhancing or expanding transit services for low-income individuals, seniors and persons with disabilities in the urbanized areas.

For more detailed information about projects selected for award, visit www.nctcog.org/ftafunding.

NCTCOG aviation

reaching future flyers

NCTCOG recently published an aviation education fact sheet highlighting its efforts to develop a qualified workforce to meet the demands of regional expansion and industry growth.

The North Texas Aviation Education Initiative approaches outreach from different angles using gaming, career planning resources, and mentorship to engage students and encourage them to consider aviation and aerospace professions. Locally, the industry has a significant economic impact. Over 300 aviation and aerospace employers are based in North Texas and the industry has an annual economic impact of over \$40 billion.

A concentrated effort is needed to meet the workforce demands of the future. By 2020, 50,000 skilled workers will be needed in the Dallas-Fort Worth area to meet employment demands and maintain global competitiveness.

With efforts such as the aviation education initiative, which depends on partnerships with public and private entities, there will be well-trained workers to meet industry needs. Read more about the education effort at www.nctcog.org/factsheets.

REGIONALNews

Webinar: Clean vehicle solutions



**Dallas-Fort Worth
CLEAN CITIES**

NCTCOG and the Dallas-Fort Worth Clean Cities Coalition will host a Clean Vehicle Solutions Refuse Hauler webinar at noon November 30. This webinar is geared toward cities and private companies that own and operate refuse haulers.

Learn how to take full advantage of the wide variety of upcoming funding opportunities and explore different alternative fuel options available to fleets.

For more information on this and future webinars, please visit www.dfwcleancities.org/webinars.

Alt fueling facilities program open

The Texas Commission on Environmental Quality is accepting applications for the Alternative Fueling Facilities Program. AFFP offers grants for the construction or expansion of alternative fuel stations within the Clean Transportation Zone, which includes all 12 counties in the Dallas-Fort Worth metropolitan planning area.

Eligible fuels include natural gas, biodiesel, hydrogen, methanol, propane and electric charging. Program details and application instructions can be found at www.terpgrants.org. The deadline to apply is 5 pm January 16, 2018.

In early November, NCTCOG will host two workshops to share information and facilitate regional project opportunities.

On November 2, the NCTCOG/DFW Clean Cities EV Infrastructure workshop will connect electric vehicle supply equipment companies with representatives from cities, workplaces, university/college campuses and apartments to discuss their equipment and offerings.

Details and registration for this workshop can be found at www.dfwcleancities.org/evnt.

Additionally, the TCEQ will conduct a workshop at 9 am November 9 at NCTCOG to review the grant requirements and application process with entities interested in the program.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

Denton County Transportation Authority
DCTA.net

North Texas Tollway Authority
NTTA.org

The Fort Worth Transportation Authority
FWTA.org

Texas Department of Transportation
TxDOT.gov

By the Numbers

\$1.9 million

Funding approved by the RTC for cities and transportation providers in the region to assist seniors and individuals with disabilities.

PUBLIC *Involvement*

NCTCOG requests input on funding initiatives

NCTCOG will present transportation funding initiatives and road safety performance measures at public meetings in November.

Residents can provide input on federal/local exchange funding initiatives at public meetings on November 13 (Arlington), November 14 (North Richland Hills) and November 15 (Richardson). NCTCOG staff has been working with local agencies that have expressed interest in entering into partnerships with the RTC to fund transportation projects in their jurisdictions. The goal of these partnerships is to implement local transportation projects while acquiring local funds for regional programs by exchanging federal air quality and mobility funds for local funds from partner agencies.

Staff will also present regional performance targets for both roadway safety and transit assets. NCTCOG uses performance measures as part of a performance-based planning process for the region's transportation system. Roadway safety targets focus on reducing serious injuries and fatalities while transit asset management targets ensure public transportation vehicles, rail lines and other capital assets are in good condition.

Finally, funding opportunities for vehicle and fueling infrastructure will also be highlighted. Watch the Arlington meeting in real time by clicking the "live" tab at www.nctcog.org/video.

A recording of the presentations will also be posted at www.nctcog.org/input.

Public Meeting Details		
November 13, 2017 2:30 pm NCTCOG 616 Six Flags Drive Arlington, TX 76011	November 14, 2017 6 pm North Richland Hills Library 9015 Grand Ave. North Richland Hills, TX 76180	November 15, 2017 6 pm Richardson Civic Center 411 W. Arapaho Road Richardson, TX 75040

Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation.

