

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, December 7, 2018

North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

1:30 – 1:35

1. **Approval of October 26, 2018, Minutes**

Action       Possible Action       Information      Minutes: 5

Presenter: Kristina Holcomb, STTC Chair

Item Summary: Approval of the October 26, 2018, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

1:35 – 1:35

2. **Consent Agenda**

Action       Possible Action       Information      Minutes: 0

2.1. **Transportation Improvement Program Modifications**

Presenter: Rylea Roderick, NCTCOG

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

Background: December 2018 out-of-cycle and February 2019 revisions to the 2019-2022 TIP are provided as [Electronic Item 2.1.1](#) and [Electronic Item 2.1.2](#) for the Committee's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed:

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

2.2. **Clean Fleets North Texas 2018 Funding Recommendations**

Presenter: Amy Hodges, NCTCOG

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

Background: The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2018 CFP to award grant funds for diesel vehicle or equipment replacement projects in North Central Texas. Applications are accepted on a modified first-come, first-served basis with monthly application

deadlines. Staff has completed review and emissions quantification of applications received since the last Committee approval and has developed funding recommendations. This CFP is funded through the Environmental Protection Agency's National Clean Diesel Funding Assistance Program and Texas Commission on Environmental Quality Supplemental Environmental Project. This initiative is an extension of clean vehicle efforts listed as weight-of-evidence in the Dallas-Fort Worth 2016 Eight-Hour Attainment Demonstration State Implementation Plan. [Electronic Item 2.2.1](#) provides an overview of the CFP. [Electronic Item 2.2.2](#) provides detailed project listings.

Performance Measure(s) Addressed:

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

1:35 – 1:45

3. **Metroplex Freight Rail Mobility Study**

Action                       Possible Action     Information                      Minutes: 10

Presenters: Chad Coburn, TxDOT and Jeff Hathcock, NCTCOG

Item Summary: Texas Department of Transportation (TxDOT) staff will provide information about the Metroplex Freight Rail Mobility Study. In addition, North Central Texas Council of Governments (NCTCOG) staff will highlight some initial ideas to advance projects.

Background: TxDOT, in coordination with NCTCOG, is conducting an analysis of the freight and passenger rail transportation network to identify mutually beneficial mobility improvements. The 2010 Dallas-Fort Worth Regional Freight Study, found at [http://ftp.dot.state.tx.us/pub/txdot-info/rail/freight/dal\\_fw.pdf](http://ftp.dot.state.tx.us/pub/txdot-info/rail/freight/dal_fw.pdf), identified infrastructure improvements such as highway-rail grade separation projects and closures. TxDOT and NCTCOG seek the Committee's help to identify changes in rail and roadway volumes near rail crossings, planned roadway improvements, and other local traffic patterns. Based on the feedback received, the updated plan will prioritize areas in need and develop conceptual improvement designs.

Performance Measure(s) Addressed:

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

1:45 – 1:55

4. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, and MTP Policy Bundle TDC Program**

Action                       Possible Action     Information                      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of the proposed projects to be funded under the Strategic Partnerships

Round 3, Intersection Improvements, and Metropolitan Transportation Plan (MTP) Policy Bundle Transportation Development Credits (TDC) Program. These projects are contained in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.

Background: Over the past several months, staff received requests for funding from agencies around the region. These requests were split into three categories. The first is Strategic Partnerships, which is comprised of projects that are leveraging non-RTC funds, have multiple funding partners, or are of strategic value to the region. The second category is Intersection Improvements. Finally, there is a category for project requests from agencies that were awarded TDCs through the MTP Policy Bundle initiative.

The projects were broken down by project type (e.g., roadways, intersections, and bicycle/pedestrian) and evaluated by North Central Texas Council of Governments staff on technical merit. [Electronic Item 4.1](#) contains the staff funding recommendation, organized by project type, as well as information on the scoring criteria. Additional details on the funding program can be found in [Electronic Item 4.2](#).

Performance Measure(s) Addressed:

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

1:55 – 2:05

5. **Alternative Fuel Corridor Nomination**

Action       Possible Action       Information      Minutes: 10

Presenters: David Garcia and Chris Klaus, NCTCOG

Item Summary: Staff will present an overview of current alternative fuel corridor designations, along with an update on a recently adopted Texas Department of Transportation (TxDOT) policy regarding alternative fuel station signage and information on new infrastructure developments. Recent conversations on hydrogen fuel stations will also be discussed. The Committee will be asked to recommend Regional Transportation Council (RTC) approval of corridor and signage recommendations to TxDOT.

Background: The Fixing America's Surface Transportation (FAST) Act included a requirement for the Secretary of Transportation to designate national electric vehicle charging, hydrogen, propane, and natural gas fueling corridors. The North Central Texas Council of Governments (NCTCOG) submitted an extensive statewide nomination in July 2016, much of which has been designated by the Federal Highway Administration (FHWA). In 2017, TxDOT took the lead for a statewide submittal. The RTC requested inclusion of several additional corridors in TxDOT's 2017 nomination.

FHWA has released another request for nominations to add to the national corridor network. TxDOT is again coordinating a submittal for the State of Texas and NCTCOG staff has begun collaborating with TxDOT to identify appropriate corridors for submittal. Staff will provide technical support for TxDOT as needed. [Electronic Item 5](#) provides additional details.

Performance Measure(s) Addressed:

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

2:05 – 2:15

6. **Trinity Railway Express Shuttle**

Action               Possible Action       Information              Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval for Trinity Metro to operate services between Dallas Fort Worth International Airport (DFW Airport) and the Trinity Railway Express (TRE) Centreport Station and to transfer remaining federal funds previously approved for this project from DFW Airport to Trinity Metro for implementation.

Background: In August 2015, the RTC awarded Federal Transit Administration formula funds through the Transit Call for Projects to DFW Airport to provide shuttle service between the TRE Centreport Station and the Remote South Parking Lot at the airport. This project is a continuation of an existing shuttle service operated through a partnership with Dallas Area Rapid Transit (DART) and Trinity Metro. The DFW Airport notified the North Central Texas Council of Governments in March 2018 that it will discontinue this service once TEXRail service is fully operational. In coordination with DFW Airport, DART and Trinity Metro, staff worked to identify replacement services to ensure this critical last-mile connection is maintained. Trinity Metro will assume responsibility for continued service in 2019. Additional details can be found in [Electronic Item 6](#).

Performance Measure(s) Addressed:

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

2:15 – 2:25

7. **Mobility 2045 Status, Transportation Conformity Determination, and Ozone Standards Update**

Action               Possible Action       Information              Minutes: 10

Presenters: Kevin Feldt and Jenny Narvaez, NCTCOG

Item Summary: Staff will provide an update regarding work efforts to implement Mobility 2045, including the recent Transportation Conformity determination by the United States Department of Transportation (US DOT). In addition, staff will provide an update on other air quality actions that impact North Central Texas.

Background: The Clean Air Act of 1990 requires metropolitan planning organizations with a nonattainment designation to perform an air quality analysis when a new metropolitan transportation plan is developed to ensure the multi-modal transportation system complies with applicable Motor Vehicle Emission Budgets (MVEB). Staff has conducted a successful transportation conformity analysis for the required MVEB analysis year (2018), the Metropolitan Transportation Plan horizon year (2045), and interim years (2022, 2028, and 2037). [Electronic Item 7.1](#) contains the US DOT conformity approval.

Updates on both the 2008 and 2015 ozone standards have been announced for the Dallas-Fort Worth region during the month of November. Additionally, the end of November concluded another ozone season. Staff continues to track information on the standards applicable to the region and exceedance days at each monitor and will provide summaries to the Committee. [Electronic Item 7.2](#) includes further details.

Performance Measure(s) Addressed:

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

2:25 – 2:35

8. **High-Speed Rail: Fort Worth to Laredo**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update regarding recent efforts on the conceptual study for high-speed rail between Fort Worth and Laredo.

Background: Currently, North Central Texas Council of Governments (NCTCOG) staff is coordinating with other metropolitan planning organizations (MPO) along a proposed high-speed rail corridor from Fort Worth to Waco, Temple-Killeen, Austin, San Antonio, Laredo and beyond to analyze mode and alignment opportunities for the corridor. The Regional Transportation Council (RTC) previously approved \$500,000 in RTC local funds for the conceptual feasibility study for high-speed passenger rail technology between Fort Worth and Laredo. The Alamo Area MPO in San Antonio will provide \$200,000 in Congestion Mitigation and Air Quality Improvement Program funds to NCTCOG as part of the partnership.

Performance Measure(s) Addressed:

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

2:35 – 2:45

9. **High-Speed Rail: Dallas/Arlington/Fort Worth**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update regarding recent efforts for the Fort Worth to Dallas Core Express Service high-speed passenger service. William Meadows, Chair of the Commission for High-Speed Rail in Dallas/Fort Worth, and Michael Morris recently met with the Federal Railroad Administration in Washington, DC.

Background: The Regional Transportation Council (RTC) has adopted regional policies guiding the development of high-speed passenger service implementation within the Dallas-Fort Worth region. North Central Texas Council of Governments staff continues to coordinate with project partners to ensure the efforts are consistent with the adopted RTC high-speed passenger service policies and with all transportation partners, consultants, and the public to ensure successful high-speed passenger service implementation.

This item will include:

- Results of federal initiatives
- Hyperloop technology potential
- Status of the procurement process for consultant assistance to provide services to conduct an environmental analysis within the corridor
- Upgraded agreement with Texas Central Partners

Performance Measure(s) Addressed:

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

2:45 – 2:55

10. **Status Report on US 75**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will highlight results from a meeting with representatives from the Federal Highway Administration (FHWA) in Washington, DC, on several options to implement improvements from US 75 to Sam Rayburn Tollway/SH 121.

Background: The Regional Transportation Council funded improvements for technology lanes on US 75. SH 121 in the Fort Worth District is the second application of this technology. US 75 is the third application of this technology within the region. The Texas Department of Transportation is completing the design of this facility using State funds. A status report will be presented. [Electronic Item 10](#) is a copy of recent correspondence transmitted to the FHWA.

Performance Measure(s) Addressed:

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

2:55 – 3:05

11. **Transportation Alternatives Set-Aside Program Call for Projects**

Action       Possible Action       Information      Minutes: 10

Presenter: Daniel Snyder, NCTCOG

Item Summary: Staff will provide information and the schedule for the 2019 Transportation Alternatives Set-Aside Program (TA Set-Aside) Call for Projects for the North Central Texas region.

Background: Approximately \$7.9 million is anticipated to be available to fund TA Set-Aside Program projects in the North Central Texas Council of Governments Metropolitan Planning Area. Projects eligible under this program include on- and off-road pedestrian and bicycle facilities, multimodal connections to public transportation, and pedestrian and bicycle infrastructure that will substantially improve safety. Staff will present a program overview, the amount of funding available in the eastern and western subregions, and the schedule for the call for projects. Additional information is provided in [Electronic Item 11](#).

Performance Measure(s) Addressed:

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

3:05 – 3:15

12. **Volkswagen Settlement Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Nancy Luong, NCTCOG

Item Summary: Staff will present an overview of the final Beneficiary Mitigation Plan for Texas and recommend regional priorities for expenditure of funding.

Background: The Texas Commission on Environmental Quality (TCEQ) was designated by the Governor as the lead agency for administration of Texas' share of funds under the Environmental Mitigation Trust (Trust), which is approximately \$209 million. The Trust was established as part of the Volkswagen Clean Air Act Civil Settlements and requires each beneficiary to submit a Mitigation Plan. The TCEQ published the Draft Beneficiary Mitigation Plan for Texas on August 8, 2018, and the Regional Transportation Council submitted formal comments on September 13, 2018. The TCEQ published the final Beneficiary Mitigation Plan for Texas on November 16, 2018. [Electronic Item 12.1](#) provides an overview of the Trust and a summary of changes to the final Beneficiary Mitigation Plan for Texas. Staff will seek feedback from the Committee on funding priorities for the Dallas-Fort Worth region, as requested by the TCEQ ([Electronic Item 12.2](#)).

Performance Measure(s) Addressed:

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

3:15 – 3:30

13. **Fast Facts**

Action       Possible Action       Information      Minutes: 15

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

1. *April Leger* – 2019 Surface Transportation Technical Committee and Regional Transportation Council Meeting Schedules ([Electronic Item 13.1](#))
2. *Shannon Stevenson* – Positive Train Control Implementation Update
3. *Brian Dell* – Metropolitan Transportation Plan Policy Bundle ([www.nctcog.org/trans/plan/mtp/policy-bundle](http://www.nctcog.org/trans/plan/mtp/policy-bundle))
4. *Cody Derrick* – Texas Department of Transportation Request for Proposals for Fiscal Year 2020 Traffic Safety Grants Due January 10, 2019 ([www.txdot.gov/apps/eGrants/eGrantsHelp/rfp.html](http://www.txdot.gov/apps/eGrants/eGrantsHelp/rfp.html))
5. *Jessica Scott* – National Association of City Transportation Officials (NACTO) Transit Street Design Guide Workshop ([Electronic Item 13.2](#))
6. *Kyle Roy* – Legislative Update
7. *Arash Mirzaei* – Census 2020 Participant Statistical Areas Program ([www.nctcog.org/census2020psap](http://www.nctcog.org/census2020psap))
8. *David Garcia* – Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle))
9. *David Garcia* – Dallas Fort Worth Clean Cities Events ([www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings))
10. *Kimberlin To* – 2018 Air North Texas Partner Awards ([www.airnorthtexas.org/partnerawards18](http://www.airnorthtexas.org/partnerawards18))
11. *Brian Wilson* – Mobility Matters (Handout)
12. *Carli Baylor* – October Public Meeting Minutes ([Electronic Item 13.3](#)) and November Public Meeting Minutes ([Electronic Item 13.4](#))
13. *Carli Baylor* – December Online Comment Opportunity Notice ([Electronic Item 13.5](#))
14. *Victor Henderson* – Public Comments Report ([Electronic Item 13.6](#))
15. Written Progress Report:
  - Local Motion ([Electronic Item 13.7](#))
  - Transportation Partner Progress Reports ([Electronic Item 13.8](#))

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

15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on January 25, 2019, at the North Central Texas Council of Governments.**



**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
October 26, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 26, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Micah Baker, Bryan Beck, Katherine Beck, David Boski, Curt Cassidy, Ceason Clemens, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ricardo Gonzalez, Gary Graham, Brian McNulty (representing Ron Hartline), Kristina Holcomb, Kirk Houser, Terry Hughes, Tony Irvin, Paul Iwuchukwu, Sholeh Karimi, Paul Luedtke, Stanford Lynch, Alberto Mares, Jonathan Browning (representing Wes McClure), Brian Moen, Jim O'Connor, Than Nguyen (representing Dipak Patel), Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, Bryan G. Ramey II, Lacey Rodgers, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Rama Dhanikonda (representing Brian Shewski), Walter Shumac III, Tom Simerly, Randy Skinner, Cheryl Taylor, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Marianna Borrego, Chris Bosco, Jonathon Browning, Dave Carter, Lori Clark, Eric Conner, Michael Copeland, Brian Crooks, Theresa Daniel, Shane Davis, John Denholm, Sam Dennehy, Cody Derrick, Pritam Deshmukah, Kevin Feldt, Marcos Fernandez, Keith Fisher, Brian Flood, Christie Gotti, Victor Henderson, Abby Inabnet, Tim James, Yagnesh Jarmarwala, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Minh Le, April Leger, James McLane, Erin Moore, Michael Morris, Bailey Muller, Jenny Narvaez, Aaron Nathan, Jeff Neal, Evan Newton, Donald Parker, Vercie Pruitt-Jenkins, Chris Reed, Brian Rentsch, Allysen Richey, Rylea Roderick, Kyle Roy, Shannon Stevenson, Marian Thompson, Joe Trammel, Mitzi Ward, Brian Wilson, and Brendan Yarborough.

1. **Approval of September 28, 2018, Minutes:** The minutes of the September 28, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:**  
A recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects was requested. An overview of the Call for Projects was provided in Electronic Item 2.1.1, and a detailed project listing was provided in Electronic Item 2.1.2.
  - 2.2. **Federal Transit Administration's Access and Mobility Partnership Grant Opportunity:**  
A recommendation for Regional Transportation Council approval to submit an application to the Access and Mobility Partnership Grant for the Innovative Coordinated Access and Mobility Pilot Program was requested. Funding from this grant opportunity would address goals outlined in Access North Texas and help improve regional mobility management in North Central Texas. The total grant budget will not exceed \$750,000. Details were provided in Electronic Item 2.2.

- 2.4. Transportation Department Low-Emissions Vehicle: A recommendation for Regional Transportation Council (RTC) approval of \$12,000 in RTC local funds for the Transportation Department's low-emissions vehicle to be used towards lease payments and operational costs was requested. Committee action also included a recommendation to direct staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved funding.

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

The following item was removed from the Consent Agenda by staff and presented.

- 2.3. High-Speed Rail Study from Fort Worth to Laredo: Regional Transportation Council Local Funds: Michael Morris presented a funding swap for funding associated with high-speed rail initiatives from Fort Worth to Laredo. Originally, funding was approved for conceptual planning for high-speed rail between Waco, Temple-Killeen, Austin, San Antonio, Laredo and beyond using \$300,000 in Surface Transportation Block Grant Program (STBG) funding and \$200,000 in local funds from the Metropolitan Planning Organization (MPO) in San Antonio. As the MPO pursued the transfer of funds, it became problematic. Approval was requested to instead fund the conceptual study with \$500,000 in Regional Transportation Council (RTC) local funds with the San Antonio area MPO providing to NCTCOG \$200,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds as part of the partnership.

A motion was made to approve Consent Agenda Item 2.3 as presented by staff. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

3. **Public Participation Plan Update**: Kyle Roy presented proposed updates to the North Central Texas Council of Governments (NCTCOG) Transportation Department's Public Participation Plan. He noted that the Public Participation Plan fulfills basic requirements established by federal law to inform the public, and that the Transportation Department strives to go beyond the basic requirements. The plan, last updated in 2015, defines public involvement procedures and comment periods, outlines communications and outreach strategies for informing the public, describes measures for diversity and inclusiveness, and provides the basis for evaluating outreach efforts. The public participation requirements outlined in laws and legislation regard transportation funding, civil rights, environmental justice and limited English proficiency individuals. The NCTCOG Transportation Department strives to involve citizens through public involvement opportunities such as in-person public meetings, online public comment opportunities, the website, emails, social media, publications, newsletters, outreach events, speaking opportunities, media, and advertising. A copy of the current Public Participation Plan was provided in Electronic Item 3.1. A draft Public Participation Plan that includes the proposed revisions was provided in Electronic Item 3.2. Proposed revisions include: a revised stakeholder list to reflect federal requirements, increased weight given to local comments due to their proximity to the projects, updates to demographics and the Language Assistance Plan, and refined evaluation measures and reporting. Mr. Roy noted that staff is seeking to have more efficient public input opportunities by matching the number and location of meetings to the level of public interest for a given topic. This includes supplementing with increased emphasis on livestreaming so people can participate at their convenience with options for other forms of participation, if needed. In addition, staff proposed outreach efforts through community groups to better integrate input into the planning process earlier. Public comment periods will remain unchanged with 30 days for most items, 45 days for the Public

Participation Plan, and two 30-day periods for the Metropolitan Transportation Plan. Meetings will continue to be recorded and posted online. He noted that many topics currently require multiple public meetings. Staff proposed to remove the multiple public meeting requirement to allow more flexibility to use funding and staff time more efficiently. Meetings will be livestreamed whenever possible. He specifically noted that Unified Planning Work Program modifications are currently posted online along with a video summary. Staff proposed to continue posting the modifications, but to remove the video summary requirement. Additional information on the proposed revisions was provided in Electronic Item 3.3. Mr. Roy noted that the public comment period for the Public Participation Plan ended on October 24, 2018. A motion was made to recommend Regional Transportation Council approval to update the Public Participation Plan as outlined in Electronic Item 3.2. Clarence Daugherty (M); John Polster (S). The motion passed unanimously.

4. **Performance Measures Target Setting:** Dan Lamers presented proposed regional targets for federally required performance measures. Required performance measures were established through a series of four rulemakings: Safety, Infrastructure Condition, System Performance/Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. The Regional Transportation Council (RTC) previously adopted targets for the Transit Asset Management and Safety performance measures. The remaining two discussed at the meeting were Pavement and Bridge and System Performance, which each include six sub measures. For Pavement and Bridge, these include the percentage of interstates, non-interstates, and bridges in good and poor condition. For System Performance, these include the reliability of the interstate, non-interstate National Highway System (NHS), and truck travel time. Also included is peak hour excessive delay, percent of non-single occupancy vehicle mode share, and mobile source air quality emissions reductions. He noted that all performance measures except the air quality emissions utilize the NHS. A map of the National Highway System within the Metropolitan Planning Area boundary was highlighted. For pavement in both good and poor condition, staff's recommendation is that the North Central Texas Council of Governments (NCTCOG) support the Texas Department of Transportation's (TxDOT) statewide 2022 targets. For pavement in poor condition, it was recommended that staff work with local entities on the off-system facilities to try to improve the condition score since the percentage in poor condition is the highest in that category. The TxDOT statewide targets recommended for support included: 66.4 percent interstate and 52.3 percent non-interstate in good condition; 0.3 percent interstate and 14.3 percent non-interstate in poor condition. Michael Morris added that a committee may need to be created to focus on the arterials that need improvement. Regarding bridge condition, it was proposed that NCTCOG also support TxDOT's 2022 statewide good and poor condition targets for NHS bridges of 50.42 percent in good condition and 0.8 percent in poor condition. Staff also recommended that a supplemental statement be included to collaborate with TxDOT to plan and program projects contributing toward accomplishment of bridge goals, and NCTCOG will work with local governments to focus on expedited programming to improve NHS bridges in poor condition. NCTCOG's position is that no bridges should be in poor condition in the region. The six additional System Performance targets were highlighted. He noted the goal for each of these measures is to set all targets to improve over the historic trend. Recommendations included 2020 and 2022 targets for: interstate reliability (2020, 78.6 percent; 2022, 79.5 percent), non-interstate NHS reliability (2022, 71.1 percent), truck travel time reliability (2020, 1.71; 2022, 1.66), peak hour excessive delay (2022, 16 hours per capita), percent of non-single occupancy vehicle (SOV) mode share (2020, 19.9 percent commuter trips; 2022, 20.2 percent commuter trips) and emissions reduction (2020, 2,892.96 kg/day of NOx reduced; 2022, 5,062.68 kg/day of NOx reduced and 2020, 599.67 kg/day VOC reduced; 2022, 1,0179.4 kg/day VOC reduced). A summary of the proposed RTC action and schedule for this effort was reviewed. In addition, he noted correspondence distributed at the meeting in Reference Item 4.1 related to non-

SOV mode share. For this measure, as well as peak hour excessive delay, it is required that the region concur with the State's recommendation. Initially, the State recommended to have a reduced target over the trend for non-SOV mode share. However, NCTCOG staff would like to set a target that improves over the trend. NCTCOG recommended the improved target to the State, and the letter shares its concurrence to staff's proposal. Daniel Vedral asked how the condition of the arterials are scored. Mr. Lamers noted that the pavement condition scores are obtained from the Highway Performance Monitoring System and it is a sampling of pavement condition completed every year. It is an observed condition, but it is based on a sample. Mr. Vedral asked if it was acceptable for an entity to submit its investigation for the roadway system pavement condition index. Michael Morris noted that staff will be working with individual agencies on their own reports for their system condition, and staff will also be reviewing data to better understand the specific actions needed to improve the scores. A motion was made to recommend Regional Transportation Council approval to support the Texas Department of Transportation's statewide targets as shown for the National Highway System Pavement and Bridge conditions, with focus on the improvement of regional National Highway System off-system arterial pavements and bridges in poor condition. Action also included a recommendation to the Regional Transportation Council to adopt the regional targets for interstate reliability, non-interstate reliability, truck travel time reliability index, peak hour excessive delay, percent non-single occupancy vehicle mode share, and emissions reductions as outlined in Electronic Item 4. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

5. **2018 Metropolitan Planning Organization Milestone Policy Update:** Brian Dell provided an update on the projects that are part of the Metropolitan Planning Organization (MPO) Milestone Policy list. The MPO Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015 and pertains to project that were funded ten or more years prior to the policy and that had not yet gone to construction. Details on the Milestone Policy were provided in Electronic Item 5.1. For each project, North Central Texas Council of Governments (NCTCOG) staff worked with local implementing agencies to first determine if there was local support for their projects. For those with support, staff requested that the project sponsors provide a new project schedule and construction start date. In April 2016, the RTC approved the MPO Milestone Policy list. As part of the action, the RTC approved a policy to give agencies one additional fiscal year from their proposed construction start date to advance projects. The policy stipulates that if a project does not go to construction by the established deadline, the project's funding would be proposed for removal. Since that time, staff has worked with all the implementing agencies to ensure timely implementation of projects. This included sending reminder letters to all of the agencies on the list in December 2016. The letters highlighted each project and their associated deadlines. Staff then highlighted the projects and their deadlines during the 2019-2022 Transportation Improvement Program (TIP) development process. For the projects that were deemed to have missed their deadline for Fiscal Year (FY) 2018, letters were sent to the agencies detailing the plan of action and giving them an opportunity to provide any correspondence or information that they would like to see included for the RTC's consideration. A copy of the correspondence was provided in Electronic Item 5.4. Four projects were canceled initially based on input from the implementing agencies, two projects were canceled as a result of being on the Federal Highway Administration 10-year preliminary engineering audit list, one project was canceled and the funding moved to another project, and 36 projects have let for construction on time or have been completed. The updated Milestone Policy list was provided in Electronic Item 5.2. This left five projects that did not meet their deadline and that are slated for cancellation based on the policy. The list of the projects being proposed for cancellation were provided in Reference Item 5.3. A total of nine other projects remain and must let before the end of FY2019. Mr. Dell noted that the next few slides were not included in the mail out or have changed since that time.

He highlighted issues to consider before action is taken on the five projects: all agencies reset and established their own schedule in 2016, RTC approved an additional one year extension to the revised schedule, some projects were canceled after implementing agency staff determined that the projects were no longer warranted, projects were selected from 1992-2005, 36 other projects were prioritized by the implementing agencies and successfully met the deadline, agencies with non-compliant projects still think their projects are needed, and each of the five project schedules have been delayed further in the last 12 months. NCTCOG staff have reviewed correspondence from impacted agencies and have opted to propose an additional alternative. Michael Morris noted that this is an existing RTC policy, but that there may be some unintended consequences. Staff proposed that the five non-compliant projects be presented to an RTC "subcommittee" made up of representatives from the county, city, and the Texas Department of Transportation (TxDOT) district impacted. If the RTC members agree the project is still important and feasible, they will take responsibility for the project and schedule a presentation before the full RTC. A final schedule must be established, adhered to, and approved by the implementing agencies and NCTCOG staff. It is requested that this be completed by the December RTC meeting. If the implementing agency of a non-compliant project selects this option, there is no other recourse in the future and the RTC will not pay for additional costs. Mr. Dell highlighted the proposed action. Option 1 would be to recommend RTC approval of removing funding from projects that did not meet the deadline. Option 2 would be to recommend RTC approval for impacted RTC members to request a time extension. Approval would also direct staff to continue monitoring projects that must let by the end of FY2019, direct staff to amend the TIP to incorporate project cancellations, and direct staff to initiate a new round of 10-year Milestone Policy projects in 2019. John Polster, on behalf of the City of Denton, proposed that the Committee recommend that the RTC extend the deadline for the five projects to the end of calendar year 2019, direct staff to continue to monitor projects, and initiate the next round of 10-year Milestone Policy projects. He noted that he believes the policy has accomplished staff's intent to move projects forward, but that he did not feel that the implementing agencies were purposely delaying the projects. Mr. Morris noted that staff's recommendation is not just a blanket deadline but allows for policy officials to help resolve issues and propose a schedule, which provides more flexibility. Paul Luedtke noted that he fully supported the policy. He also noted that the City of Garland's project is now moving forward as a result of the effort and is within a few months of being under construction. He noted he was in support of staff's option to involve RTC members or the option presented by Mr. Polster. Chad Edwards asked if the project sponsors in attendance at the meeting were confident their projects will be completed by the 2019 deadline. TxDOT and Dallas County representatives indicated their projects would meet the deadline, as well as John Polster who indicated the Denton project would meet the deadline. Bryan Beck confirmed that agencies would not be back requesting another extension. John Polster and Clarence Daugherty agreed to include a statement as part of the motion that projects would be terminated if they do not meet the 2019 calendar year end deadline. A motion was made to recommend that the Regional Transportation Council approve extending the deadline for the five projects in Reference Item 5.3 to the end of calendar year 2019 with projects canceled if they do not meet the deadline. Action also included a recommendation for the Regional Transportation Council to direct staff to continue monitoring projects that must let by the end of FY2019, amend the Transportation Improvement Program to incorporate project cancellations, and initiate a new round of 10-year Milestone Policy projects in 2019. During the old/new business portion of the meeting, Bryan Beck requested that staff provide a status update on the projects to the Committee in April 2019. John Polster (M); Clarence Daugherty (S). Katherine Beck was opposed. The motion passed.

6. **Dallas-Fort Worth Clean Cities Annual Survey and Fleet Recognition Results:** Bailey Muller presented a summary of results compiled from the 2017 Dallas-Fort Worth Clean Cities (DFWCC) annual reports and recognized fleets who earned Bronze and Silver Fleet levels under the DFWCC Fleet Recognition Program. Clean Cities coalitions are required to complete annual reports to the United States Department of Energy each year. Annual report categories include emission reduction measures, fuel reduction measures, partnership and collaboration with DFWCC, as well as outreach and awareness of air quality goals. In order for fleets to be recognized, they must complete an annual survey submitted to the North Central Council of Governments for inclusion in its annual report. For 2017, the region reported 23.27 million gallons equivalent of petroleum reduced with 97 percent from alternative fuel vehicles. A breakdown of vehicles by fuel type was provided. Ms. Muller noted that the majority of fuel types were natural gas due to the volume used by transit agencies and the Dallas Fort Worth International Airport. Considering the distribution by fleets, hybrids are the primary vehicle types followed by natural gas, propane, and biodiesel. Annual report results, compiled from the 33 fleet surveys received, were highlighted. She noted the dip in the amount of petroleum reduced was due to Dallas County Schools being disbanded. The goal for next year is an increase of 15 percent for 26.76 million gallons of gasoline equivalent reduction. She added that the survey is being simplified and workshops will be held to assist agencies with completion of the surveys. Awardees for the 2018 DFW Clean Cities Fleet Recognition program were presented. Bronze awardees included Carrollton, Coppell, Denton, Irving, Lewisville, Plano, Dallas Area Rapid Transit, Denton Independent School District, Tarrant County, Addison, Flower Mound, and Trinity Metro. Silver awardees included Dallas, Euless, North Richland Hills, Richardson, Southlake, and the Dallas Fort Worth International Airport. Details were provided in Electronic Item 6. Ms. Muller challenged members to submit surveys in their entirety, including all data and information in order for the region to have the most accurate report.
  
7. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, MTP Policy Bundle TDC Program:** Christie Gotti presented the proposed projects to be funded under the Strategic Partnerships Round 3, Intersection Improvements, and Metropolitan Transportation Plan (MTP) Policy Bundle Transportation Development Credits (TDC) Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. She noted that staff plans to begin the Assessment Policy Program in January 2019 and the Management and Operations, North Central Texas Council of Governments Implemented, and Region/Air Quality programs at the end of 2018. The purpose of Strategic Partnerships Round 3 is to coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-Regional Transportation Council (RTC) funds, and advance project development. Projects in this program are those for which local partners are contributing more than the standard 20 percent match, projects with multiple non-RTC stakeholders/contributors, or projects of strategic importance within/to the region. The Intersection Improvements portion of the program is a joint effort with local agencies and TxDOT to identify intersections that need safety and traffic flow improvements. Potential projects should address safety (vehicle crash history), have air quality benefits, and be cost effective with consideration given to current volumes and level of service. The MTP Policy Bundle Program provides agencies with an opportunity to use MTP Policy TDCs on federally eligible local projects. Eligible projects must be new projects eligible to receive federal funds under Title 23 or Title 49 of the United States Code. Selection criteria considered current volumes on projects, air quality benefit yields, cost effectiveness, whether additional lanes are warranted, level of service, and safety (vehicle crash history). Ms. Gotti noted that projects were divided into the following types and evaluated for technical merit: roadways, intersections, bicycle/pedestrian, complete streets/context sensitive design, intelligent

transportation systems/traffic signals, and strategic partnerships. The list of projects and staff funding recommendations were provided in Electronic Item 7.1. Staff then established proposed funding targets for each project category, noted in Electronic Item 7.2. She noted that staff extended funding to Fiscal Year (FY) 2023 to capture additional revenue, since the originally anticipated amounts were not available. A total of \$171 million is available for the project categories, with approximately \$191 million in CMAQ funds and \$84 million in STBG funds remaining to be programmed in FY2019-2023 primarily in the outer years. Ms. Gotti also discussed the east/west funding distribution as a result of the projects recommended for funding. For CMAQ, the funding distribution target is 66 percent in the east and 34 percent in the west; within this program the distribution is 69.5 percent in the east and 30.5 percent in the west. For STBG, the funding distribution target is 68 percent in the east and 32 percent in the west; within this program the distribution is 60.1 percent in the east and 39.9 percent in the west. Staff proposed to fund a project in North Richland Hills with Regional Toll Revenue (RTR) funds in order to help balance the overall east/west equity distribution. North Richland Hills is re-scoping the locations for a sustainable development project and all areas are not eligible for federal funds. To help the equity distribution, staff proposed to move Dallas County RTR funds to Tarrant County to allow the project in the west to proceed instead of using federal funds. A summary of the proposed funding recommendation was highlighted and included approximately \$70 million CMAQ, \$101 million STBG, \$5.8 million RTR, \$73.6 million non-RTC funding, and \$15.5 million TDCs for a total of \$250 million in funding. A timeline for the effort was reviewed, with public meetings in November and a request for approval at the December Surface Transportation Technical Committee and RTC meetings. Members were encouraged to contact staff with questions or comments early in the timeline so that they could be resolved in a timely manner.

8. **Regional 511 Program:** Marian Thompson briefed the Committee on the enhancements that were recently made to the 511DFW Traveler Information System. The regional Traveler Information System provides information to the general public and uses the information exchange network, EcoTrafiX, to bring in data from sources such as the Texas Department of Transportation, cities, Waze, HERE speed data, and others. She also noted that Google Transit Trip Planner has also been integrated into 511DFW. Components included in 511DFW were highlighted, some of which include the website ([www.511DFW.org](http://www.511DFW.org)), My511 (personalized website), the 511 interactive voice response system, and the mobile application. In addition, these components are also available in Spanish. Other components include an information exchange network, data archives, shared performance measures, and an open application programming interface (API). Various displays from the system were highlighted. Ms. Thompson also highlighted recent enhancements such as the addition of electric vehicle charging station locations, bicycle/pedestrian routes, and freeway motorist assistance availability. In the future, staff would like to add a traffic signal control module, flood data, parking data, and wrong way driving information to the information citizens can currently access through the system, in addition to marketing/outreach efforts. A display of the 511DFW mobile application was also highlighted. Members were encouraged to access the system and provide comments to staff. Additional details were provided in Electronic Item 8.
9. **Fast Facts:** April Leger reminded members that the November and December Committee meetings will be combined, with one meeting held at 1:30 pm on Friday, December 7, 2018.

Bailey Muller highlighted current air quality funding opportunities for vehicles. She highlighted the Texas Emission Reduction Plan Light-Duty Rebate funding available until May 31, 2019. Additional opportunities were provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle).

Bailey Muller also noted upcoming Dallas-Fort Worth Clean Cities events. She highlighted the October 30 Propane Autogas Lunch and Learn and the November 2 Texas Natural Gas Vehicle Road Rally luncheon. Additional details and registration information was provided at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings).

Jenny Narvaez provided an ozone season update. She noted that the region has experienced 31 exceedance days to date this ozone season, which ends November 30. The current design value is 76 parts per billion, which is lower than this time last year. Details were provided in Electronic Item 9.1.

Evan Newton presented the regional east/west equity update. He noted that the equity percentages have changed since last presented due to \$34 million in Category 12 funds being awarded for the IH 45/FM 664 Interchange through the 2019 Unified Transportation Plan. This award shifts the equity to 30.48 percent in the west and 69.52 percent in the east. Details were provided in Electronic Item 9.2.

Rylea Roderick noted that the Transportation Improvement Program modification submittal deadline for the February cycle of the Fiscal Year 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program was close of business the day of the meeting.

Camille Fountain highlighted the Traffic Incident Management Executive Level Course announcement for November 1, 2018. Details were included in Electronic Item 9.3, as well as the attendance tables for both the First Responders and Managers Course and the Executive Level Course.

Carli Baylor noted that the September public meeting minutes were provided in Electronic Item 9.4. During September public meetings, staff presented information on transit funding, the Regional Veloweb trail corridors, the Public Participation Plan, and automated vehicles.

Carli Baylor also noted that the November public meeting flyer was distributed at the meeting in Reference Item 9.8. A public meeting will be held at the North Central Texas Council of Governments on November 13 at 6:00 pm. Topics will include Strategic Partnerships Round 3 funding, a high-speed rail update, and an air quality review.

Victor Henderson noted that the current Public Comments Report was provided in Electronic Item 9.5. The report contains general public comments received from August 20-September 19. The majority of comments were regarding the Public Participation Plan, implementation of the Regional Veloweb corridors, Unified Planning Work Program modifications, automated vehicles, and the Fort Worth Active Transportation Plan.

The current Local Motion was provided in Electronic 9.6, and transportation partner program reports in Electronic Item 9.7.

10. **Other Business (Old and New):** Bryan Beck asked that staff provide an update on the status of the five projects discussed in the 10-Year Milestone Policy item at the April 2019 Committee meeting.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 7, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.



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

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

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

### CURRENTLY APPROVED:

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

### REVISION REQUESTED:

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

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

## PROPOSED DECEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

|   |   |   |                                  |
|---|---|---|----------------------------------|
| <b>TIP Code:</b> 55037                  | <b>Facility:</b> FM 2514  | <b>Location/Limits From:</b> NORTH OF DRAIN DRIVE | <b>Modification #:</b> 2019-0215 |
| <b>Impementing Agency:</b> TXDOT-DALLAS |   | <b>Location/Limits To:</b> BROWN STREET           |                                  |
| <b>County:</b> COLLIN                   | <b>CSJ:</b> 2679-03-016   |   |                                  |
| <b>City:</b> WYLIE                      | <b>Desc:</b> WIDEN FACILITY FROM 2 LANE TO 4 LANE URBAN DIVIDED (ULTIMATE 6 LANE DIVIDED) |   |                                  |
|   | <b>Request:</b> REVISE SCOPE TO WIDEN FACILITY FROM 2 LANE TO 4/6 LANE URBAN DIVIDED      |   |                                  |

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State              | Regional   | Local              | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2014                | ENG   | 2679-03-016 | SBPE:          | \$0                 | \$820,000          | \$0        | \$0                | \$0         | \$820,000           |
| 2017                | ROW   | 2679-03-016 | S102:          | \$12,640,000        | \$1,580,000        | \$0        | \$1,580,000        | \$0         | \$15,800,000        |
| 2020                | UTIL  | 2679-03-016 | S102:          | \$1,600,000         | \$200,000          | \$0        | \$200,000          | \$0         | \$2,000,000         |
| 2021                | CON   | 2679-03-016 | Cat 2M:        | \$16,143,810        | \$4,035,953        | \$0        | \$0                | \$0         | \$20,179,763        |
| <b>Grand Total:</b> |       |             |                | <b>\$30,383,810</b> | <b>\$6,635,953</b> | <b>\$0</b> | <b>\$1,780,000</b> | <b>\$0</b>  | <b>\$38,799,763</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State              | Regional   | Local              | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|--------------------|-------------|---------------------|
| 2014                | ENG   | 2679-03-016 | SBPE:          | \$0                 | \$820,000          | \$0        | \$0                | \$0         | \$820,000           |
| 2017                | ROW   | 2679-03-016 | S102:          | \$12,640,000        | \$1,580,000        | \$0        | \$1,580,000        | \$0         | \$15,800,000        |
| 2020                | UTIL  | 2679-03-016 | S102:          | \$1,600,000         | \$200,000          | \$0        | \$200,000          | \$0         | \$2,000,000         |
| 2021                | CON   | 2679-03-016 | Cat 2M:        | \$16,143,810        | \$4,035,953        | \$0        | \$0                | \$0         | \$20,179,763        |
| <b>Grand Total:</b> |       |             |                | <b>\$30,383,810</b> | <b>\$6,635,953</b> | <b>\$0</b> | <b>\$1,780,000</b> | <b>\$0</b>  | <b>\$38,799,763</b> |

# PROPOSED DECEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14032      **Facility:** CS      **Location/Limits From:** ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD      **Modification #:** 2019-0217  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** IH 35E  
**County:** DALLAS      **CSJ:** 0918-47-246, 0918-45-999  
**City:** GLENN HEIGHTS      **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED (ULTIMATE 6) WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS  
**Request:** REVISE SCOPE TO RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS; UPDATE CSJ FROM 0918-45-999 TO 0918-47-246  
**Comment:** LOCAL CONTRIBUTION PAID BY GLENN HEIGHTS, DALLAS COUNTY, AND FRANCHISE UTILITY COMPANIES; CMAQ FOR BICYCLE/PEDESTRIAN AND INTERSECTION IMPROVEMENTS ONLY