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.

TxDOT PLANS AHEAD FOR WINTER WEATHER

FORECASTS DIFFER ON FREQUENCY AND SEVERITY OF WINTER STORMS

DALLAS — For those who put much stock into the winter weather predictions of the Farmers' Almanac, this winter could bitter cold and full of snow.



The Almanac, which claims an accuracy rate of 80 percent, is predicting the coldest weather in Texas from late November

into early December, and the "snowiest periods in late December and early to mid-February."

However, the National Oceanic and Atmospheric Administration's Climate Prediction Center, the agency tasked with developing long-range weather outlooks, is predicting almost the opposite.

Leaving little to chance regardless of the forecast, TxDOT has spent the past few months gearing up for the upcoming winter, updating response plans and restocking inventory. In early November, officials from the Dallas and Fort Worth districts held a joint media event to highlight TxDOT's winter preparations.

Dallas District officials have been coordinating with other agencies, local governments and school districts. A thorough check of inventory is complete. Supplies and materials restocked.



TxDOT photo

TxDOT maintenance personnel commence preparation exercises for the coming winter weather season to ensure all equipment, materials and workers are ready for what's coming.

All in preparation for what the coming winter might bring.

"Our goal is to maintain a safe transportation system, no matter what Mother Nature might bring," said John Hudspeth, TxDOT's director of operations in the Dallas District. "It is critical this time of year that we are fully prepared."

This season, the Dallas District will again have more than 185 pieces of equipment and nearly 300 employees readily available to immediately start working around the clock as soon as winter weather threatens North Texas.

See **WINTER WEATHER** on Back Page

OCTOBER 2017 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)***	CONTRACTOR
0048-01-064*	SH 342 (VA)	Various roadways in Dallas District	Seal coat and pavement markings	\$11.10	\$11.38	2.59	\$12.49	Brannan Paving Co., Ltd.
0918-46-291*	VA	Various locations in the City of Dallas	Improve traffic signals	\$1.42	\$1.48	4.14	\$1.66	Durable Specialties, Inc.
ESTIMATED OCTOBER 2017 TOTALS				\$12.52	\$12.86	2.77	\$14.15	
DISTRICT FY ACCUMULATIVE LETTINGS				\$12.52	\$12.86	2.77		
DALLAS DISTRICT FY LETTING VOLUME CAP				\$287.84**				

*Not mapped.

**District FY 2018 Letting Volume Cap does not include the following: 1) Southern Gateway (\$565M); 2) Previous Prop 1 commitments that have been funded through NCTCOG 10 year plan swap (\$103.2M).

***Estimated Total Project Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

NOVEMBER 2017 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)
1 2374-01-180	I-635	East of Abrams Rd. to west of Plano Rd. and east of Centerville Rd. to I-30	Construct noise walls in various locations	\$18.00
0918-00-275*	VA	Various locations to in the Dallas District	Installation of traffic signals	\$2.19
ESTIMATED TOTAL				\$20.19

*Not mapped.

COMPLETED CONSTRUCTION PROJECTS (FROM OCTOBER 1 – 31, 2017)