**CURRENTLY APPROVED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal             | State              | Regional   | Local              | Local Cont.        | Total               |
|------------------------|-------|-------------|-----------------------------|---------------------|--------------------|------------|--------------------|--------------------|---------------------|
| 2019                   | ENG   | 0918-45-999 | SBPE:                       | \$0                 | \$1,000,000        | \$0        | \$0                | \$0                | \$1,000,000         |
| 2019                   | ENG   | 0918-45-999 | STBG:                       | \$800,000           | \$0                | \$0        | \$200,000          | \$0                | \$1,000,000         |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$800,000</b>    | <b>\$1,000,000</b> | <b>\$0</b> | <b>\$200,000</b>   | <b>\$0</b>         | <b>\$2,000,000</b>  |
| 2021                   | ROW   | 0918-45-999 | S102:                       | \$1,125,000         | \$125,000          | \$0        | \$0                | \$0                | \$1,250,000         |
| 2021                   | ROW   | 0918-45-999 | STBG:                       | \$1,000,000         | \$0                | \$0        | \$250,000          | \$0                | \$1,250,000         |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$2,125,000</b>  | <b>\$125,000</b>   | <b>\$0</b> | <b>\$250,000</b>   | <b>\$0</b>         | <b>\$2,500,000</b>  |
| 2021                   | UTIL  | 0918-45-999 | Cat 3 - Local Contribution: | \$0                 | \$0                | \$0        | \$0                | \$1,100,000        | \$1,100,000         |
| 2022                   | CON   | 0918-45-999 | Cat 3 - Local Contribution: | \$0                 | \$0                | \$0        | \$0                | \$2,925,000        | \$2,925,000         |
| 2022                   | CON   | 0918-45-999 | Cat 5:                      | \$6,320,000         | \$1,290,000        | \$0        | \$290,000          | \$0                | \$7,900,000         |
| 2022                   | CON   | 0918-45-999 | STBG:                       | \$7,340,000         | \$0                | \$0        | \$1,835,000        | \$0                | \$9,175,000         |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$13,660,000</b> | <b>\$1,290,000</b> | <b>\$0</b> | <b>\$2,125,000</b> | <b>\$2,925,000</b> | <b>\$20,000,000</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$16,585,000</b> | <b>\$2,415,000</b> | <b>\$0</b> | <b>\$2,575,000</b> | <b>\$4,025,000</b> | <b>\$25,600,000</b> |

**REVISION REQUESTED:**

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

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

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

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

### CURRENTLY APPROVED:

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

### REVISION REQUESTED:

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

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

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13004.3    **Facility:** BU 81-D    **Location/Limits From:** CR 1160 - REALIGNED FM 1810 INTERSECTION    **Modification #:** 2019-0033  
**Impementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** NORTH OF CR 2090  
**County:** WISE    **CSJ:** 0013-09-012  
**City:** DECATUR    **Desc:** REALIGNMENT OF BU 81-D AT REALIGNED INTERSECTION OF US 81/287 & FM 1810/BU 81-D

**Request:** SPLIT FROM TIP 13004/CSJ 2418-01-013; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CHANGED TIP CODE FROM 10-YEAR LIST FROM 13004.2 TO 13004.3; LIMITS & SCOPE UPDATED FROM THE AUGUST 9, 2018 RTC APPROVED 10-YEAR LIST; CHANGE LIMITS FROM "BU 81-D FROM CR 1160 TO NORTH OF CR 290" TO "BU 81-D FROM CR 1160 - REALIGNED FM 1810 INTERSECTION TO NORTH OF CR 2090;" CHANGE SCOPE FROM "REALIGN AND WIDEN ROADWAY" TO "REALIGNMENT OF BU 81-D AT REALIGNED INTERSECTION OF US 81/287 & FM 1810/BU 81-D"

**Comment:** 10-YEAR PLAN PROJECT

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal          | State            | Regional   | Local      | Local Cont. | Total            |
|---------------------|-------|-------------|----------------|------------------|------------------|------------|------------|-------------|------------------|
| 2019                | ENG   | 0013-09-012 | SBPE:          | \$32,000         | \$8,000          | \$0        | \$0        | \$0         | \$40,000         |
| 2021                | ROW   | 0013-09-012 | S102:          | \$240,000        | \$60,000         | \$0        | \$0        | \$0         | \$300,000        |
| 2025                | CON   | 0013-09-012 | Cat 2M:        | \$480,000        | \$120,000        | \$0        | \$0        | \$0         | \$600,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$752,000</b> | <b>\$188,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$940,000</b> |

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20284      **Facility:** CS      **Location/Limits From:** WEST LUCAS ROAD      **Modification #:** 2019-0147  
**Impementing Agency:** LUCAS      **Location/Limits To:** AT FM 1378 (COUNTRY CLUB)  
**County:** COLLIN      **CSJ:** 1392-01-039  
**City:** LUCAS      **Desc:** ADDITION OF AN EAST BOUND TO NORTH BOUND LEFT TURN LANE AND TRAFFIC SIGNAL MODIFICATIONS  
**Request:** REMOVE ROW PHASE AND ADD FUNDING TO ENGINEERING PHASE IN FY2013 AND CONSTRUCTION PHASE IN FY2015; ADD \$104,000 OF LOCAL CONTRIBUTION TO CONSTRUCTION IN FY2015; ADD \$989 TOTAL (\$791 REGIONAL AND \$198 LOCAL) OF RTR INTEREST EARNED; CHANGE SCOPE TO ADD EASTBOUND TO NORTHBOUND LEFT TURN LANE AND TRAFFIC MODIFICATIONS, ADD WESTBOUND TO SOUTHBOUND LEFT TURN, AND ADD DRAINAGE IMPROVEMENTS  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF LUCAS

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source         | Federal    | State      | Regional         | Local            | Local Cont. | Total            |
|---------------------|-------|-------------|------------------------|------------|------------|------------------|------------------|-------------|------------------|
| 2013                | ENG   | 1392-01-039 | Cat 3 - RTR 121 - CC1: | \$0        | \$0        | \$40,000         | \$10,000         | \$0         | \$50,000         |
| 2013                | ROW   | 1392-01-039 | Cat 3 - RTR 121 - CC1: | \$0        | \$0        | \$40,000         | \$10,000         | \$0         | \$50,000         |
| 2015                | CON   | 1392-01-039 | Cat 3 - RTR 121 - CC1: | \$0        | \$0        | \$360,000        | \$90,000         | \$0         | \$450,000        |
| <b>Grand Total:</b> |       |             |                        | <b>\$0</b> | <b>\$0</b> | <b>\$440,000</b> | <b>\$110,000</b> | <b>\$0</b>  | <b>\$550,000</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal    | State      | Regional         | Local            | Local Cont.      | Total            |
|------------------------|-------|-------------|-----------------------------|------------|------------|------------------|------------------|------------------|------------------|
| 2013                   | ENG   | 1392-01-039 | Cat 3 - RTR 121 - CC1:      | \$0        | \$0        | \$48,000         | \$12,000         | \$0              | \$60,000         |
| 2015                   | CON   | 1392-01-039 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0              | \$0              | \$104,000        | \$104,000        |
| 2015                   | CON   | 1392-01-039 | Cat 3 - RTR 121 - CC1:      | \$0        | \$0        | \$392,791        | \$98,198         | \$0              | \$490,989        |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$392,791</b> | <b>\$98,198</b>  | <b>\$104,000</b> | <b>\$594,989</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$440,791</b> | <b>\$110,198</b> | <b>\$104,000</b> | <b>\$654,989</b> |



## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20278      **Facility:** CR      **Location/Limits From:** WEST LUCAS ROAD FROM FM 2551      **Modification #:** 2019-0148  
**Impementing Agency:** LUCAS      **Location/Limits To:** FM 1378  
**County:** COLLIN      **CSJ:** 0918-24-194  
**City:** LUCAS      **Desc:** WIDEN FROM 2 LANES TO 3/4 LANE SECTION INCLUDING TRAFFIC SIGNAL MODIFICATIONS AT FM 2551 AND FM 1378 INTERSECTION  
**Request:** REVISE SCOPE TO WIDEN FROM 2 LANES TO 3 LANE SECTION; ADD WESTBOUND TO NORTHBOUND RIGHT TURN LANE; REVISE FACILITY TO CS

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source         | Federal    | State      | Regional           | Local            | Local Cont. | Total              |
|---------------------|-------|-------------|------------------------|------------|------------|--------------------|------------------|-------------|--------------------|
| 2014                | ENG   | 0918-24-194 | Cat 3 - RTR 121 - CC1: | \$0        | \$0        | \$120,000          | \$30,000         | \$0         | \$150,000          |
| 2016                | CON   | 0918-24-194 | Cat 3 - RTR 121 - CC1: | \$0        | \$0        | \$1,080,000        | \$270,000        | \$0         | \$1,350,000        |
| <b>Grand Total:</b> |       |             |                        | <b>\$0</b> | <b>\$0</b> | <b>\$1,200,000</b> | <b>\$300,000</b> | <b>\$0</b>  | <b>\$1,500,000</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source         | Federal    | State      | Regional           | Local            | Local Cont. | Total              |
|---------------------|-------|-------------|------------------------|------------|------------|--------------------|------------------|-------------|--------------------|
| 2014                | ENG   | 0918-24-194 | Cat 3 - RTR 121 - CC1: | \$0        | \$0        | \$120,000          | \$30,000         | \$0         | \$150,000          |
| 2016                | CON   | 0918-24-194 | Cat 3 - RTR 121 - CC1: | \$0        | \$0        | \$1,080,000        | \$270,000        | \$0         | \$1,350,000        |
| <b>Grand Total:</b> |       |             |                        | <b>\$0</b> | <b>\$0</b> | <b>\$1,200,000</b> | <b>\$300,000</b> | <b>\$0</b>  | <b>\$1,500,000</b> |

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20295.1    **Facility:** VA    **Location/Limits From:** FISHTRAP RD (FM 1385 TO TEEL), GEE RD (US 380 TO FISHTRAP)    **Modification #:** 2019-0156  
**Impementing Agency:** PROSPER    **Location/Limits To:** TEEL PARKWAY (US 380 TO FISHTRAP)  
**County:** DENTON    **CSJ:** 0918-46-286  
**City:** PROSPER    **Desc:** WIDEN AND RECONSTRUCT RURAL ROADWAYS AS TWO-LANE URBAN ROADWAYS, INCLUDING A THREE-LANE BRIDGE OVER DOE BRANCH  
**Request:** ADD \$61,317 IN RTR INTEREST EARNED TO CONSTRUCTION IN FY2016; DECREASE LOCAL CONTRIBUTION FUNDS FOR ENGINEERING IN FY2015; INCREASE LOCAL CONTRIBUTION FUNDS FOR CONSTRUCTION IN FY2016  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF PROSPER

**CURRENTLY APPROVED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal    | State      | Regional           | Local            | Local Cont.        | Total               |
|------------------------|-------|-------------|-----------------------------|------------|------------|--------------------|------------------|--------------------|---------------------|
| 2015                   | ENG   | 0918-46-286 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                | \$0              | \$1,385,700        | \$1,385,700         |
| 2015                   | UTIL  | 0918-46-286 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                | \$0              | \$220,000          | \$220,000           |
| 2016                   | CON   | 0918-46-286 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                | \$0              | \$5,675,800        | \$5,675,800         |
| 2016                   | CON   | 0918-46-286 | Cat 3 - RTR 121 - DE1:      | \$0        | \$0        | \$3,000,000        | \$750,000        | \$0                | \$3,750,000         |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$3,000,000</b> | <b>\$750,000</b> | <b>\$5,675,800</b> | <b>\$9,425,800</b>  |
| <b>Grand Total:</b>    |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$3,000,000</b> | <b>\$750,000</b> | <b>\$7,281,500</b> | <b>\$11,031,500</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal    | State      | Regional           | Local            | Local Cont.         | Total               |
|------------------------|-------|-------------|-----------------------------|------------|------------|--------------------|------------------|---------------------|---------------------|
| 2015                   | ENG   | 0918-46-286 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                | \$0              | \$1,017,448         | \$1,017,448         |
| 2015                   | UTIL  | 0918-46-286 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                | \$0              | \$220,000           | \$220,000           |
| 2016                   | CON   | 0918-46-286 | Cat 3 - Local Contribution: | \$0        | \$0        | \$0                | \$0              | \$9,142,204         | \$9,142,204         |
| 2016                   | CON   | 0918-46-286 | Cat 3 - RTR 121 - CC1:      | \$0        | \$0        | \$3,061,317        | \$765,329        | \$0                 | \$3,826,646         |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$3,061,317</b> | <b>\$765,329</b> | <b>\$9,142,204</b>  | <b>\$12,968,850</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$0</b> | <b>\$0</b> | <b>\$3,061,317</b> | <b>\$765,329</b> | <b>\$10,379,652</b> | <b>\$14,206,298</b> |

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11687      **Facility:** VA      **Location/Limits From:** AGGREGATE ALTERNATIVE TECHNOLOGY ALLIANCE: FLEETS FOR THE FUTURE      **Modification #:** 2019-0169  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** WORK WITH PARTNERS AND REGIONAL PLANNING COUNCILS ACROSS THE COUNTRY TO DEVELOP AND IMPLEMENT BEST PRACTICES RELATED TO PROCUREMENT OF ALTERNATIVE FUEL VEHICLES AND TECHNOLOGIES AND/OR ASSOCIATED INFRASTRUCTURE  
**Request:** ADD PROJECT TO 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
**Comment:** RTC LOCAL FUNDS REPRESENT A LOCAL MATCH COMMITMENT TO A NARC GRANT

**REVISION REQUESTED:**

| FY                  | Phase | CSJ | Funding Source     | Federal    | State      | Regional        | Local      | Local Cont. | Total           |
|---------------------|-------|-----|--------------------|------------|------------|-----------------|------------|-------------|-----------------|
| 2019                | IMP   | N/A | Cat 3 - RTC/Local: | \$0        | \$0        | \$20,000        | \$0        | \$0         | \$20,000        |
| <b>Grand Total:</b> |       |     |                    | <b>\$0</b> | <b>\$0</b> | <b>\$20,000</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$20,000</b> |

**TIP Code:** 11794.2      **Facility:** CS      **Location/Limits From:** ON CAMPBELL RD FROM COLLINS      **Modification #:** 2019-0174  
**Impementing Agency:** RICHARDSON      **Location/Limits To:** US 75  
**County:** DALLAS      **CSJ:** 0918-47-074  
**City:** RICHARDSON      **Desc:** EXTEND SB RIGHT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD SB LEFT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD AUXILIARY LANE ON CAMPBELL FROM US 75 TO COLLINS  
**Request:** CLARIFY LIMITS AS CAMPBELL RD FROM COLLINS TO ALAMO RD; REVISE SCOPE TO ADD AUXILIARY LANE ON CAMPBELL FROM ALAMO RD TO COLLINS; INCREASE ENGINEERING FUNDING IN FY2018; DECREASE ROW FUNDING IN FY2019; INCREASE CONSTRUCTION FUNDING IN FY2019; SPLITTING ON-SYSTEM SCOPE AND LIMITS INTO TIP 11794.3/CSJ 0047-07-996  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF RICHARDSON

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source | Federal            | State      | Regional   | Local            | Local Cont. | Total              |
|---------------------|-------|-------------|----------------|--------------------|------------|------------|------------------|-------------|--------------------|
| 2018                | ENG   | 0918-47-074 | Cat 7:         | \$120,000          | \$0        | \$0        | \$30,000         | \$0         | \$150,000          |
| 2019                | ROW   | 0918-47-074 | STBG:          | \$120,000          | \$0        | \$0        | \$30,000         | \$0         | \$150,000          |
| 2019                | CON   | 0918-47-074 | STBG:          | \$760,000          | \$0        | \$0        | \$190,000        | \$0         | \$950,000          |
| <b>Grand Total:</b> |       |             |                | <b>\$1,000,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$250,000</b> | <b>\$0</b>  | <b>\$1,250,000</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal            | State      | Regional   | Local            | Local Cont.      | Total              |
|------------------------|-------|-------------|-----------------------------|--------------------|------------|------------|------------------|------------------|--------------------|
| 2018                   | ENG   | 0918-47-074 | Cat 3 - Local Contribution: | \$0                | \$0        | \$0        | \$0              | \$238,500        | \$238,500          |
| 2018                   | ENG   | 0918-47-074 | STBG:                       | \$120,000          | \$0        | \$0        | \$30,000         | \$0              | \$150,000          |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$120,000</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$30,000</b>  | <b>\$238,500</b> | <b>\$388,500</b>   |
| 2019                   | ROW   | 0918-47-074 | Cat 3 - Local Contribution: | \$0                | \$0        | \$0        | \$0              | \$60,000         | \$60,000           |
| 2019                   | CON   | 0918-47-074 | STBG:                       | \$1,019,904        | \$0        | \$0        | \$254,976        | \$0              | \$1,274,880        |
| <b>Grand Total:</b>    |       |             |                             | <b>\$1,139,904</b> | <b>\$0</b> | <b>\$0</b> | <b>\$284,976</b> | <b>\$298,500</b> | <b>\$1,723,380</b> |

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11659.1    **Facility:** VA    **Location/Limits From:** TRANSPORTATION DEPARTMENT VEHICLE    **Modification #:** 2019-0175  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS    **CSJ:** N/A  
**City:** VARIOUS    **Desc:** PURCHASE/LEASE/CAPITAL, LABOR AND NON-LABOR EXPENSES FOR A NCTCOG TRANSPORTATION DEPARTMENT LOW EMISSION VEHICLE #3, WHICH WILL REPLACE THE 2008 FORD ESCAPE  
**Request:** ADD PROJECT TO 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**REVISION REQUESTED:**

| FY                  | Phase | CSJ | Funding Source     | Federal    | State      | Regional        | Local      | Local Cont. | Total           |
|---------------------|-------|-----|--------------------|------------|------------|-----------------|------------|-------------|-----------------|
| 2019                | IMP   | N/A | Cat 3 - RTC/Local: | \$0        | \$0        | \$58,000        | \$0        | \$0         | \$58,000        |
| <b>Grand Total:</b> |       |     |                    | <b>\$0</b> | <b>\$0</b> | <b>\$58,000</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$58,000</b> |

**TIP Code:** 11686    **Facility:** VA    **Location/Limits From:** NORTH TEXAS SMARTWAY IDLE REDUCTION PROJECT    **Modification #:** 2019-0179  
**Impementing Agency:** NCTCOG  
**County:** DALLAS    **CSJ:** N/A  
**City:** VARIOUS    **Desc:** OVERSEE CONSTRUCTION OF ELECTRIFIED PARKING SPACES AT A TRUCKING TERMINAL IN SOUTHERN DALLAS COUNTY TO REDUCE EMISSIONS IN THE OZONE NONATTAINMENT AREA  
**Request:** ADD PROJECT TO 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**REVISION REQUESTED:**

| FY                  | Phase | CSJ | Funding Source     | Federal    | State      | Regional        | Local      | Local Cont. | Total           |
|---------------------|-------|-----|--------------------|------------|------------|-----------------|------------|-------------|-----------------|
| 2019                | IMP   | N/A | Cat 3 - RTC/Local: | \$0        | \$0        | \$38,846        | \$0        | \$0         | \$38,846        |
| <b>Grand Total:</b> |       |     |                    | <b>\$0</b> | <b>\$0</b> | <b>\$38,846</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$38,846</b> |

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14013      **Facility:** VA      **Location/Limits From:** REGIONAL TRAIL CONNECTIONS TO THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; MOCKINGBIRD LN TO SANDERS LOOP      **Modification #:** 2019-0188  
**Impementing Agency:** DALLAS CO      **Location/Limits To:** EXISTING TRAIL NORTH OF OLYMPUS BLVD TO SOUTH OF THE FUTURE CYPRESS WATERS RAIL STATION  
**County:** DALLAS      **CSJ:** 0918-47-236  
**City:** VARIOUS      **Desc:** CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION  
**Request:** REDUCE CONSTRUCTION FUNDING IN FY2020 BY \$1,457,415 TOTAL (\$1,165,932 FEDERAL AND \$291,483 LOCAL) TO DART COTTON BELT VELOWEB TRAIL (TIP 14013.2/CSJ 0918-48-995); REVISE LIMITS TO TRAIL CONNECTIONS TO THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; SOUTH OF THE CYPRESS WATERS COTTON BELT STATION TO EXISTING TRAIL NORTH OF OLYMPUS BLVD  
**Comment:** 2017-2018 CMAQ/STBG PROJECT SELECTION - TRANSIT PROGRAM; STAFF ACTION TO SPLIT PROJECT BETWEEN TWO MODIFICATIONS, BUT NO REAL CHANGE AS OVERALL PROJECT REMAINS THAT SAME