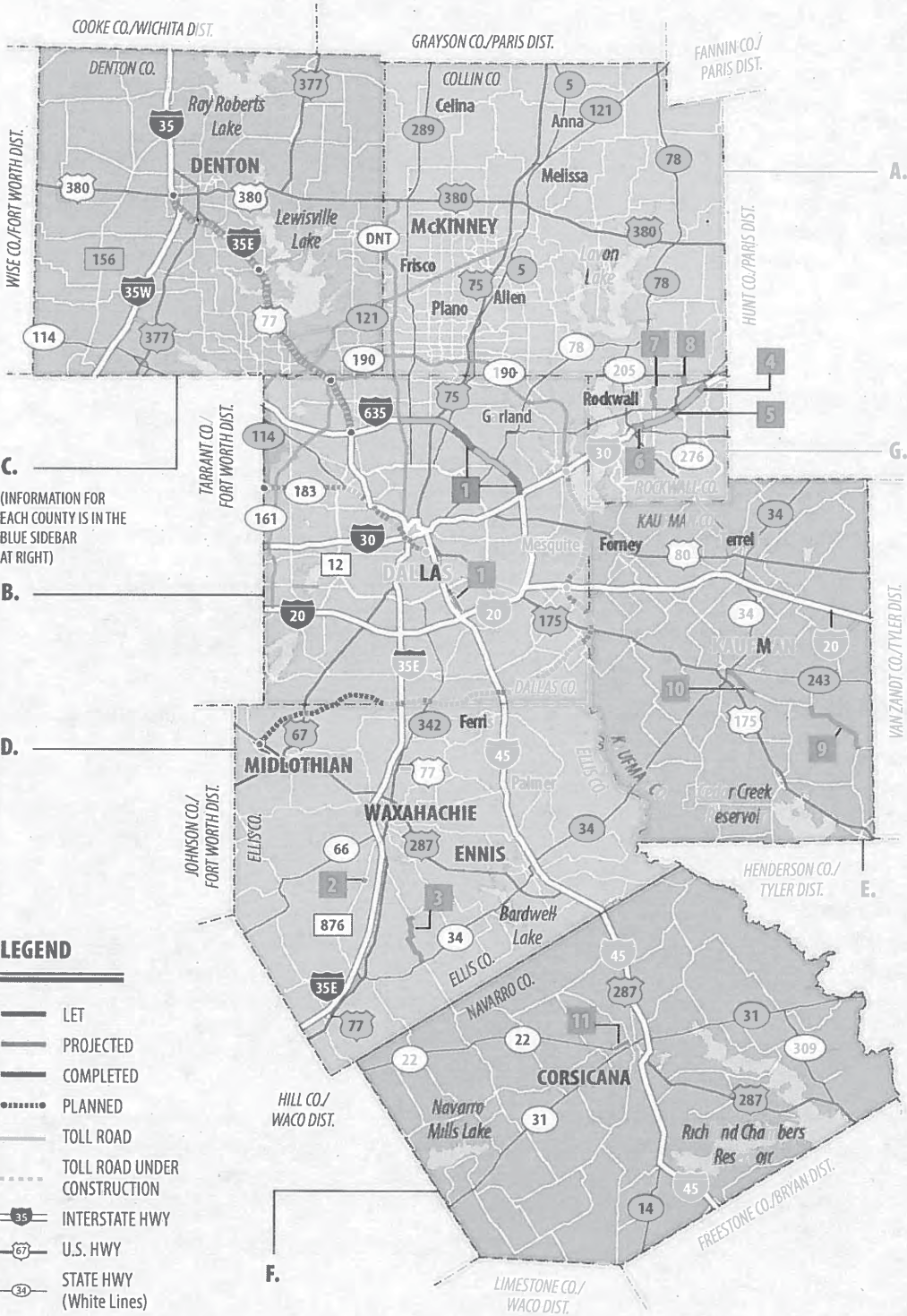
CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)
1 0092-02-122	SH 310	I-20 to 0.91 mi. south of SL 12 2.162 mi.	Improve guardrail to design standards	10/24/17	\$1.32
2 1051-02-017	FM 876	At Big Onion Creek 0.117mi.	Replace bridge and approaches	10/12/17	\$1.72
3 1451-01-024	FM 55	SH 34 to south of Nash Howard Rd.	Rehabilitate existing pavement	10/12/17	\$5.54
4 0009-12-074	I-30	At Erby Campbell Blvd.	Construct interchange	10/03/17	\$19.99
5 0009-12-078	I-30	At FM 551	Reconstruct FM 551 overpass at I-30 including frontage roads	10/03/17	\$30.86
6 0009-12-214	I-30	SH 205 to John King Blvd.	Reverse I-30 Rrmps east of SH 205	10/09/17	\$3.49
7 1015-01-022	FM 3549	SH 66 to FM 552	Base repair, level-up and overlay	10/18/17	\$2.58
8 1016-03-013	FM 1138	SH 66 to Collin County Line	Provide additional paved shoulders	10/20/17	\$1.96
9 1397-01-030	FM 1836	FM 2515 to FM 90	Rehabilitation of existing roadway	10/18/17	\$6.14
10 1397-01-031	FM1836	SH 34 to east of CR 146	Reconstruct existing pavement & add shoulders	10/02/17	\$5.94
11 0121-05-050	SH 22	N 37th Street to SH 31	Full depth concrete repair & overlay	10/12/17	\$1.99
ESTIMATED TOTAL					\$81.53

SOURCE: Texas Department of Transportation.

TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in October, are projected to let in November, or have recently been completed.



SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG



2017 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 3,806,303
*POPULATION ESTIMATE | 4,681,210
LANE MILES | 10,493.628

A. COLLIN COUNTY
VEHICLE REGISTRATION: 729,624
*POPULATION ESTIMATE: 932,530
LANE MILES: 1,373.829

B. DALLAS COUNTY
VEHICLE REGISTRATION: 2,064,783
*POPULATION ESTIMATE: 2,502,270
LANE MILES: 3,366.158

C. DENTON COUNTY
VEHICLE REGISTRATION: 603,332
*POPULATION ESTIMATE: 814,560
LANE MILES: 1,488.733

D. ELLIS COUNTY
VEHICLE REGISTRATION: 165,813
*POPULATION ESTIMATE: 173,410
LANE MILES: 1,523.910

E. KAUFMAN COUNTY
VEHICLE REGISTRATION: 109,180
*POPULATION ESTIMATE: 116,140
LANE MILES: 1,201.810

F. NAVARRO COUNTY
VEHICLE REGISTRATION: 51,056
*POPULATION ESTIMATE: 49,170
LANE MILES: 1,192.820

G. ROCKWALL COUNTY
VEHICLE REGISTRATION: 82,515
*POPULATION ESTIMATE: 93,130
LANE MILES: 346.368



TxDOT PREPARED FOR WINTER WEATHER

CONTINUED from Cover Story

DALLAS — In Dallas County alone, TxDOT will have about 70 vehicles and 140 employees ready to respond to a winter weather event. The Dallas District has 14 snow plow blade attachments. In 2014, the District began using a brine solution to treat roadways ahead of a winter storm. Brine is a liquid, salt-based anti-icer used to pretreat roads before temperatures drop below freezing.



"We have been really pleased with the results we saw from using brine last year," Hudspeth said. "It's cost-effective, it holds up very well in extreme conditions, and it allows us to treat more roads in less time."

The Dallas District now has five new brine makers at its disposal; one each in Denton, Collin, Ellis, Kaufman and Dallas counties, allowing TxDOT to make its own pretreating material.

Also, the District has a full stock of other materials on hand, including 2,815 tons of salt/sand mixture and 35,387 tons of ice rock/chat, materials commonly used to speed

the melting process and improve traction on icy roads. Those materials are enough to carry the District through multiple days of snow and ice, and TxDOT will be ready the moment winter weather moves into North Texas.

"We've had over 500 of our state roads closed due to flooding at one time or another," TxDOT Executive Director James Bass told the American-Statesman. "We're out there and we're going to get it done."

The massive response from TxDOT Dallas — and other districts across the state — is a good start. ★

AFTER SNOW/ICE EVENT

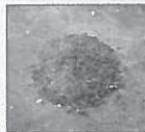
- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (Potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

WHAT MATERIALS ARE USE ON THE ROADS?



Before an ice/Snow Event

- Liquid salt-based anti-icers help prevent ice formation



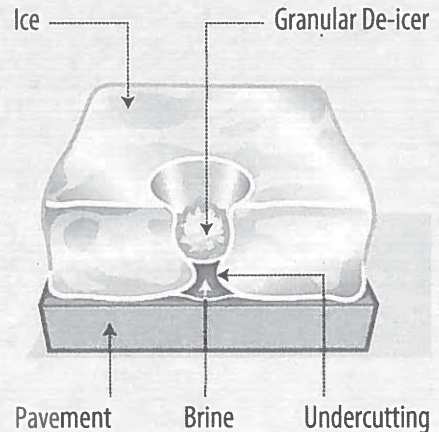
During an ice/Snow Event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

HOW DO THE CHEMICALS WORK?

Granular De-icer

A granular de-icer — salt for instance — lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use).



When salt makes contact with ice — melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.

Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.



From Ms. Haylee C. Of Lewisville, Texas: "I want to report that I LOVE the transitions (even the temporaries) along 121 and 114 from Lewisville to Dallas! They are SO smooth - no "bump-bump" as you cross the transition! It makes for a much less stressful drive, even when traffic is intense. Whatever contractors are being used on these projects are AMAZING!"

SOURCE: Texas Department of Transportation.

TxDOT graphics

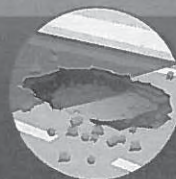
DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF
TRANSPORTATION
4777 E. Highway 80
Mesquite, TX
75150-6643

FOR MORE INFORMATION:

214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit 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>