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source              | Federal            | State      | Regional   | Local            | Local Cont.        | Total              |
|---------------------|-------|-------------|-----------------------------|--------------------|------------|------------|------------------|--------------------|--------------------|
| 2019                | ENV   | 0918-47-236 | Cat 3 - Local Contribution: | \$0                | \$0        | \$0        | \$0              | \$100,000          | \$100,000          |
| 2019                | ENG   | 0918-47-236 | Cat 3 - Local Contribution: | \$0                | \$0        | \$0        | \$0              | \$1,000,000        | \$1,000,000        |
| 2020                | CON   | 0918-47-236 | Cat 5:                      | \$3,000,000        | \$0        | \$0        | \$750,000        | \$0                | \$3,750,000        |
| <b>Grand Total:</b> |       |             |                             | <b>\$3,000,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$750,000</b> | <b>\$1,100,000</b> | <b>\$4,850,000</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source              | Federal            | State      | Regional   | Local            | Local Cont.        | Total              |
|---------------------|-------|-------------|-----------------------------|--------------------|------------|------------|------------------|--------------------|--------------------|
| 2019                | ENV   | 0918-47-236 | Cat 3 - Local Contribution: | \$0                | \$0        | \$0        | \$0              | \$100,000          | \$100,000          |
| 2019                | ENG   | 0918-47-236 | Cat 3 - Local Contribution: | \$0                | \$0        | \$0        | \$0              | \$1,000,000        | \$1,000,000        |
| 2020                | CON   | 0918-47-236 | Cat 5:                      | \$1,834,068        | \$0        | \$0        | \$458,517        | \$0                | \$2,292,585        |
| <b>Grand Total:</b> |       |             |                             | <b>\$1,834,068</b> | <b>\$0</b> | <b>\$0</b> | <b>\$458,517</b> | <b>\$1,100,000</b> | <b>\$3,392,585</b> |

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55198      **Facility:** IH 35      **Location/Limits From:** US 380      **Modification #:** 2019-0194  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** US 77 NORTH OF DENTON  
**County:** DENTON      **CSJ:** 0195-03-087, 0195-03-091  
**City:** DENTON      **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND 4 LANE TO 4/6 LANE FRONTAGE ROADS  
**Request:** ADVANCE ENGINEERING AND ROW PHASES FROM FY2028 TO FY2019 AND INCREASE FUNDING

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State              | Regional   | Local      | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2028                | ENG   | 0195-03-087 | SBPE:          | \$0                 | \$3,500,000        | \$0        | \$0        | \$0         | \$3,500,000         |
| 2028                | ROW   | 0195-03-087 | S102:          | \$13,500,000        | \$1,500,000        | \$0        | \$0        | \$0         | \$15,000,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$13,500,000</b> | <b>\$5,000,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$18,500,000</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State               | Regional   | Local      | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|------------|-------------|---------------------|
| 2019                | ENG   | 0195-03-087 | SBPE:          | \$0                 | \$10,248,220        | \$0        | \$0        | \$0         | \$10,248,220        |
| 2019                | ROW   | 0195-03-091 | S102:          | \$18,868,761        | \$2,096,529         | \$0        | \$0        | \$0         | \$20,965,290        |
| <b>Grand Total:</b> |       |             |                | <b>\$18,868,761</b> | <b>\$12,344,749</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$31,213,510</b> |

**TIP Code:** 55197      **Facility:** IH 35      **Location/Limits From:** US 77 (NORTH OF DENTON)      **Modification #:** 2019-0195  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** COOKE COUNTY LINE  
**County:** DENTON      **CSJ:** 0195-02-074, 0195-02-079  
**City:** VARIOUS      **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT 4 TO 4/6 LANE FRONTAGE ROADS  
**Request:** ADVANCE ENGINEERING AND ROW PHASES FROM FY2028 TO FY2019; INCREASE ENGINEERING FUNDS IN FY2019; DECREASE ROW FUNDS IN FY2019; CHANGE CSJ ON ROW PHASE FROM 0195-02-074 TO 0195-02-079

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State               | Regional   | Local      | Local Cont. | Total                |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|------------|-------------|----------------------|
| 2028                | ENG   | 0195-02-074 | SBPE:          | \$0                 | \$20,000,000        | \$0        | \$0        | \$0         | \$20,000,000         |
| 2028                | ROW   | 0195-02-074 | S102:          | \$72,000,000        | \$8,000,000         | \$0        | \$0        | \$0         | \$80,000,000         |
| <b>Grand Total:</b> |       |             |                | <b>\$72,000,000</b> | <b>\$28,000,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$100,000,000</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State               | Regional   | Local      | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|------------|-------------|---------------------|
| 2019                | ENG   | 0195-02-074 | SBPE:          | \$0                 | \$33,378,077        | \$0        | \$0        | \$0         | \$33,378,077        |
| 2019                | ROW   | 0195-02-079 | S102:          | \$41,665,522        | \$4,629,502         | \$0        | \$0        | \$0         | \$46,295,024        |
| <b>Grand Total:</b> |       |             |                | <b>\$41,665,522</b> | <b>\$38,007,579</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$79,673,101</b> |

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13006      **Facility:** SH 114      **Location/Limits From:** FM 1938      **Modification #:** 2019-0200  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** DOVE RD  
**County:** TARRANT      **CSJ:** 0353-03-100  
**City:** VARIOUS      **Desc:** CONSTRUCT 0 TO 2 LANE EB FRONTAGE ROAD FROM FM 1938 TO SOLANA/KIRKWOOD AND CONSTRUCT 0 TO 2 LANE WB AND 0 TO 2 LANE EB FRONTAGE ROADS FROM SOLANA/KIRKWOOD TO DOVE  
**Request:** REVISE SCOPE TO CONSTRUCT 0 TO 2 LANE EB FRONTAGE ROADS FROM FM 1938 TO SOLANA/KIRKWOOD AND CONSTRUCT 0 TO 2 LANE WB AND 0 TO 2 LANE EB FRONTAGE ROADS FROM SOLANA/KIRKWOOD TO DOVE RD WITH THE ADDITION OF 0 TO 2 AUX LANES AND RAMP MODIFICATIONS; ADVANCE CONSTRUCTION PHASE TO FY2020 & ADD LOCAL CONTRIBUTION FUNDS TO CONSTRUCTION PHASE  
**Comment:** 10-YEAR PLAN PROJECT; LOCAL CONTRIBUTION BY THE CITY OF SOUTHLAKE

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State              | Regional   | Local      | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2019                | ENG   | 0353-03-100 | SBPE:          | \$0                 | \$2,000,000        | \$0        | \$0        | \$0         | \$2,000,000         |
| 2022                | CON   | 0353-03-100 | Cat 2M:        | \$26,400,000        | \$6,600,000        | \$0        | \$0        | \$0         | \$33,000,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$26,400,000</b> | <b>\$8,600,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$35,000,000</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal             | State              | Regional   | Local      | Local Cont.        | Total               |
|------------------------|-------|-------------|-----------------------------|---------------------|--------------------|------------|------------|--------------------|---------------------|
| 2019                   | ENG   | 0353-03-100 | SBPE:                       | \$0                 | \$2,000,000        | \$0        | \$0        | \$0                | \$2,000,000         |
| 2020                   | CON   | 0353-03-100 | Cat 2M:                     | \$26,400,000        | \$6,600,000        | \$0        | \$0        | \$0                | \$33,000,000        |
| 2020                   | CON   | 0353-03-100 | Cat 3 - Local Contribution: | \$0                 | \$0                | \$0        | \$0        | \$3,000,000        | \$3,000,000         |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$26,400,000</b> | <b>\$6,600,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,000,000</b> | <b>\$36,000,000</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$26,400,000</b> | <b>\$8,600,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,000,000</b> | <b>\$38,000,000</b> |

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20267      **Facility:** VA      **Location/Limits From:** M&O - SAFETY ASSURANCE REVIEWS (SAR) AT VARIOUS LOCATIONS      **Modification #:** 2019-0203  
**Impementing Agency:** NCTCOG  
**County:** DALLAS      **CSJ:** 0918-00-229  
**City:** VARIOUS      **Desc:** SAFETY ASSURANCE REVIEWS (SAR)  
**Request:** CANCEL PROJECT, DECREASE IMPLEMENTATION FUNDING TO MATCH TOTAL EXPENDITURES, AND RETURN REMAINING FUNDS TO THE RTR POOL; CHANGE COUNTY TO VARIOUS

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source         | Federal    | State      | Regional           | Local      | Local Cont. | Total              |
|---------------------|-------|-------------|------------------------|------------|------------|--------------------|------------|-------------|--------------------|
| 2012                | IMP   | 0918-00-229 | Cat 3 - RTR 121 - DA1: | \$0        | \$0        | \$3,550,000        | \$0        | \$0         | \$3,550,000        |
| <b>Grand Total:</b> |       |             |                        | <b>\$0</b> | <b>\$0</b> | <b>\$3,550,000</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$3,550,000</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source         | Federal    | State      | Regional         | Local      | Local Cont. | Total            |
|---------------------|-------|-------------|------------------------|------------|------------|------------------|------------|-------------|------------------|
| 2012                | IMP   | 0918-00-229 | Cat 3 - RTR 121 - DA1: | \$0        | \$0        | \$258,673        | \$0        | \$0         | \$258,673        |
| <b>Grand Total:</b> |       |             |                        | <b>\$0</b> | <b>\$0</b> | <b>\$258,673</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$258,673</b> |



## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 40047      **Facility:** VA      **Location/Limits From:** RIDGEWOOD TRAIL LIGHTING; ELLSWORTH AVE      **Modification #:** 2019-0204  
**Impementing Agency:** DALLAS      **Location/Limits To:** SKILLMAN ST  
**County:** DALLAS      **CSJ:** 0918-47-204  
**City:** DALLAS      **Desc:** INSTALL SAFETY LIGHTING ALONG EXISTING RIDGEWOOD TRAIL  
**Request:** MOVE TA SET-ASIDE FUNDING FROM ENGINEERING PHASE TO CONSTRUCTION PHASE THEREBY INCREASING CONSTRUCTION FUNDING IN FY2020; ADD LOCAL CONTRIBUTION TO ENGINEERING IN FY2019; REVISE LIMITS TO UNIVERSITY TRAIL LIGHTING; ELLSWORTH AVE TO SKILLMAN ST; CHANGE SCOPE TO PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD  
**Comment:** 2017 TA SET-ASIDE CALL FOR PROJECTS; LOCAL CONTRIBUTION PAID BY CITY OF DALLAS; LIMITS AND SCOPE CHANGE IS MERELY REFLECTING A NAME CHANGE ON THE TRAIL, THEREBY MAINTAINING THE SAME PHYSICAL LIMITS

**CURRENTLY APPROVED:**

| FY                  | Phase  | CSJ         | Funding Source      | Federal          | State      | Regional   | Local            | Local Cont. | Total            |
|---------------------|--------|-------------|---------------------|------------------|------------|------------|------------------|-------------|------------------|
| 2019                | ENG    | 0918-47-204 | Cat 9 TA Set Aside: | \$83,240         | \$0        | \$0        | \$20,810         | \$0         | \$104,050        |
| 2020                | CON    | 0918-47-204 | Cat 9 TA Set Aside: | \$572,800        | \$0        | \$0        | \$143,200        | \$0         | \$716,000        |
| 2020                | CONENG | 0918-47-204 | Cat 9 TA Set Aside: | \$31,240         | \$0        | \$0        | \$7,810          | \$0         | \$39,050         |
| <b>Grand Total:</b> |        |             |                     | <b>\$687,280</b> | <b>\$0</b> | <b>\$0</b> | <b>\$171,820</b> | <b>\$0</b>  | <b>\$859,100</b> |

**REVISION REQUESTED:**

| FY                  | Phase  | CSJ         | Funding Source              | Federal          | State      | Regional   | Local            | Local Cont.      | Total            |
|---------------------|--------|-------------|-----------------------------|------------------|------------|------------|------------------|------------------|------------------|
| 2019                | ENG    | 0918-47-204 | Cat 3 - Local Contribution: | \$0              | \$0        | \$0        | \$0              | \$104,050        | \$104,050        |
| 2020                | CON    | 0918-47-204 | Cat 9 TA Set Aside:         | \$656,040        | \$0        | \$0        | \$164,010        | \$0              | \$820,050        |
| 2020                | CONENG | 0918-47-204 | Cat 9 TA Set Aside:         | \$31,240         | \$0        | \$0        | \$7,810          | \$0              | \$39,050         |
| <b>Grand Total:</b> |        |             |                             | <b>\$687,280</b> | <b>\$0</b> | <b>\$0</b> | <b>\$171,820</b> | <b>\$104,050</b> | <b>\$963,150</b> |

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20120      **Facility:** US 377      **Location/Limits From:** HENRIETTA CREEK ROAD      **Modification #:** 2019-0209  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SH 114 (SECTION 5)  
**County:** DENTON      **CSJ:** 0081-03-048  
**City:** ROANOKE      **Desc:** RECONSTRUCT AND WIDEN 2/4 TO 4 LANE DIVIDED URBAN  
**Request:** REVISE LIMITS TO US 377 FROM HENRIETTA CREEK ROAD TO NORTH OF BS-114K; INCREASE CONSTRUCTION FUNDING IN FY2019

**CURRENTLY APPROVED:**

| FY                     | Phase | CSJ         | Funding Source | Federal             | State              | Regional   | Local           | Local Cont. | Total               |
|------------------------|-------|-------------|----------------|---------------------|--------------------|------------|-----------------|-------------|---------------------|
| 2010                   | ENG   | 0081-03-048 | SBPE:          | \$0                 | \$2,500,000        | \$0        | \$0             | \$0         | \$2,500,000         |
| 2017                   | ROW   | 0081-03-048 | S102:          | \$400,000           | \$50,000           | \$0        | \$50,000        | \$0         | \$500,000           |
| 2019                   | CON   | 0081-03-048 | Cat 1:         | \$691,075           | \$172,769          | \$0        | \$0             | \$0         | \$863,844           |
| 2019                   | CON   | 0081-03-048 | Cat 2M:        | \$9,640,000         | \$2,410,000        | \$0        | \$0             | \$0         | \$12,050,000        |
| 2019                   | CON   | 0081-03-048 | Cat 5:         | \$1,537,820         | \$384,455          | \$0        | \$0             | \$0         | \$1,922,275         |
| <b>Phase Subtotal:</b> |       |             |                | <b>\$11,868,895</b> | <b>\$2,967,224</b> | <b>\$0</b> | <b>\$0</b>      | <b>\$0</b>  | <b>\$14,836,119</b> |
| <b>Grand Total:</b>    |       |             |                | <b>\$12,268,895</b> | <b>\$5,517,224</b> | <b>\$0</b> | <b>\$50,000</b> | <b>\$0</b>  | <b>\$17,836,119</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source | Federal             | State              | Regional   | Local           | Local Cont. | Total               |
|------------------------|-------|-------------|----------------|---------------------|--------------------|------------|-----------------|-------------|---------------------|
| 2010                   | ENG   | 0081-03-048 | SBPE:          | \$0                 | \$2,500,000        | \$0        | \$0             | \$0         | \$2,500,000         |
| 2017                   | ROW   | 0081-03-048 | S102:          | \$400,000           | \$50,000           | \$0        | \$50,000        | \$0         | \$500,000           |
| 2019                   | CON   | 0081-03-048 | Cat 1:         | \$2,278,151         | \$569,538          | \$0        | \$0             | \$0         | \$2,847,689         |
| 2019                   | CON   | 0081-03-048 | Cat 2M:        | \$9,640,000         | \$2,410,000        | \$0        | \$0             | \$0         | \$12,050,000        |
| 2019                   | CON   | 0081-03-048 | Cat 5:         | \$1,537,820         | \$384,455          | \$0        | \$0             | \$0         | \$1,922,275         |
| <b>Phase Subtotal:</b> |       |             |                | <b>\$13,455,971</b> | <b>\$3,363,993</b> | <b>\$0</b> | <b>\$0</b>      | <b>\$0</b>  | <b>\$16,819,964</b> |
| <b>Grand Total:</b>    |       |             |                | <b>\$13,855,971</b> | <b>\$5,913,993</b> | <b>\$0</b> | <b>\$50,000</b> | <b>\$0</b>  | <b>\$19,819,964</b> |

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13035.1    **Facility:** FM 664    **Location/Limits From:** IH 35E    **Modification #:** 2019-0212  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** IH 45  
**County:** ELLIS    **CSJ:** 1051-01-051  
**City:** VARIOUS    **Desc:** WIDEN 2/4 LANE RURAL ROADWAY TO 6 LANE URBAN  
**Request:** SPLITTING PROJECT INTO TWO, BUT CONCENTRATING ALL FUNDING ON THIS PROJECT ONLY; CHANGE TIP CODE FROM 13035 TO 13035.1; REVISE SCOPE TO RECONSTRUCT AND WIDEN 2/4 LANE RURAL ROADWAY TO 6 LANE DIVIDED URBAN; REVISE LIMITS TO FM 664 FROM IH 35E TO WEST OF FERRIS ROAD; RELATED TO TIP 13035.2/CSJ 1051-03-001  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State               | Regional   | Local              | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|--------------------|-------------|---------------------|
| 2019                | ENG   | 1051-01-051 | SBPE:          | \$0                 | \$10,000,000        | \$0        | \$0                | \$0         | \$10,000,000        |
| 2019                | ROW   | 1051-01-051 | S102:          | \$24,000,000        | \$3,000,000         | \$0        | \$3,000,000        | \$0         | \$30,000,000        |
| 2021                | UTIL  | 1051-01-051 | S102:          | \$1,600,000         | \$200,000           | \$0        | \$200,000          | \$0         | \$2,000,000         |
| 2023                | CON   | 1051-01-051 | Cat 2M:        | \$20,000,000        | \$5,000,000         | \$0        | \$0                | \$0         | \$25,000,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$45,600,000</b> | <b>\$18,200,000</b> | <b>\$0</b> | <b>\$3,200,000</b> | <b>\$0</b>  | <b>\$67,000,000</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State               | Regional   | Local              | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|--------------------|-------------|---------------------|
| 2019                | ENG   | 1051-01-051 | SBPE:          | \$0                 | \$10,000,000        | \$0        | \$0                | \$0         | \$10,000,000        |
| 2019                | ROW   | 1051-01-051 | S102:          | \$24,000,000        | \$3,000,000         | \$0        | \$3,000,000        | \$0         | \$30,000,000        |
| 2021                | UTIL  | 1051-01-051 | S102:          | \$1,600,000         | \$200,000           | \$0        | \$200,000          | \$0         | \$2,000,000         |
| 2023                | CON   | 1051-01-051 | Cat 2M:        | \$20,000,000        | \$5,000,000         | \$0        | \$0                | \$0         | \$25,000,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$45,600,000</b> | <b>\$18,200,000</b> | <b>\$0</b> | <b>\$3,200,000</b> | <b>\$0</b>  | <b>\$67,000,000</b> |

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 83222      **Facility:** FM 3549      **Location/Limits From:** IH 30      **Modification #:** 2019-0218  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** NORTH OF SH 66  
**County:** ROCKWALL      **CSJ:** 1015-01-023  
**City:** ROCKWALL      **Desc:** WIDEN FROM 2 LANE RURAL TO 4 LANE URBAN DIVIDED SECTION  
**Request:** ADD CONSTRUCTION FUNDING IN FY2018; REVISE SCOPE TO WIDEN FROM 2 LANE RURAL TO 4 LANE URBAN DIVIDED SECTION WITH SIDEWALK IMPROVEMENTS  
**Comment:** 10 YEAR PLAN PROJECT; LOCAL CONTRIBUTION PAID BY ROCKWALL COUNTY

**CURRENTLY APPROVED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal             | State              | Regional   | Local      | Local Cont.        | Total               |
|------------------------|-------|-------------|-----------------------------|---------------------|--------------------|------------|------------|--------------------|---------------------|
| 2011                   | ENG   | 1015-01-023 | Cat 3 - Local Contribution: | \$0                 | \$0                | \$0        | \$0        | \$1,800,000        | \$1,800,000         |
| 2016                   | ROW   | 1015-01-023 | S102:                       | \$2,250,000         | \$250,000          | \$0        | \$0        | \$0                | \$2,500,000         |
| 2018                   | CON   | 1015-01-023 | Cat 11:                     | \$619,038           | \$154,760          | \$0        | \$0        | \$0                | \$773,798           |
| 2018                   | CON   | 1015-01-023 | Cat 2M:                     | \$7,400,000         | \$1,850,000        | \$0        | \$0        | \$0                | \$9,250,000         |
| 2018                   | CON   | 1015-01-023 | Cat 5:                      | \$687,600           | \$171,900          | \$0        | \$0        | \$0                | \$859,500           |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$8,706,638</b>  | <b>\$2,176,660</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>         | <b>\$10,883,298</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$10,956,638</b> | <b>\$2,426,660</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,800,000</b> | <b>\$15,183,298</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source              | Federal             | State              | Regional   | Local      | Local Cont.        | Total               |
|------------------------|-------|-------------|-----------------------------|---------------------|--------------------|------------|------------|--------------------|---------------------|
| 2011                   | ENG   | 1015-01-023 | Cat 3 - Local Contribution: | \$0                 | \$0                | \$0        | \$0        | \$1,800,000        | \$1,800,000         |
| 2016                   | ROW   | 1015-01-023 | S102:                       | \$2,250,000         | \$250,000          | \$0        | \$0        | \$0                | \$2,500,000         |
| 2018                   | CON   | 1015-01-023 | Cat 11:                     | \$619,038           | \$154,760          | \$0        | \$0        | \$0                | \$773,798           |
| 2018                   | CON   | 1015-01-023 | Cat 2M - Prop 1:            | \$0                 | \$925,000          | \$0        | \$0        | \$0                | \$925,000           |
| 2018                   | CON   | 1015-01-023 | Cat 2M:                     | \$7,400,000         | \$1,850,000        | \$0        | \$0        | \$0                | \$9,250,000         |
| 2018                   | CON   | 1015-01-023 | Cat 5:                      | \$687,600           | \$171,900          | \$0        | \$0        | \$0                | \$859,500           |
| <b>Phase Subtotal:</b> |       |             |                             | <b>\$8,706,638</b>  | <b>\$3,101,660</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>         | <b>\$11,808,298</b> |
| <b>Grand Total:</b>    |       |             |                             | <b>\$10,956,638</b> | <b>\$3,351,660</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,800,000</b> | <b>\$16,108,298</b> |

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55250      **Facility:** IH 35      **Location/Limits From:** AT FM 455      **Modification #:** 2019-0219  
**Impementing Agency:** TXDOT-DALLAS  
**County:** DENTON      **CSJ:** 0195-02-076  
**City:** SANGER      **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND RECONSTRUCT EXISTING 4 TO 4 LANE FRONTAGE ROADS  
**Request:** ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal            | State              | Regional   | Local      | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------|-------------|---------------------|
| 2045                | ENG   | 0195-02-076 | SBPE:          | \$0                | \$2,353,051        | \$0        | \$0        | \$0         | \$2,353,051         |
| 2045                | ROW   | 0195-02-076 | S102:          | \$9,000,000        | \$1,000,000        | \$0        | \$0        | \$0         | \$10,000,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$9,000,000</b> | <b>\$3,353,051</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$12,353,051</b> |

**TIP Code:** 51220      **Facility:** US 77      **Location/Limits From:** SOUTH OF FM 66      **Modification #:** 2019-0220  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** NORTH OF MCMILLAN STREET  
**County:** ELLIS      **CSJ:** 0048-03-055  
**City:** WAXAHACHIE      **Desc:** RECONSTRUCT AND CONVERT 2 LANE UNDIVIDED TO 4 LANE DIVIDED ONE-WAY COUPLET  
**Request:** REVISE CATEGORY 1 FUNDING SHARE FOR CONSTRUCTION IN FY2019 FROM 100% STATE TO 80% FEDERAL/20% STATE

**CURRENTLY APPROVED:**

| FY                     | Phase | CSJ         | Funding Source | Federal             | State              | Regional   | Local            | Local Cont. | Total               |
|------------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------------|-------------|---------------------|
| 1989                   | ENG   | 0048-03-055 | SBPE:          | \$0                 | \$700,000          | \$0        | \$0              | \$0         | \$700,000           |
| 2017                   | ROW   | 0048-03-055 | S102:          | \$5,360,000         | \$670,000          | \$0        | \$670,000        | \$0         | \$6,700,000         |
| 2019                   | CON   | 0048-03-055 | Cat 1:         | \$0                 | \$3,137,250        | \$0        | \$0              | \$0         | \$3,137,250         |
| 2019                   | CON   | 0048-03-055 | Cat 6:         | \$8,000,000         | \$2,000,000        | \$0        | \$0              | \$0         | \$10,000,000        |
| <b>Phase Subtotal:</b> |       |             |                | <b>\$8,000,000</b>  | <b>\$5,137,250</b> | <b>\$0</b> | <b>\$0</b>       | <b>\$0</b>  | <b>\$13,137,250</b> |
| <b>Grand Total:</b>    |       |             |                | <b>\$13,360,000</b> | <b>\$6,507,250</b> | <b>\$0</b> | <b>\$670,000</b> | <b>\$0</b>  | <b>\$20,537,250</b> |

**REVISION REQUESTED:**

| FY                     | Phase | CSJ         | Funding Source | Federal             | State              | Regional   | Local            | Local Cont. | Total               |
|------------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------------|-------------|---------------------|
| 1989                   | ENG   | 0048-03-055 | SBPE:          | \$0                 | \$700,000          | \$0        | \$0              | \$0         | \$700,000           |
| 2017                   | ROW   | 0048-03-055 | S102:          | \$5,360,000         | \$670,000          | \$0        | \$670,000        | \$0         | \$6,700,000         |
| 2019                   | CON   | 0048-03-055 | Cat 1:         | \$2,509,800         | \$627,450          | \$0        | \$0              | \$0         | \$3,137,250         |
| 2019                   | CON   | 0048-03-055 | Cat 6:         | \$8,000,000         | \$2,000,000        | \$0        | \$0              | \$0         | \$10,000,000        |
| <b>Phase Subtotal:</b> |       |             |                | <b>\$10,509,800</b> | <b>\$2,627,450</b> | <b>\$0</b> | <b>\$0</b>       | <b>\$0</b>  | <b>\$13,137,250</b> |
| <b>Grand Total:</b>    |       |             |                | <b>\$15,869,800</b> | <b>\$3,997,450</b> | <b>\$0</b> | <b>\$670,000</b> | <b>\$0</b>  | <b>\$20,537,250</b> |

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14035      **Facility:** IH 30      **Location/Limits From:** SH 161      **Modification #:** 2019-0221  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SYLVAN AVENUE  
**County:** DALLAS      **CSJ:** 1068-04-175, 1068-04-909  
**City:** VARIOUS      **Desc:** INSTALL ACCESS GATES ALONG THE IH 30 MANAGED LANE CORRIDOR  
**Request:** REVISE LIMITS TO IH 30 FROM TARRANT COUNTY LINE TO BECKLEY AVENUE; REVISE CSJ FROM 1068-04-909 TO 1068-04-175

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source | Federal            | State            | Regional   | Local      | Local Cont. | Total              |
|---------------------|-------|-------------|----------------|--------------------|------------------|------------|------------|-------------|--------------------|
| 2019                | CON   | 1068-04-909 | STBG:          | \$1,200,000        | \$300,000        | \$0        | \$0        | \$0         | \$1,500,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$1,200,000</b> | <b>\$300,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$1,500,000</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal            | State            | Regional   | Local      | Local Cont. | Total              |
|---------------------|-------|-------------|----------------|--------------------|------------------|------------|------------|-------------|--------------------|
| 2019                | CON   | 1068-04-175 | STBG:          | \$1,200,000        | \$300,000        | \$0        | \$0        | \$0         | \$1,500,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$1,200,000</b> | <b>\$300,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$1,500,000</b> |

**TIP Code:** 55092      **Facility:** IH 35E      **Location/Limits From:** US 77 SOUTH      **Modification #:** 2019-0222  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** US 77 NORTH  
**County:** ELLIS      **CSJ:** 0048-04-090, 0048-04-096  
**City:** WAXAHACHIE      **Desc:** RECONSTRUCT 5 INTERCHANGES (BUS 287/US 287 BYPASS/LOFLAND/BUTCHER [FM 387]/STERRET RD) AND 4 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS AND RAMP MODIFICATIONS  
**Request:** REVISE SCOPE TO RECONSTRUCT 4 INTERCHANGES (BUS 287/US 287 BYPASS/LOFLAND/STERRET RD), 4 LN DISCON TO 4/6 LN CONTINUOUS FRTG RD & RAMP MODIFICATIONS; INCREASE ENGINEERING FUNDING IN FY2028 AND REVISE FUNDING SHARES FROM 80% FEDERAL/20% STATE TO 100% STATE; INCREASE ROW FUNDING IN FY2028 AND REVISE FUNDING SHARES FROM 80% FEDERAL/20% STATE TO 90% FEDERAL/10% STATE; CHANGE ROW CSJ FROM 0048-04-090 TO 0048-04-096

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State              | Regional   | Local      | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|---------------------|--------------------|------------|------------|-------------|---------------------|
| 2028                | ENG   | 0048-04-090 | SBPE:          | \$8,000,000         | \$2,000,000        | \$0        | \$0        | \$0         | \$10,000,000        |
| 2028                | ROW   | 0048-04-090 | S102:          | \$8,000,000         | \$2,000,000        | \$0        | \$0        | \$0         | \$10,000,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$16,000,000</b> | <b>\$4,000,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$20,000,000</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal             | State               | Regional   | Local      | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|---------------------|---------------------|------------|------------|-------------|---------------------|
| 2028                | ENG   | 0048-04-090 | SBPE:          | \$0                 | \$12,679,139        | \$0        | \$0        | \$0         | \$12,679,139        |
| 2028                | ROW   | 0048-04-096 | S102:          | \$22,885,211        | \$2,542,801         | \$0        | \$0        | \$0         | \$25,428,012        |
| <b>Grand Total:</b> |       |             |                | <b>\$22,885,211</b> | <b>\$15,221,940</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$38,107,151</b> |

## PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13035.2    **Facility:** FM 664    **Location/Limits From:** WEST OF FERRIS ROAD    **Modification #:** 2019-0223  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** IH 45  
**County:** ELLIS    **CSJ:** 1051-03-001  
**City:** FERRIS    **Desc:** CONSTRUCT 0 TO 6 LANE URBAN ROADWAY  
**Request:** SPLIT FROM EXISTING TIP 13035/CSJ 1051-01-051; ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** 10 YEAR PLAN PROJECT

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal            | State              | Regional   | Local            | Local Cont. | Total               |
|---------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------------|-------------|---------------------|
| 2045                | ENG   | 1051-03-001 | SBPE:          | \$0                | \$2,095,205        | \$0        | \$0              | \$0         | \$2,095,205         |
| 2045                | ROW   | 1051-03-001 | S102:          | \$6,800,000        | \$850,000          | \$0        | \$850,000        | \$0         | \$8,500,000         |
| <b>Grand Total:</b> |       |             |                | <b>\$6,800,000</b> | <b>\$2,945,205</b> | <b>\$0</b> | <b>\$850,000</b> | <b>\$0</b>  | <b>\$10,595,205</b> |

**TIP Code:** 11613.1    **Facility:** VA    **Location/Limits From:** NORTH CENTRAL TEXAS REGIONAL RAIL STUDY    **Modification #:** 2019-0246  
**Impementing Agency:** TXDOT  
**County:** VARIOUS    **CSJ:** 8300-00-038  
**City:** VARIOUS    **Desc:** REGIONAL STUDY FOR ALL FREIGHT/PASSENGER RAIL LINES IN THE DFW REGION  
**Request:** SPLIT PROJECT OUT FROM TIP 11613/CSJ 0902-48-858; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
**Comment:** GROUPED PROJECT

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal          | State      | Regional   | Local           | Local Cont. | Total            |
|---------------------|-------|-------------|----------------|------------------|------------|------------|-----------------|-------------|------------------|
| 2019                | IMP   | 8300-00-038 | STBG:          | \$320,000        | \$0        | \$0        | \$80,000        | \$0         | \$400,000        |
| <b>Grand Total:</b> |       |             |                | <b>\$320,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$80,000</b> | <b>\$0</b>  | <b>\$400,000</b> |

**TIP Code:** 11794.3    **Facility:** US 75    **Location/Limits From:** AT CAMPBELL ROAD    **Modification #:** 2019-0248  
**Impementing Agency:** RICHARDSON  
**County:** DALLAS    **CSJ:** 0047-07-996  
**City:** RICHARDSON    **Desc:** EXTEND SB RIGHT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD SB LEFT TURN LANE ON FRONTAGE ROAD AT CAMPBELL  
**Request:** SPLIT FROM TIP 11794.2; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ON-SYSTEM PROJECT RELATED TO OFF-SYSTEM PROJECT TIP 11794.2/CSJ 0918-47-074

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source | Federal          | State           | Regional   | Local      | Local Cont. | Total            |
|---------------------|-------|-------------|----------------|------------------|-----------------|------------|------------|-------------|------------------|
| 2019                | CON   | 0047-07-996 | Cat 5:         | \$212,520        | \$53,130        | \$0        | \$0        | \$0         | \$265,650        |
| <b>Grand Total:</b> |       |             |                | <b>\$212,520</b> | <b>\$53,130</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$265,650</b> |

# PROPOSED FEBRUARY 2019 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11661      **Facility:** VA      **Location/Limits From:** EXPEDITE SECTION 404 AND 408 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK      **Modification #:** 2019-0249  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS      **CSJ:** 0918-00-268  
**City:** VARIOUS      **Desc:** EXPEDITE SECTION 404 AND 408 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK  
**Request:** ADD IMPLEMENTATION PHASE TO FY2019 THEREBY ADDING PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**CURRENTLY APPROVED:**

| FY                  | Phase | CSJ         | Funding Source                      | Federal    | State      | Regional         | Local      | Local Cont. | Total            |
|---------------------|-------|-------------|-------------------------------------|------------|------------|------------------|------------|-------------|------------------|
| 2017                | IMP   | 0918-00-268 | Cat 3 - RTR 121 - East Set Aside 1: | \$0        | \$0        | \$250,000        | \$0        | \$0         | \$250,000        |
| 2018                | IMP   | 0918-00-268 | Cat 3 - RTR 121 - East Set Aside 1: | \$0        | \$0        | \$250,000        | \$0        | \$0         | \$250,000        |
| <b>Grand Total:</b> |       |             |                                     | <b>\$0</b> | <b>\$0</b> | <b>\$500,000</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$500,000</b> |

**REVISION REQUESTED:**

| FY                  | Phase | CSJ         | Funding Source                      | Federal    | State      | Regional           | Local      | Local Cont. | Total              |
|---------------------|-------|-------------|-------------------------------------|------------|------------|--------------------|------------|-------------|--------------------|
| 2017                | IMP   | 0918-00-268 | Cat 3 - RTR 121 - East Set Aside 1: | \$0        | \$0        | \$250,000          | \$0        | \$0         | \$250,000          |
| 2018                | IMP   | 0918-00-268 | Cat 3 - RTR 121 - East Set Aside 1: | \$0        | \$0        | \$250,000          | \$0        | \$0         | \$250,000          |
| 2019                | IMP   | 0918-00-268 | Cat 3 - RTR 121 - DA1:              | \$0        | \$0        | \$3,291,327        | \$0        | \$0         | \$3,291,327        |
| <b>Grand Total:</b> |       |             |                                     | <b>\$0</b> | <b>\$0</b> | <b>\$3,791,327</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$3,791,327</b> |



# How to Read the Project Modification Listings – Transit Section

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

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

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

**Request:** REFINE FY2015 PROGRAM OF PROJECTS

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

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

# PROPOSED FEBRUARY 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DALLAS/FORT WORTH INTERNATIONAL AIRPORT

**Apportionment Year:** FY2015 PROGRAM OF PROJECTS

**Modification #:** 2019-0228

**Request:** DECREASE FUNDING BY \$1,300,000 (\$650,000 FEDERAL AND \$650,000 LOCAL) FOR A REVISED TOTAL OF \$2,561,365 SECTION 5307 (\$1,725,650 FEDERAL AND \$835,715 LOCAL); DECREASE IN FUNDS OFFSETS AN INCREASE ON TIP 12872.14

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

| <b>Currently Approved:</b> |                                |           |                     | <b>FUNDING TABLE:</b> |              |                 |                    |            |                    |  |
|----------------------------|--------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------------|------------|--------------------|--|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>             | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>       | <u>TDC</u> | <u>TOTAL</u>       |  |
| 12777.15                   | DFW TRE SHUTTLE SERVICE - JARC | 2015      | CAPITAL             | \$2,375,650           | \$0          | \$0             | \$1,485,715        | 0          | \$3,861,365        |  |
| <b>TOTAL:</b>              |                                |           |                     | <b>\$2,375,650</b>    | <b>\$0</b>   | <b>\$0</b>      | <b>\$1,485,715</b> | <b>0</b>   | <b>\$3,861,365</b> |  |

| <b>Revision Requested:</b> |                                |           |                     | <b>FUNDING TABLE:</b> |              |                 |                  |            |                    | <b>REVISION REQUESTED</b> |
|----------------------------|--------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|--------------------|---------------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>             | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>     | <u>TDC</u> | <u>TOTAL</u>       | <b>BY PROJECT</b>         |
| 12777.15                   | DFW TRE SHUTTLE SERVICE - JARC | 2015      | CAPITAL             | \$1,725,650           | \$0          | \$0             | \$835,715        | 0          | \$2,561,365        | DECREASE FUNDING          |
| <b>TOTAL:</b>              |                                |           |                     | <b>\$1,725,650</b>    | <b>\$0</b>   | <b>\$0</b>      | <b>\$835,715</b> | <b>0</b>   | <b>\$2,561,365</b> |                           |

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2014 PROGRAM OF PROJECTS

**Modification #:** 2019-0229

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE OFFSET BY A DECREASE ON TIP 12777.15

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

| <b>Revision Requested:</b> |                                   |           |                     | <b>FUNDING TABLE:</b> |              |                 |                  |            |                    | <b>REVISION REQUESTED</b> |
|----------------------------|-----------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|--------------------|---------------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>                | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>     | <u>TDC</u> | <u>TOTAL</u>       | <b>BY PROJECT</b>         |
| 12872.14                   | OPERATING ASSISTANCE - JARC (TRE) | 2019      | OPERATING           | \$650,000             | \$0          | \$0             | \$650,000        | 0          | \$1,300,000        | ADD PROJECT               |
| <b>TOTAL:</b>              |                                   |           |                     | <b>\$650,000</b>      | <b>\$0</b>   | <b>\$0</b>      | <b>\$650,000</b> | <b>0</b>   | <b>\$1,300,000</b> |                           |

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

**Apportionment Year:** FY2016 PROGRAM OF PROJECTS

**Modification #:** 2019-0230

**Request:** REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE OFFSET BY A DECREASE ON TIP 12836.16

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

**Comment:** NOTE: 441,918 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

| <b>Currently Approved:</b> |                               |           |                     | <b>FUNDING TABLE:</b> |              |                 |              |                |                    |  |
|----------------------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|----------------|--------------------|--|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>            | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u>     | <u>TOTAL</u>       |  |
| 12206.16                   | PROJECT ADMINISTRATION        | 2016      | CAPITAL             | \$762,268             | \$0          | \$0             | \$0          | 152,454        | \$762,268          |  |
| 12576.16                   | PURCHASE REPLACEMENT VEHICLES | 2016      | CAPITAL             | \$985,755             | \$0          | \$0             | \$0          | 147,864        | \$985,755          |  |
| 12783.16                   | PURCHASE EXPANSION VEHICLES   | 2016      | CAPITAL             | \$664,000             | \$0          | \$0             | \$0          | 99,600         | \$664,000          |  |
| <b>TOTAL:</b>              |                               |           |                     | <b>\$2,412,023</b>    | <b>\$0</b>   | <b>\$0</b>      | <b>\$0</b>   | <b>399,918</b> | <b>\$2,412,023</b> |  |

| <b>Revision Requested:</b> |                               |           |                     | <b>FUNDING TABLE:</b> |              |                 |              |                |                    | <b>REVISION REQUESTED</b> |
|----------------------------|-------------------------------|-----------|---------------------|-----------------------|--------------|-----------------|--------------|----------------|--------------------|---------------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>            | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u>     | <u>TOTAL</u>       | <b>BY PROJECT</b>         |
| 12206.16                   | PROJECT ADMINISTRATION        | 2016      | CAPITAL             | \$762,268             | \$0          | \$0             | \$0          | 152,454        | \$762,268          | NO CHANGE                 |
| 12576.16                   | PURCHASE REPLACEMENT VEHICLES | 2016      | CAPITAL             | \$985,755             | \$0          | \$0             | \$0          | 147,864        | \$985,755          | NO CHANGE                 |
| 12783.16                   | PURCHASE EXPANSION VEHICLES   | 2016      | CAPITAL             | \$664,000             | \$0          | \$0             | \$0          | 99,600         | \$664,000          | NO CHANGE                 |
| 12826.16                   | SHORT RANGE PLANNING          | 2019      | PLANNING            | \$210,000             | \$0          | \$0             | \$0          | 42,000         | \$210,000          | ADD PROJECT               |
| <b>TOTAL:</b>              |                               |           |                     | <b>\$2,622,023</b>    | <b>\$0</b>   | <b>\$0</b>      | <b>\$0</b>   | <b>441,918</b> | <b>\$2,622,023</b> |                           |

Source: NCTCOG

23 of 24

STTC Action

December 7, 2018

# PROPOSED FEBRUARY 2019 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** WORKFORCE SOLUTIONS OF GREATER DALLAS

**Apportionment Year:** FY2016 PROGRAM OF PROJECTS

**Modification #:** 2019-0231

**Request:** REFINE FY2016 PROGRAM OF PROJECTS AND CHANGE AGENCY NAME TO DALLAS AREA RAPID TRANSIT; DECREASE IN FUNDS OFFSETS AN INCREASE ON TIP 12826.16

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Currently Approved:**

| <b>Currently Approved:</b> |   |           |                     | <b>FUNDING TABLE:</b> |              |                 |                  |               |                  |
|----------------------------|---|-----------|---------------------|-----------------------|--------------|-----------------|------------------|---------------|------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>  | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>     | <u>TDC</u>    | <u>TOTAL</u>     |
| 12836.16                   | SOUTHERN DALLAS - INLAND PORT JOB ACCESS TRANSPORTATION STUDY | 2018      | PLANNING            | \$210,000             | \$0          | \$0             | \$0              | 42,000        | \$210,000        |
| 12837.16                   | SOUTHERN DALLAS - INLAND PORT JOB ACCESS VANPOOL SERVICE      | 2018      | OPERATING           | \$180,045             | \$0          | \$0             | \$180,045        | 0             | \$360,090        |
| <b>TOTAL:</b>              |   |           |                     | <b>\$390,045</b>      | <b>\$0</b>   | <b>\$0</b>      | <b>\$180,045</b> | <b>42,000</b> | <b>\$570,090</b> |

**Revision Requested:**

| <b>Revision Requested:</b> |   |           |                     | <b>FUNDING TABLE:</b> |              |                 |                  |            |                  | <b>REVISION REQUESTED</b> |
|----------------------------|---|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|------------------|---------------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>  | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>     | <u>TDC</u> | <u>TOTAL</u>     | <u>BY PROJECT</u>         |
| 12836.16                   | SOUTHERN DALLAS - INLAND PORT JOB ACCESS TRANSPORTATION STUDY | 2018      | PLANNING            | \$0                   | \$0          | \$0             | \$0              | 0          | \$0              | DELETE PROJECT            |
| 12837.16                   | SOUTHERN DALLAS - INLAND PORT JOB ACCESS VANPOOL SERVICE      | 2018      | OPERATING           | \$180,045             | \$0          | \$0             | \$180,045        | 0          | \$360,090        | CHANGE AGENCY NAME        |
| <b>TOTAL:</b>              |   |           |                     | <b>\$180,045</b>      | <b>\$0</b>   | <b>\$0</b>      | <b>\$180,045</b> | <b>0</b>   | <b>\$360,090</b> |                           |

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year:** FY2009 PROGRAM OF PROJECTS

**Modification #:** 2019-0233

**Request:** REMOVE THE REFERENCE "IN PLANO" FROM SCOPE

**UZA:** MCKINNEY

**Funding Source:** TRANSIT SECTION 5316 FUNDS

**Currently Approved:**

| <b>Currently Approved:</b> |  |           |                     | <b>FUNDING TABLE:</b> |              |                 |                  |            |                  |
|----------------------------|--|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>   | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>     | <u>TDC</u> | <u>TOTAL</u>     |
| 12493.09                   | MCKINNEY/PLANO SHUTTLE SERVICE - PARTNER WITH AN EXISTING TRANSIT PROVIDER TO TRANSPORT RIDERS FROM MCKINNEY TO/FROM DART STATIONS AND EMPLOYMENT CENTERS IN PLANO | 2015      | OPERATING           | \$250,000             | \$0          | \$0             | \$250,000        | 0          | \$500,000        |
| <b>TOTAL:</b>              |  |           |                     | <b>\$250,000</b>      | <b>\$0</b>   | <b>\$0</b>      | <b>\$250,000</b> | <b>0</b>   | <b>\$500,000</b> |

**Revision Requested:**

| <b>Revision Requested:</b> |   |           |                     | <b>FUNDING TABLE:</b> |              |                 |                  |            |                  | <b>REVISION REQUESTED</b> |
|----------------------------|---|-----------|---------------------|-----------------------|--------------|-----------------|------------------|------------|------------------|---------------------------|
| <u>TIP Code</u>            | <u>DESCRIPTION</u>  | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u>        | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u>     | <u>TDC</u> | <u>TOTAL</u>     | <u>BY PROJECT</u>         |
| 12493.09                   | MCKINNEY/PLANO SHUTTLE SERVICE - PARTNER WITH AN EXISTING TRANSIT PROVIDER TO TRANSPORT RIDERS FROM MCKINNEY TO/FROM DART STATIONS AND EMPLOYMENT CENTERS | 2015      | OPERATING           | \$250,000             | \$0          | \$0             | \$250,000        | 0          | \$500,000        | CHANGE PROJECT SCOPE      |
| <b>TOTAL:</b>              |   |           |                     | <b>\$250,000</b>      | <b>\$0</b>   | <b>\$0</b>      | <b>\$250,000</b> | <b>0</b>   | <b>\$500,000</b> |                           |

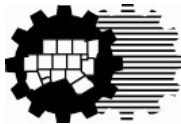
# **Clean Fleets North Texas 2018 Call for Projects Funding Recommendations**

**Surface Transportation Technical Committee**

**December 7, 2018**

**Amy Hodges**

**Air Quality Planner**



**North Central Texas  
Council of Governments**

# Available Funding

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

| Funding Category                              | Amount           |
|---|------------------|
| EPA Funds for Vehicle/Equipment Replacements* | \$2,000,033      |
| TCEQ SEP Funds for School Bus Replacements**  | +\$109,127       |
| Call For Projects Funds Available             | \$2,109,160      |
| Previously Approved Awards***                 | -\$1,538,023     |
| <b>Balance of Funds Currently Available</b>   | <b>\$571,137</b> |

*\*Environmental Protection Agency (EPA) Award Included \$90,709 for Staff Administration. Denton County Transportation Authority has Declined Award Approved by Regional Transportation Council (RTC) in November 2017.*

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

*\*\*\*The City of Richland Hills withdrew the project approved last month.*

# Project Eligibility

**Eligible Entities:** Local Governments; Private Companies Who Contract with Local Governments; and Must Adopt RTC Clean Fleet Policy or Similar

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

*\*All Old Vehicles/Equipment Must be Scrapped*

*CARB = California Air Resources Board*

*GVWR = Gross Vehicle Weight Rating*

# Call for Projects Schedule

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



# Summary of Applications

Refer to Electronic Item 2.2.2 for More Details

|  |                    |
|--|--------------------|
| <b>Previously Approved</b>   |                    |
| <b>Number of Applicants (All Public Sector)</b>                                | <b>7</b>           |
| <b>Number of Activities</b>  | <b>25</b>          |
| <b>Funding Approved</b>  | <b>\$1,538,023</b> |
| <b>Balance of Funds Currently Available</b>                                    | <b>\$571,137</b>   |
| <b>New Recommendations</b>   |                    |
| <b>Number of Applicants (Public Sector)</b>                                    | <b>1</b>           |
| <b>Number of Activities</b>  | <b>1</b>           |
| <b>Funding Requested</b>   | <b>\$175,000</b>   |
| <b>Balance Remaining for Next Deadline if Current Recommendations Approved</b> | <b>\$396,137</b>   |

# Action Requested

**Recommend RTC Approval of Funding**

**\$175,000 to the City of Benbrook to Replace One Fire Truck  
as Detailed in Electronic Item 2.2.2**

# For More Information

**Amy Hodges**

Air Quality Planner

[ahodges@nctcog.org](mailto:ahodges@nctcog.org)

817-704-2508

**Lori Clark**

Program Manager

[lclark@nctcog.org](mailto:lclark@nctcog.org)

817-695-9232

**Website**

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

# Clean Fleets North Texas 2018 Call For Projects Funding

**Balance Available** \$ 571,137 \$ - \$ 571,137

**Projects Recommended for Funding, Pending Approval**

| Rank   | Interim Application Deadline | RTC Approval Date | Applicant        | Activity | Old Vehicle Information |                 |             |             |                   |                | New Vehicle Information |            |             |                               | Eligible Funding Level | Recommended Grant Amount |            |       |            | NO <sub>x</sub> Tons Reduced Over 6 Years* | Cost Per Ton of NO <sub>x</sub> Reduced | PM2.5 Tons Reduced Over 6 Years* | HC Tons Reduced Over 6 Years* | CO Tons Reduced Over 6 Years* | CO2 Tons Reduced Over 6 Years* |             |  |  |  |  |  |
|--|------------------------------|-------------------|------------------|----------|-------------------------|-----------------|-------------|-------------|-------------------|----------------|-------------------------|------------|-------------|-------------------------------|------------------------|--------------------------|------------|-------|------------|--|---|----------------------------------|-------------------------------|-------------------------------|--------------------------------|-------------|--|--|--|--|--|
|  |                              |                   |                  |          | Type                    | Class/Equipment | Engine Year | Engine Fuel | Annual Fuel Usage | Annual Mileage | Annual Idling Hours     | Model Year | Engine Fuel | Diesel Fuel Reduced (gallons) |                        | Total Cost               | EPA        | SEP** | Total      |  |   |                                  |                               |                               |                                | Local Match |  |  |  |  |  |
| 1  | 10/26/2018                   | Pending           | City of Benbrook | 1        | Onroad                  | Fire Truck      | 1996        | ULSD        | 1,500             | 3,650          | 800                     | 2019       | ULSD        | 250                           | \$700,000              | 25%                      | \$ 175,000 | \$ -  | \$ 175,000 | \$ 525,000                                 | 1.03                                    | \$169,672                        | 0.07                          | 0.10                          | 0.10                           | 16.88       |  |  |  |  |  |
| <b>Subtotal of New Project Approvals Requested</b> |                              |                   |                  |          |                         |                 |             |             |                   |                |                         |            |             |                               |                        |                          |            |       |            |  |   |                                  |                               |                               |                                |             |  |  |  |  |  |
|  |                              |                   |                  |          |                         |                 |             |             |                   |                |                         |            |             |                               | \$700,000              |                          | \$ 175,000 | \$ -  | \$ 175,000 | \$ 525,000                                 | 1.03                                    | \$169,672                        | 0.07                          | 0.10                          | 0.10                           | 16.88       |  |  |  |  |  |

**Balance Remaining for Future Awards if Recommendations Approved** \$ 396,137 \$ - \$ 396,137

**Projects Previously Approved**

| Rank   | Interim Application Deadline | RTC Approval Date | Applicant                    | Activity | Old Vehicle Information |                    |             |             |                   |                | New Vehicle Information |            |             |                               | Eligible Funding Level | Recommended Grant Amount |              |            |              | NO <sub>x</sub> Tons Reduced Over 6 Years* | Cost Per Ton of NO <sub>x</sub> Reduced | PM2.5 Tons Reduced Over 6 Years* | HC Tons Reduced Over 6 Years* | CO Tons Reduced Over 6 Years* | CO2 Tons Reduced Over 6 Years* |             |  |
|--|------------------------------|-------------------|------------------------------|----------|-------------------------|--------------------|-------------|-------------|-------------------|----------------|-------------------------|------------|-------------|-------------------------------|------------------------|--------------------------|--------------|------------|--------------|--|---|----------------------------------|-------------------------------|-------------------------------|--------------------------------|-------------|--|
|  |                              |                   |                              |          | Type                    | Class/Equipment    | Engine Year | Engine Fuel | Annual Fuel Usage | Annual Mileage | Annual Idling Hours     | Model Year | Engine Fuel | Diesel Fuel Reduced (gallons) |                        | Total Cost               | EPA          | SEP**      | Total        |  |   |                                  |                               |                               |                                | Local Match |  |
| <b>Projects Approved on November 8, 2018</b>   |                              |                   |                              |          |                         |                    |             |             |                   |                |                         |            |             |                               |                        |                          |              |            |              |  |   |                                  |                               |                               |                                |             |  |
| 1  | 9/28/2018                    | 11/8/2018         | City of Richland Hills***    | 1        | Onroad                  | Fire Truck         | 2000        | ULSD        | 2,000             | 8,000          | 800                     | 2019       | ULSD        | 1,000                         | \$550,000              | 25%                      | \$ -         | \$ -       | \$ -         | \$ -                                       | 1.30                                    | \$0                              | 0.09                          | 0.12                          | 0.42                           | 67.50       |  |
| <b>Subtotal</b>                                |                              |                   |                              |          |                         |                    |             |             |                   |                |                         |            |             |                               | \$0                    |                          | \$ -         | \$ -       | \$ -         | \$ -                                       | 0.00                                    | \$0                              | 0.00                          | 0.00                          | 0.00                           | 0.00        |  |
| <b>Projects Approved on October 11, 2018</b>   |                              |                   |                              |          |                         |                    |             |             |                   |                |                         |            |             |                               |                        |                          |              |            |              |  |   |                                  |                               |                               |                                |             |  |
| 1  | 8/31/2018                    | 10/11/2018        | City of North Richland Hills | 1        | Onroad                  | Fire Truck         | 1997        | ULSD        | 1,429             | 10,000         | 30                      | 2019       | ULSD        | 600                           | \$1,200,000            | 25%                      | \$ 300,000   | \$ -       | \$ 300,000   | \$ 900,000                                 | 0.90                                    | \$332,889                        | 0.05                          | 0.05                          | 0.30                           | 40.50       |  |
| <b>Subtotal</b>                                |                              |                   |                              |          |                         |                    |             |             |                   |                |                         |            |             |                               | \$1,200,000            |                          | \$ 300,000   | \$ -       | \$ 300,000   | \$ 900,000                                 | 0.90                                    | \$332,889                        | 0.05                          | 0.05                          | 0.30                           | 40.50       |  |
| <b>Projects Approved on September 13, 2018</b> |                              |                   |                              |          |                         |                    |             |             |                   |                |                         |            |             |                               |                        |                          |              |            |              |  |   |                                  |                               |                               |                                |             |  |
| 1  | 7/27/2018                    | 9/13/2018         | Denton ISD                   | 1        | Onroad                  | School Bus         | 2002        | ULSD        | 550               | 10,000         | N/A                     | 2019       | ULSD        | 2,000                         | \$106,691              | 25%                      | \$ -         | \$ 26,673  | \$ 26,673    | \$ 80,018                                  | 0.51                                    | \$52,177                         | 0.04                          | 0.11                          | 0.24                           | 135.00      |  |
| 2  | 7/27/2018                    | 9/13/2018         | Denton ISD                   | 2        | Onroad                  | School Bus         | 2002        | ULSD        | 550               | 10,000         | N/A                     | 2019       | ULSD        | 2,000                         | \$106,691              | 25%                      | \$ 14,239    | \$ 12,434  | \$ 26,673    | \$ 80,018                                  | 0.51                                    | \$52,177                         | 0.04                          | 0.11                          | 0.24                           | 135.00      |  |
| <b>Subtotal</b>                                |                              |                   |                              |          |                         |                    |             |             |                   |                |                         |            |             |                               | \$213,382              |                          | \$ 14,239    | \$ 39,107  | \$ 53,346    | \$ 160,037                                 | 1.02                                    | \$52,177                         | 0.08                          | 0.21                          | 0.48                           | 270.00      |  |
| <b>Projects Approved on August 9, 2018</b>     |                              |                   |                              |          |                         |                    |             |             |                   |                |                         |            |             |                               |                        |                          |              |            |              |  |   |                                  |                               |                               |                                |             |  |
| 1  | 6/29/2018                    | 8/9/2018          | City of Mineral Wells        | 1        | Nonroad                 | Rubber Tire Loader | 1999        | ULSD        | 550               | N/A            | N/A                     | 2018       | ULSD        | 0                             | \$206,220              | 25%                      | \$ 51,555    | \$ -       | \$ 51,555    | \$ 154,665                                 | 1.02                                    | \$50,544                         | 0.08                          | 0.04                          | 0.27                           | 0.00        |  |
| <b>Subtotal</b>                                |                              |                   |                              |          |                         |                    |             |             |                   |                |                         |            |             |                               | \$206,220              |                          | \$ 51,555    | \$ -       | \$ 51,555    | \$ 154,665                                 | 1.02                                    | \$50,544                         | 0.08                          | 0.04                          | 0.27                           | 0.00        |  |
| <b>Projects Approved on June 14, 2018</b>      |                              |                   |                              |          |                         |                    |             |             |                   |                |                         |            |             |                               |                        |                          |              |            |              |  |   |                                  |                               |                               |                                |             |  |
| 1  | 4/27/2018                    | 6/14/2018         | Garner ISD                   | 2        | Onroad                  | School Bus         | 2002        | ULSD        | 1,227             | 11,771         | 1396                    | 2017       | ULSD        | 0                             | \$93,361               | 25%                      | \$ -         | \$ 23,340  | \$ 23,340    | \$ 70,021                                  | 1.38                                    | \$16,913                         | 0.13                          | 0.33                          | 0.54                           | 0.00        |  |
| 2  | 4/27/2018                    | 6/14/2018         | City of Mineral Wells        | 1        | Onroad                  | Dump Truck         | 2000        | ULSD        | 1,463             | 2,500          | 1040                    | 2018       | ULSD        | 0                             | \$92,000               | 25%                      | \$ 23,000    | \$ -       | \$ 23,000    | \$ 69,000                                  | 0.74                                    | \$30,889                         | 0.08                          | 0.19                          | 0.27                           | 0.00        |  |
| 3  | 4/27/2018                    | 6/14/2018         | Garner ISD                   | 3        | Onroad                  | School Bus         | 2004        | ULSD        | 1,154             | 8,302          | 1156                    | 2017       | ULSD        | 0                             | \$93,361               | 25%                      | \$ -         | \$ 23,340  | \$ 23,340    | \$ 70,021                                  | 0.61                                    | \$38,515                         | 0.09                          | 0.13                          | 0.42                           | 0.00        |  |
| 4  | 4/27/2018                    | 6/14/2018         | City of Dallas               | 12       | Onroad                  | Dump Truck         | 2001        | ULSD        | 4,986             | 25,419         | 500                     | 2018       | CNG         | 4,986                         | \$159,230              | 35%                      | \$ 55,731    | \$ -       | \$ 55,731    | \$ 103,500                                 | 1.40                                    | \$39,882                         | 0.12                          | 0.33                          | 0.73                           | 336.56      |  |
| 5  | 4/27/2018                    | 6/14/2018         | City of Dallas               | 7        | Onroad                  | Dump Truck         | 2001        | ULSD        | 3,102             | 19,312         | 600                     | 2018       | CNG         | 3,102                         | \$159,230              | 35%                      | \$ 55,731    | \$ -       | \$ 55,731    | \$ 103,500                                 | 1.20                                    | \$46,535                         | 0.11                          | 0.28                          | 0.60                           | 209.39      |  |
| 6  | 4/27/2018                    | 6/14/2018         | City of Dallas               | 8        | Onroad                  | Dump Truck         | 2001        | ULSD        | 3,085             | 18,245         | 500                     | 2018       | CNG         | 3,085                         | \$159,230              | 35%                      | \$ 55,731    | \$ -       | \$ 55,731    | \$ 103,500                                 | 1.09                                    | \$51,120                         | 0.09                          | 0.26                          | 0.55                           | 208.24      |  |
| 7  | 4/27/2018                    | 6/14/2018         | City of Dallas               | 13       | Onroad                  | Dump Truck         | 2001        | ULSD        | 2,659             | 15,270         | 600                     | 2018       | CNG         | 2,659                         | \$159,230              | 35%                      | \$ 55,731    | \$ -       | \$ 55,731    | \$ 103,500                                 | 1.02                                    | \$54,446                         | 0.09                          | 0.24                          | 0.50                           | 179.48      |  |
| 8  | 4/27/2018                    | 6/14/2018         | City of Dallas               | 9        | Onroad                  | Dump Truck         | 2001        | ULSD        | 2,456             | 12,675         | 600                     | 2018       | CNG         | 2,456                         | \$159,230              | 35%                      | \$ 55,731    | \$ -       | \$ 55,731    | \$ 103,500                                 | 0.91                                    | \$61,068                         | 0.08                          | 0.22                          | 0.44                           | 165.78      |  |
| 9  | 4/27/2018                    | 6/14/2018         | Garner ISD                   | 1        | Onroad                  | School Bus         | 1998        | ULSD        | 370               | 3,137          | 107                     | 2017       | ULSD        | 0                             | \$93,361               | 25%                      | \$ -         | \$ 23,340  | \$ 23,340    | \$ 70,021                                  | 0.35                                    | \$67,535                         | 0.02                          | 0.05                          | 0.09                           | 0.00        |  |
| 10   | 4/27/2018                    | 6/14/2018         | City of Dallas               | 11       | Onroad                  | Dump Truck         | 2001        | ULSD        | 1,781             | 10,102         | 600                     | 2018       | CNG         | 1,781                         | \$159,230              | 35%                      | \$ 55,731    | \$ -       | \$ 55,731    | \$ 103,500                                 | 0.80                                    | \$69,524                         | 0.07                          | 0.20                          | 0.37                           | 120.22      |  |
| 11   | 4/27/2018                    | 6/14/2018         | City of Richardson           | 1        | Onroad                  | Refuse Hauler      | 2005        | ULSD        | 1,251             | 4,661          | 894                     | 2019       | ULSD        | 0                             | \$155,000              | 25%                      | \$ 38,750    | \$ -       | \$ 38,750    | \$ 116,250                                 | 0.55                                    | \$70,276                         | 0.07                          | 0.07                          | 0.25                           | 0.00        |  |
| 12   | 4/27/2018                    | 6/14/2018         | City of Dallas               | 3        | Onroad                  | Dump Truck         | 2001        | ULSD        | 1,527             | 7,092          | 500                     | 2018       | CNG         | 1,527                         | \$159,230              | 35%                      | \$ 55,731    | \$ -       | \$ 55,731    | \$ 103,500                                 | 0.61                                    | \$91,152                         | 0.06                          | 0.15                          | 0.28                           | 103.07      |  |
| 13   | 4/27/2018                    | 6/14/2018         | City of Richardson           | 3        | Onroad                  | Class 8            | 2001        | ULSD        | 455               | 1,517          | 411                     | 2019       | ULSD        | 0                             | \$190,000              | 25%                      | \$ 47,500    | \$ -       | \$ 47,500    | \$ 142,500                                 | 0.50                                    | \$94,358                         | 0.03                          | 0.05                          | 0.14                           | 0.00        |  |
| 14   | 4/27/2018                    | 6/14/2018         | City of Dallas               | 5        | Onroad                  | Dump Truck         | 2001        | ULSD        | 998               | 4,261          | 600                     | 2018       | CNG         | 998                           | \$159,230              | 35%                      | \$ 55,731    | \$ -       | \$ 55,731    | \$ 103,500                                 | 0.55                                    | \$101,181                        | 0.06                          | 0.14                          | 0.23                           | 67.37       |  |
| 15   | 4/27/2018                    | 6/14/2018         | City of Dallas               | 10       | Onroad                  | Dump Truck         | 2001        | ULSD        | 1,189             | 5,677          | 500                     | 2018       | CNG         | 1,189                         | \$159,230              | 35%                      | \$ 55,731    | \$ -       | \$ 55,731    | \$ 103,500                                 | 0.55                                    | \$101,291                        | 0.05                          | 0.14                          | 0.24                           | 80.26       |  |
| 16   | 4/27/2018                    | 6/14/2018         | City of Dallas               | 1        | Onroad                  | Dump Truck         | 2000        | ULSD        | 1,337             | 6,529          | 400                     | 2018       | CNG         | 1,337                         | \$159,230              | 35%                      | \$ 55,731    | \$ -       | \$ 55,731    | \$ 103,500                                 | 0.53                                    | \$106,032                        | 0.05                          | 0.13                          | 0.24                           | 90.25       |  |
| 17   | 4/27/2018                    | 6/14/2018         | City of Dallas               | 6        | Onroad                  | Dump Truck         | 2001        | ULSD        | 879               | 4,544          | 500                     | 2018       | CNG         | 879                           | \$159,230              | 35%                      | \$ 55,731    | \$ -       | \$ 55,731    | \$ 103,500                                 | 0.50                                    | \$111,105                        | 0.05                          | 0.12                          | 0.21                           | 59.33       |  |
| 18   | 4/27/2018                    | 6/14/2018         | City of Dallas               | 2        | Onroad                  | Dump Truck         | 2001        | ULSD        | 1,249             | 5,952          | 400                     | 2018       | CNG         | 1,249                         | \$159,230              | 35%                      | \$ 55,731    | \$ -       | \$ 55,731    | \$ 103,500                                 | 0.50                                    | \$111,239                        | 0.05                          | 0.12                          | 0.23                           | 84.31       |  |
| 19   | 4/27/2018                    | 6/14/2018         | City of Dallas               | 4        | Onroad                  | Dump Truck         | 2001        | ULSD        | 600               | 1,932          | 600                     | 2018       | CNG         | 600                           | \$159,230              | 35%                      | \$ 55,731    | \$ -       | \$ 55,731    | \$ 103,500                                 | 0.45                                    | \$123,516                        | 0.05                          | 0.12                          | 0.17                           | 40.50       |  |
| 20   | 4/27/2018                    | 6/14/2018         | City of Richardson           | 2        | Onroad                  | Refuse Hauler      | 2005        | ULSD        | 1,498             | 5,034          | 715                     | 2019       | ULSD        | 0                             | \$290,000              | 25%                      | \$ 72,500    | \$ -       | \$ 72,500    | \$ 217,500                                 | 0.51                                    | \$141,823                        | 0.06                          | 0.06                          | 0.22                           | 0.00        |  |
| 21   | 4/27/2018                    | 6/14/2018         | City of Watauga              | 1        | Onroad                  | Fire Truck         | 2001        | ULSD        | 500               | 2,000          | 200                     | 2018       | ULSD        | 0                             | \$627,421              | 25%                      | \$ 156,855   | \$ -       | \$ 156,855   | \$ 470,566                                 | 0.32                                    | \$483,226                        | 0.02                          | 0.03                          | 0.10                           | 0.00        |  |
| <b>Subtotal</b>                                |                              |                   |                              |          |                         |                    |             |             |                   |                |                         |            |             |                               | \$3,704,494            |                          | \$ 1,063,102 | \$ 70,020  | \$ 1,133,123 | \$ 2,571,372                               | 15.08                                   | \$75,133                         | 1.44                          | 3.35                          | 6.80                           | 1,744.74    |  |
| <b>Total Projects Previously Approved</b>      |                              |                   |                              |          |                         |                    |             |             |                   |                |                         |            |             |                               | \$5,324,096            |                          | \$ 1,428,896 | \$ 109,127 | \$ 1,538,023 | \$ 3,786,073                               | 18.03                                   | \$85,326                         | 1.65                          | 3.65                          | 7.85                           | 2,055.24    |  |

|              | Total Funds Available | Funds Awarded       | Balance Available Pending Approval |
|--------------|-----------------------|---------------------|------------------------------------|
| EPA          | \$ 2,000,033          | \$ 1,603,896        | \$ 396,137                         |
| SEP**        | \$ 109,127            | \$ 109,127          | \$ -                               |
| <b>Total</b> | <b>\$ 2,109,160</b>   | <b>\$ 1,713,023</b> | <b>\$ 396,137</b>                  |

EPA=Environmental Protection Agency; SEP=Texas Commission on Environmental Quality Supplemental Environmental Project  
 NO<sub>x</sub>=Nitrogen Oxides; PM2.5=Particulate Matter Less Than 2.5 Micrometers; CO=Carbon Monoxide; CO<sub>2</sub>=Carbon Dioxide  
 ULSD=Ultra-Low Sulfur Diesel; CNG= Compressed Natural Gas

\*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)  
 \*\*Any additional funds received from the Texas Commission on Environmental Quality Supplemental Environmental Project while this CFP is open will be added to this initiative to fund school bus projects and will offset EPA funds.  
 \*\*\*The City of Richland Hills withdrew their project.

2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Roadway Projects

DRAFT

Shaded projects are proposed for funding

| Implementing Agency                       | Project/Facility        | Limits  | Project Scope   | Fiscal Year | Phase | Proposed Funding    |                     |                    |                    |                    |                  |                     | Project Scoring   |        |         |                  |                                 | Program | Comments               |  |
|---|-------------------------|---|---|-------------|-------|---------------------|---------------------|--------------------|--------------------|--------------------|------------------|---------------------|---|--------|---------|------------------|---------------------------------|---------|------------------------|--|
|   |                         |   |   |             |       | CMAQ Federal Amount | STBG Federal Amount | State              | Local              | Private/Other      | TDCs             | Total               | Eligible for Federal Funds? (Major Collector or Higher) | Safety | Volumes | Level of Service | Are Additional Lanes Warranted? |         |                        | Total  |
| City of Burleson or TxDOT Fort Worth      | SH 174                  | From Elk Drive to Hulen Street                                      | Widen from 4 to 6 lanes with sidewalks  | 2018        | ENG   | \$0                 | \$0                 | \$0                | \$1,100,000        | \$0                | -                | \$1,100,000         | 10  | 20     | 25      | 30               | 10                              | 95      | Strategic Partnerships | TxDOT to pay for match to on-system components; City of Burleson to fund the engineering and right-of-way phases   |
|   |                         |   |   | 2019        | ROW   | \$0                 | \$0                 | \$0                | \$100,000          | \$0                | -                | \$100,000           |   |        |         |                  |                                 |         |                        |  |
|   |                         |   |   | 2023        | CON   | \$590,000           | \$4,130,000         | \$1,180,000        | \$0                | \$0                | -                | \$5,900,000         |   |        |         |                  |                                 |         |                        |  |
| City of Garland                           | Shiloh Road             | From Kingsley Road to Miller Road                                   | Widen from 4 to 6 lanes with sidewalks  | 2023        | CON   | \$1,000,000         | \$13,100,000        | \$0                | \$400,000          | \$0                | 2,500,000        | \$14,500,000        | 10  | 15     | 20      | 30               | 10                              | 85      | MTP Policy Bundle TDCs | City of Garland to utilize MTP Policy Bundle TDCs in lieu of a local cash match, but given project cost has to contribute an additional \$400,000 local                                      |
| City of Arlington                         | Collins Street          | From Mayfield Road to IH 20   | Widen from 4 to 6 lanes   |             | ENG   | \$0                 | \$0                 | \$0                | \$349,590          | \$0                | -                | \$349,590           | 10  | 15     | 20      | 30               | 10                              | 85      | MTP Policy Bundle TDCs | Engineering phase funded by the City of Arlington  |
|   |                         |   |   | 2020        | ROW   | \$0                 | \$45,000            | \$0                | \$0                | \$0                | 9,000            | \$45,000            |   |        |         |                  |                                 |         |                        |  |
|   |                         |   |   | 2023        | CON   | \$0                 | \$4,100,000         | \$0                | \$0                | \$0                | 820,000          | \$4,100,000         |   |        |         |                  |                                 |         |                        |  |
| City of Fort Worth                        | Las Vegas Trail         | From IH 820 to Shoreview  | Widen from 2 to 4 lanes with new sidewalks  | 2023        | CON   | \$800,000           | \$4,000,000         | \$0                | \$1,200,000        | \$0                | -                | \$6,000,000         | 10  | 10     | 15      | 30               | 10                              | 75      | Strategic Partnerships | Local funding is being contributed by the City of White Settlement and the City of Fort Worth (shares to be determined); Tarrant County may contribute and if so, would reduce the RTC share |
| City of Grand Prairie or TxDOT Fort Worth | Great Southwest Parkway | From eastbound IH 20 frontage road to westbound IH 20 frontage road | Widen roadway from 4 to 6 lanes with sidewalks  |             | ENG   | \$0                 | \$0                 | \$0                | \$330,300          | \$0                | -                | \$330,300           | 10  | 20     | 15      | 20               | 10                              | 75      | Strategic Partnerships | City of Grand Prairie to fund engineering, right-of-way, and utility phases; TxDOT to provide state match for construction   |
|   |                         |   |   |             | ROW   | \$0                 | \$0                 | \$0                | \$100,000          | \$0                | -                | \$100,000           |   |        |         |                  |                                 |         |                        |  |
|   |                         |   |   |             | UTIL  | \$0                 | \$0                 | \$0                | \$100,000          | \$0                | -                | \$100,000           |   |        |         |                  |                                 |         |                        |  |
|   |                         |   |   | 2021        | CON   | \$375,200           | \$1,751,200         | \$531,600          | \$0                | \$0                | -                | \$2,658,000         |   |        |         |                  |                                 |         |                        |  |
| City of Grapevine                         | Fairway Drive           | From Marina Drive to SH 26  | Widen from 2 to 3 lanes with new 10' shared use path  | 2021        | ENG   | \$0                 | \$338,940           | \$0                | \$0                | \$0                | 67,788           | \$338,940           | 10  | 10     | 10      | 30               | 10                              | 70      | MTP Policy Bundle TDCs | City of Grapevine to utilize MTP Policy Bundle TDCs in lieu of a local cash match  |
|   |                         |   |   | 2023        | CON   | \$117,500           | \$2,448,760         | \$0                | \$0                | \$0                | 513,252          | \$2,566,260         |   |        |         |                  |                                 |         |                        |  |
| City of Grapevine                         | Euless-Grapevine Road   | From SH 360 to Hughes Road  | Widen from 2 to 4 lanes with new sidewalks and install new traffic signal at the intersection of SH 360 frontage road and Euless-Grapevine Road | 2021        | ENG   | \$0                 | \$224,560           | \$0                | \$0                | \$0                | 44,912           | \$224,560           | 10  | 10     | 10      | 30               | 10                              | 70      | MTP Policy Bundle TDCs | City of Grapevine to utilize MTP Policy Bundle TDCs in lieu of a local cash match  |
|   |                         |   |   | 2023        | CON   | \$323,000           | \$1,377,240         | \$0                | \$0                | \$0                | 340,048          | \$1,700,240         |   |        |         |                  |                                 |         |                        |  |
| <b>Total Non-Loan Funding</b>             |                         |   |   |             |       | <b>\$3,205,700</b>  | <b>\$31,515,700</b> | <b>\$1,711,600</b> | <b>\$3,679,890</b> | <b>\$0</b>         | <b>4,295,000</b> | <b>\$40,112,890</b> |   |        |         |                  |                                 |         |                        |  |
| City of Fort Worth                        | Precinct Line Road      | From Trinity Blvd. to Riverfalls Drive                              | Widen from 2 to 4 lane divided  |             | ENG   | \$0                 | \$0                 | \$0                | \$0                | \$1,000,000        | -                | \$1,000,000         | 10  | 10     | 15      | 30               | 10                              | 75      | Strategic Partnerships | Due to the economic development nature of this project, it is proposed for funding as an RTC Loan  |
|   |                         |   |   | 2023        | CON   | \$0                 | \$4,240,000         | \$0                | \$1,060,000        | \$0                | -                | \$5,300,000         |   |        |         |                  |                                 |         |                        |  |
| City of Fort Worth                        | Trinity Boulevard       | From IH 820 to Salado Trail   | Reconstruct 4 lane undivided to 4 lane divided context sensitive roadway, including 10' and 12' sidewalks                                       |             | ENG   | \$0                 | \$0                 | \$0                | \$1,100,000        | \$100,000          | -                | \$1,200,000         | 10  | 10     | 15      | 20               | 10                              | 65      | Strategic Partnerships | Due to the economic development nature of this project, it is proposed for funding as an RTC Loan  |
|   |                         |   |   |             | UTIL  | \$0                 | \$0                 | \$0                | \$1,000,000        | \$0                | -                | \$1,000,000         |   |        |         |                  |                                 |         |                        |  |
|   |                         |   |   | 2021        | CON   | \$1,000,000         | \$8,920,000         | \$0                | \$2,480,000        | \$0                | -                | \$12,400,000        |   |        |         |                  |                                 |         |                        |  |
| City of Fort Worth                        | Trinity Boulevard       | From Salado Trail to Precinct Line Road                             | Reconstruct 4 lane undivided to 4 lane divided, including 10' and 12' sidewalks   | 2023        | CON   | \$600,000           | \$3,000,000         | \$0                | \$900,000          | \$0                | -                | \$4,500,000         | 10  | 10     | 15      | 20               | 10                              | 65      | Strategic Partnerships | Due to the economic development nature of this project, it is proposed for funding as an RTC Loan  |
| <b>Total Loan Funding</b>                 |                         |   |   |             |       | <b>\$1,600,000</b>  | <b>\$16,160,000</b> | <b>\$0</b>         | <b>\$6,540,000</b> | <b>\$1,100,000</b> | <b>0</b>         | <b>\$25,400,000</b> |   |        |         |                  |                                 |         |                        |  |

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Roadway Projects**

**DRAFT**

| Implementing Agency | Project/Facility     | Limits   | Project Scope  | Fiscal Year | Phase | Proposed Funding    |                     |             |             |               |           |              | Project Scoring   |        |         |                  |                                 | Program | Comments               |   |
|---------------------|----------------------|--|--|-------------|-------|---------------------|---------------------|-------------|-------------|---------------|-----------|--------------|---|--------|---------|------------------|---------------------------------|---------|------------------------|---|
|                     |                      |  |  |             |       | CMAQ Federal Amount | STBG Federal Amount | State       | Local       | Private/Other | TDCs      | Total        | Eligible for Federal Funds? (Major Collector or Higher) | Safety | Volumes | Level of Service | Are Additional Lanes Warranted? |         |                        | Total   |
| City of Arlington   | Sublett Road         | From Joplin Road to City Limits                | Widen from 2 to 3/4 lanes with bicycle lanes and sidewalks   | 2018        | ENG   | \$0                 | \$0                 | \$0         | \$647,000   | \$0           | -         | \$647,000    | 10  | 10     | 10      | 20               | 10                              | 60      | MTP Policy Bundle TDCs |   |
|                     |                      |  |  | 2020        | ROW   | \$0                 | \$2,533,000         | \$0         | \$0         | \$0           | 506,600   | \$2,533,000  |   |        |         |                  |                                 |         |                        |   |
|                     |                      |  |  | 2021        | CON   | \$1,750,000         | \$6,254,000         | \$0         | \$0         | \$0           | 1,600,800 | \$8,004,000  |   |        |         |                  |                                 |         |                        |   |
| City of Arlington   | Turner Warnell Road  | From Business 287 to US 287                    | Widen from 2 to 4 lanes with sidewalk improvements; Construct roundabout at Russell Curry Road intersection                          | 2021        | ENG   | \$81,500            | \$1,599,000         | \$0         | \$0         | \$0           | 336,100   | \$1,680,500  | 10  | 10     | 10      | 20               | 10                              | 60      | MTP Policy Bundle TDCs |   |
|                     |                      |  |  | 2022        | ROW   | \$619,000           | \$2,077,000         | \$0         | \$0         | \$0           | 539,200   | \$2,696,000  |   |        |         |                  |                                 |         |                        |   |
|                     |                      |  |  | 2023        | CON   | \$3,047,000         | \$9,547,000         | \$0         | \$0         | \$0           | 2,518,800 | \$12,594,000 |   |        |         |                  |                                 |         |                        |   |
| City of Grapevine   | SW Grapevine Parkway | From SH 26 to Mustang Drive                    | Construct 0 to 4 lane divided roadway with new sidewalks and new traffic signal at the intersection of Mustang and SW Grapevine Pkwy | 2020        | ENG   | \$0                 | \$511,500           | \$0         | \$0         | \$0           | 102,300   | \$511,500    | 10  | 0      | 10      | 30               | 10                              | 60      | MTP Policy Bundle TDCs |   |
|                     |                      |  |  | 2021        | ROW   | \$0                 | \$443,700           | \$0         | \$0         | \$0           | 88,740    | \$443,700    |   |        |         |                  |                                 |         |                        |   |
|                     |                      |  |  | 2021        | CON   | \$390,000           | \$3,748,500         | \$0         | \$0         | \$0           | 827,700   | \$4,138,500  |   |        |         |                  |                                 |         |                        |   |
| City of Grapevine   | Eules-Grapevine Road | From Hughes Road to Glade Road                 | Widen 2 lanes undivided to 3 lanes undivided with sidewalk improvements  | 2020        | ENG   | \$0                 | \$407,000           | \$0         | \$0         | \$0           | 81,400    | \$407,000    | 10  | 10     | 10      | 20               | 10                              | 60      | MTP Policy Bundle TDCs |   |
|                     |                      |  |  | 2021        | CON   | \$117,500           | \$3,175,500         | \$0         | \$0         | \$0           | 658,600   | \$3,293,000  |   |        |         |                  |                                 |         |                        |   |
| City of McKinney    | Silverado Trail      | From Custer Road to Rowlett Creek              | Widen from 2 lanes to 4 lanes divided with sidewalks; Construct bridge over Rowlett Creek  | 2020        | ENG   | \$0                 | \$250,000           | \$0         | \$0         | \$0           | 50,000    | \$250,000    | 10  | 10     | 10      | 10               | N/A                             | 40      | MTP Policy Bundle TDCs |   |
|                     |                      |  |  | 2021        | CON   | \$375,000           | \$1,125,000         | \$0         | \$0         | \$0           | 300,000   | \$1,500,000  |   |        |         |                  |                                 |         |                        |   |
| City of Arlington   | Pleasant Ridge Road  | From Plumwood Drive to Enchanted Bay Boulevard | Construct 0 to 3 lane roadway with new sidewalks and a side path   | 2020        | ENG   | \$0                 | \$0                 | \$0         | \$1,200,000 | \$0           | -         | \$1,200,000  | 10  | 0      | 10      | 10               | 0                               | 30      | MTP Policy Bundle TDCs |   |
|                     |                      |  |  | 2022        | CON   | \$1,425,000         | \$7,107,000         | \$0         | \$0         | \$0           | 1,706,400 | \$8,532,000  |   |        |         |                  |                                 |         |                        |   |
| City of McKinney    | Laud Howell Parkway  | From FM 1461/Lake Forest Drive to Hardin Blvd. | Construct 0 to 2 lane roadway including a bridge over Honey Creek  | 2018        | ENG   | \$0                 | \$0                 | \$0         | \$0         | \$0           | -         | \$0          | 10  | 0      | 10      | 10               | 0                               | 30      | MTP Policy Bundle TDCs |   |
|                     |                      |  |  | 2020        | ROW   | \$0                 | \$2,000,000         | \$0         | \$0         | \$0           | 400,000   | \$2,000,000  |   |        |         |                  |                                 |         |                        |   |
|                     |                      |  |  | 2021        | CON   | \$0                 | \$20,000,000        | \$0         | \$0         | \$0           | 4,000,000 | \$20,000,000 |   |        |         |                  |                                 |         |                        |   |
| City of McKinney    | Wilmeth Road         | From Custer Road to Ridge Road                 | Construct 0 to 2 lane roadway, including intersection improvements at Custer and Wilmeth   | 2020        | ENG   | \$0                 | \$500,000           | \$0         | \$0         | \$0           | 100,000   | \$500,000    | 10  | 0      | 10      | 10               | 0                               | 30      | MTP Policy Bundle TDCs |   |
|                     |                      |  |  | 2020        | ROW   | \$0                 | \$1,500,000         | \$0         | \$0         | \$0           | 300,000   | \$1,500,000  |   |        |         |                  |                                 |         |                        |   |
|                     |                      |  |  | 2021        | CON   | \$500,000           | \$7,500,000         | \$0         | \$0         | \$0           | 1,600,000 | \$8,000,000  |   |        |         |                  |                                 |         |                        |   |
| TxDOT Dallas        | IH 35E               | From Manana Drive to Royal Lane                | Construct 0 to 2 lane frontage road  | 2025        | CON   | \$0                 | \$12,687,896        | \$3,171,974 | \$0         | \$0           | -         | \$15,859,870 | 10  | 0      | 10      | 10               | 0                               | 30      | Strategic Partnerships |   |
| TxDOT Dallas        | FM 6                 | From SH 78 to County Line                      | Widen shoulders and construct other safety enhancements  |             |       |                     |                     |             |             |               |           |              | N/A   | N/A    | N/A     | N/A              | N/A                             | N/A     | Strategic Partnerships | Project is not ready at this time (specific scope has not been determined), so removed from consideration |

2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Roadway Projects

DRAFT

| Implementing Agency | Project/Facility | Limits                            | Project Scope | Fiscal Year | Phase | Proposed Funding    |                     |       |       |               |      |           | Project Scoring   |        |         |                  |                                 | Program | Comments               |   |
|---------------------|------------------|-----------------------------------|---------------|-------------|-------|---------------------|---------------------|-------|-------|---------------|------|-----------|---|--------|---------|------------------|---------------------------------|---------|------------------------|---|
|                     |                  |                                   |               |             |       | CMAQ Federal Amount | STBG Federal Amount | State | Local | Private/Other | TDCs | Total     | Eligible for Federal Funds? (Major Collector or Higher) | Safety | Volumes | Level of Service | Are Additional Lanes Warranted? |         |                        | Total   |
| City of Dallas      | University Hills | From IH 20 to Camp Wisdom         |               |             |       | \$0                 | \$500,000           | \$0   | \$0   |               | -    | \$500,000 | N/A   | N/A    | N/A     | N/A              | N/A                             | N/A     | Strategic Partnerships | Project will be included in the existing Wheatland Rd project scope (TIP 25025/CSJ 0918-47-992)                                 |
| City of Dallas      | Lancaster Avenue | From Mentor Avenue to 52nd Street |               |             |       |                     |                     |       |       |               |      |           | N/A   | N/A    | N/A     | N/A              | N/A                             | N/A     | Strategic Partnerships | Project is not ready at this time (specific scope has not been determined), so removed from consideration by the City of Dallas |

Notes:  
Maximum of 100 points available

2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Intersection Improvement Projects

DRAFT

Shaded projects are proposed for funding

| Implementing Agency | Project/Facility                      | Limits   | Project Scope   | Fiscal Year | Phase | Proposed Funding    |                     |                    |                  |                |                     | Project Scoring |                                 |  |         |                  |       | Program                   | Comments   |
|---------------------|---------------------------------------|--|---|-------------|-------|---------------------|---------------------|--------------------|------------------|----------------|---------------------|-----------------|---------------------------------|--|---------|------------------|-------|---------------------------|--|
|                     |                                       |  |   |             |       | CMAQ Federal Amount | STBG Federal Amount | State              | Local            | TDCs           | Total               | Safety          | AQ Benefits (Pounds/Day of NOx) | Cost Effectiveness (Cost/Pound of NOx Over Project Life) | Volumes | Level of Service | Total |                           |  |
| TxDOT Dallas        | FM 544                                | At FM 1378 (Country Club Road)                       | Construct a left turn lane (from eastbound FM 544 to northbound FM 1378)  | 2021        | CON   | \$1,320,000         | \$0                 | \$330,000          | \$0              | -              | \$1,650,000         | 15              | 10                              | 20   | 25      | 20               | 90    | Intersection Improvements |  |
| TxDOT Dallas        | US 80                                 | At SH 205/FM 148                                     | Construct intersection improvements (sidewalks and turn lanes)  | 2021        | CON   | \$7,152,486         | \$0                 | \$1,788,122        | \$0              | -              | \$8,940,608         | 15              | 5                               | 15   | 25      | 15               | 75    | Intersection Improvements |  |
| TxDOT Dallas        | FM 1378                               | From North of FM 3286 to South of FM 3286            | Construct intersection improvements (sidewalks and turn lanes)  | 2022        | CON   | \$941,778           | \$0                 | \$235,445          | \$0              | -              | \$1,177,223         | 15              | 5                               | 20   | 10      | 25               | 75    | Intersection Improvements |  |
| City of Ennis       | IH 45                                 | At SH 34/Ennis Avenue                                | Construct Texas U-turns along with dedicated left turn lanes and traffic signal improvements/retiming           | 2021        | CON   | \$4,320,000         | \$0                 | \$1,080,000        | \$0              | -              | \$5,400,000         | 15              | 5                               | 15   | 15      | 20               | 70    | Strategic Partnerships    |  |
| City of Colleyville | Glade Road                            | At Bluebonnet Drive                                  | Lower Bluebonnet Drive to eliminate a 3-way stop  |             | ENG   | \$0                 | \$0                 | \$0                | \$150,000        | -              | \$150,000           | 5               | 10                              | 20   | 5       | 25               | 65    | Intersection Improvements | City of Colleyville to pay for engineering, right-of-way, and utility phases   |
|                     |                                       |  |   |             | ROW   | \$0                 | \$0                 | \$0                | \$90,000         | -              | \$90,000            |                 |                                 |  |         |                  |       |                           |  |
|                     |                                       |  |   |             | UTIL  | \$0                 | \$0                 | \$0                | \$150,000        | -              | \$150,000           |                 |                                 |  |         |                  |       |                           |  |
|                     |                                       |  |   | 2021        | CON   | \$1,200,000         | \$0                 | \$0                | \$300,000        | -              | \$1,500,000         |                 |                                 |  |         |                  |       |                           |  |
| TxDOT Dallas        | SH 34 Partnership with Kaufman County | At Kings Creek Drive or other project(s) along SH 34 | Construct left and right turn lanes   | 2019        | CON   | \$1,000,000         | \$0                 | \$250,000          | \$0              | -              | \$1,250,000         | 5               | 5                               | 15   | 10      | 25               | 60    | Intersection Improvements | Staff to coordinate with Kaufman County and TxDOT regarding next increment of projects/funding on SH 34  |
| City of Fort Worth  | Business 287/ North Main Street       | At North Hangar entrance                             | Add right turn lanes for southbound traffic   | 2020        | ENG   | \$10,400            | \$0                 | \$0                | \$0              | 10,400         | \$10,400            | N/A             | N/A                             | N/A  | N/A     | N/A              | N/A   | MTP Policy Bundle TDCs    | Funding for this project (\$224,800 CMAQ) initially awarded through the CMAQ/STBG: Safety, Innovative Construction, and Emergency Projects program; City of Fort Worth is requesting to use TDCs in lieu of a local cash match; This recommendation includes only the extra funding needed to make project 100% federally funded |
|                     |                                       |  |   | 2021        | UTIL  | \$7,000             | \$0                 | \$0                | \$0              | 7,000          | \$7,000             |                 |                                 |  |         |                  |       |                           |  |
|                     |                                       |  |   | 2021        | CON   | \$38,800            | \$0                 | \$0                | \$0              | 38,800         | \$38,800            |                 |                                 |  |         |                  |       |                           |  |
| City of Fort Worth  | Business 287/ North Main Street       | At North Hangar entrance                             | Add right turn lane for southbound traffic into airport's northern entrance (main entrance for jet fuel trucks) | 2020        | ENG   | \$10,400            | \$0                 | \$0                | \$0              | 10,400         | \$10,400            | N/A             | N/A                             | N/A  | N/A     | N/A              | N/A   | MTP Policy Bundle TDCs    | Funding for this project (\$192,000 CMAQ) initially awarded through the CMAQ/STBG: Safety, Innovative Construction, and Emergency Projects program; City of Fort Worth is requesting to use TDCs in lieu of a local cash match; This recommendation includes only the extra funding needed to make project 100% federally funded |
|                     |                                       |  |   | 2021        | UTIL  | \$2,000             | \$0                 | \$0                | \$0              | 2,000          | \$2,000             |                 |                                 |  |         |                  |       |                           |  |
|                     |                                       |  |   | 2021        | CON   | \$35,600            | \$0                 | \$0                | \$0              | 35,600         | \$35,600            |                 |                                 |  |         |                  |       |                           |  |
| <b>Total</b>        |                                       |  |   |             |       | <b>\$16,038,464</b> | <b>\$0</b>          | <b>\$3,683,566</b> | <b>\$690,000</b> | <b>104,200</b> | <b>\$20,412,030</b> |                 |                                 |  |         |                  |       |                           |  |
| City of Colleyville | Cheek-Sparger Road                    | At Bedford Road                                      | Construct roundabout at intersection  |             | ENG   | \$0                 | \$0                 | \$0                | \$150,000        | -              | \$150,000           | 5               | 5                               | 20   | 10      | 25               | 65    | Intersection Improvements | Need updated policy position regarding Cheek-Sparger from the City of Colleyville before considering funding for this roadway  |
|                     |                                       |  |   |             | UTIL  | \$0                 | \$0                 | \$0                | \$60,000         | -              | \$60,000            |                 |                                 |  |         |                  |       |                           |  |
|                     |                                       |  |   | 2021        | CON   | \$1,200,000         | \$0                 | \$0                | \$300,000        | -              | \$1,500,000         |                 |                                 |  |         |                  |       |                           |  |
| City of Colleyville | Glade Road                            | At Riverwalk Drive                                   | Construct roundabout at intersection  |             | ENG   | \$0                 | \$0                 | \$0                | \$200,000        | -              | \$200,000           | 5               | 5                               | 15   | 10      | 25               | 60    | Intersection Improvements |  |
|                     |                                       |  |   |             | ROW   | \$0                 | \$0                 | \$0                | \$120,000        | -              | \$120,000           |                 |                                 |  |         |                  |       |                           |  |
|                     |                                       |  |   |             | UTIL  | \$0                 | \$0                 | \$0                | \$210,000        | -              | \$210,000           |                 |                                 |  |         |                  |       |                           |  |
|                     |                                       |  |   | 2020        | CON   | \$1,680,000         | \$0                 | \$0                | \$420,000        | -              | \$2,100,000         |                 |                                 |  |         |                  |       |                           |  |
| City of Colleyville | McDonwell School Road                 | At Westcoat Drive                                    | Construct roundabout at intersection  |             | ENG   | \$0                 | \$0                 | \$0                | \$110,000        | -              | \$110,000           | 5               | 5                               | 20   | 5       | 20               | 55    | Intersection Improvements |  |
|                     |                                       |  |   |             | ROW   | \$0                 | \$0                 | \$0                | \$35,000         | -              | \$35,000            |                 |                                 |  |         |                  |       |                           |  |
|                     |                                       |  |   |             | UTIL  | \$0                 | \$0                 | \$0                | \$110,000        | -              | \$110,000           |                 |                                 |  |         |                  |       |                           |  |
|                     |                                       |  |   | 2020        | CON   | \$880,000           | \$0                 | \$0                | \$220,000        | -              | \$1,100,000         |                 |                                 |  |         |                  |       |                           |  |



2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Intersection Improvement Projects

DRAFT

| Implementing Agency               | Project/Facility       | Limits                | Project Scope   | Fiscal Year | Phase | Proposed Funding    |                     |             |             |           |              | Project Scoring |                                 |  |         |                  |       | Program                   | Comments  |
|-----------------------------------|------------------------|-----------------------|---|-------------|-------|---------------------|---------------------|-------------|-------------|-----------|--------------|-----------------|---------------------------------|--|---------|------------------|-------|---------------------------|---|
|                                   |                        |                       |   |             |       | CMAQ Federal Amount | STBG Federal Amount | State       | Local       | TDCs      | Total        | Safety          | AQ Benefits (Pounds/Day of NOx) | Cost Effectiveness (Cost/Pound of NOx Over Project Life) | Volumes | Level of Service | Total |                           |   |
| City of Dallas                    | Jefferson              | At Van Buren          | Construct pedestrian improvements including crosswalks, ADA ramps, and new traffic signal   | 2020        | ENG   | \$26,500            | \$0                 | \$0         | \$0         | 5,300     | \$26,500     | 10              | 5                               | 20   | 5       | 15               | 55    | MTP Policy Bundle TDCs    |   |
|                                   |                        |                       |   | 2021        | CON   | \$238,500           | \$0                 | \$0         | \$0         | 47,700    | \$238,500    |                 |                                 |  |         |                  |       |                           |   |
| City of Dallas, Dallas County, UP | SL 12                  | At Carbondale Street  | Construct improvements to the Loop 12 and Carbondale entrance/exit including new sidewalks  |             | ENG   | \$0                 | \$265,320           | \$66,330    | \$0         | -         | \$331,650    | 5               | 5                               | 10   | 5       | 25               | 50    | MTP Policy Bundle TDCs    | On hold; Awaiting community decisions   |
|                                   |                        |                       |   |             | CON   | \$0                 | \$622,440           | \$155,610   | \$0         | -         | \$778,050    |                 |                                 |  |         |                  |       |                           |   |
| City of Fort Worth                | Heritage Trace Parkway | At Waterbend South    | Construct grade separation  | 2020        | ENG   | \$0                 | \$3,799,500         | \$0         | \$0         | 759,900   | \$3,799,500  | 0               | 0                               | 10   | 5       | 25               | 40    | MTP Policy Bundle TDCs    | On hold; Project will be considered as part of a larger program that addresses the railroad system in the future  |
|                                   |                        |                       |   | 2021        | CON   | \$0                 | \$33,734,000        | \$0         | \$0         | 6,746,800 | \$33,734,000 |                 |                                 |  |         |                  |       |                           |   |
| City of Garland                   | Bass Pro Drive         | At IH 30              | Widen from 2 lane undivided to 4 lane divided including a 12 foot wide bike/pedestrian trail between Zion Road and Chaha Road, reconfigure the Frontage roads as a conventional diamond interchange, and remove the jug handle ramps  |             | CON   | \$0                 | \$0                 | \$0         | \$0         | 1,000,000 | \$60,000,000 | N/A             | N/A                             | N/A  | N/A     | N/A              | N/A   | MTP Policy Bundle TDCs    | Project removed from consideration by the City of Garland   |
| City of Garland                   | Rosehill Road          | At IH 30              | Reconstruct 4 lane undivided to 4 lane divided roadway including a 12 ft. wide bike/ped trail from 1,200 ft. north of the IH 30 centerline to 750 ft. south of the IH 30 centerline, reconfigure the Frontage roads as a conventional diamond interchange, remove jug handle ramps, and grade reversals |             | CON   | \$0                 | \$0                 | \$0         | \$0         | 1,000,000 | \$84,000,000 | N/A             | N/A                             | N/A  | N/A     | N/A              | N/A   | MTP Policy Bundle TDCs    | Project removed from consideration by the City of Garland   |
| TxDOT Dallas                      | IH 35E                 | At Bear Creek         | Construct U-turn lanes  | 2022        | CON   | \$1,440,000         | \$0                 | \$360,000   | \$0         | -         | \$1,800,000  | N/A             | N/A                             | N/A  | N/A     | N/A              | N/A   | Intersection Improvements | Project removed from consideration by TxDOT Dallas  |
| TxDOT Dallas                      | IH 45                  | At Dowdy Ferry Road   | Intersection improvements (sidewalks and turn lanes)  | 2019        | CON   | \$1,024,954         | \$0                 | \$256,238   | \$0         | -         | \$1,281,192  | N/A             | N/A                             | N/A  | N/A     | N/A              | N/A   | Intersection Improvements | Project not far enough in design process to determine specific scope  |
| TxDOT Dallas                      | US 67                  | At Lake Ridge Parkway | Construct interchange   | 2021        | CON   | \$16,000,000        | \$0                 | \$2,000,000 | \$2,000,000 | -         | \$20,000,000 | N/A             | N/A                             | N/A  | N/A     | N/A              | N/A   | Intersection Improvements | Project to be considered through 10 Year Plan with Category 2 funds   |
| City of Fort Worth                | West Long Avenue       | At Lincoln Avenue     | Construct left and right turn lanes   |             | CON   | \$682,000           | \$0                 | \$0         | \$0         | 136,400   | \$682,000    | N/A             | N/A                             | N/A  | N/A     | N/A              | N/A   | MTP Policy Bundle TDCs    | Project previously evaluated through the CMAQ/STBG: Safety, Innovative Construction, and Emergency Projects Program and was not recommended for funding |

Notes:  
Maximum of 100 points available

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs**  
**Draft Recommendations: Bicycle/Pedestrian Projects**

**DRAFT**

*Shaded projects are proposed for funding*

| Implementing Agency   | Project/Facility               | Limits   | Project Scope   | Fiscal Year | Phase | Proposed Funding    |            |                  |                     | Project Scoring                            |   |  |  |  |   |       | Program                | Comments  |
|---|--------------------------------|--|---|-------------|-------|---------------------|------------|------------------|---------------------|--|---|--|--|--|---|-------|------------------------|---|
|   |                                |  |   |             |       | CMAQ Federal Amount | Local      | TDCs             | Total               | Does the Project Provide a Safety Benefit? | User Forecasts (Projected Bicycle and Pedestrian Users) | Air Quality Benefits (Pounds/Day of NOx) | Cost Effectiveness (Cost/Pound of NOx Over Project Life) | Does Project Provide or Improve Access to Transit? | Does the Project Implement the Mobility Plan? | Total |                        |   |
| City of Dallas  | SOPAC Trail                    | From intersection of Greenville Avenue and Meadow to Northaven Trail         | Construct shared use path   | 2020        | ENG   | \$400,000           | \$0        | 80,000           | \$400,000           | 10   | 20  | 15                                       | 20   | 15   | 20  | 100   | MTP Policy Bundle TDCs | City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match  |
|   |                                |  |   | 2022        | CON   | \$3,600,000         | \$0        | 720,000          | \$3,600,000         |  |   |  |  |  |   |       |                        |   |
| City of Dallas  | KCS Trail Connector            | From LBJ/Skillman DART Station to Richardson City Limits                     | Construct shared use path   | 2020        | ENG   | \$400,000           | \$0        | 80,000           | \$400,000           | 10   | 15  | 15                                       | 20   | 15   | 20  | 95    | MTP Policy Bundle TDCs | City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match; Need an agreement with KCS Railroad within 12 months of RTC approval of project   |
|   |                                |  |   | 2022        | CON   | \$3,600,000         | \$0        | 720,000          | \$3,600,000         |  |   |  |  |  |   |       |                        |   |
| City of Richardson  | US 75 Northbound Frontage Road | From Renner Road to W. City Line Drive                                       | Widen US 75 northbound frontage road bridge over Spring Creek to construct 10' trail                              | 2021        | ENG   | \$450,000           | \$0        | 90,000           | \$450,000           | 10   | 15  | 10                                       | 20   | 15   | 20  | 90    | MTP Policy Bundle TDCs | City of Richardson to utilize MTP Policy Bundle TDCs in lieu of a local cash match  |
|   |                                |  |   | 2022        | ROW   | \$25,000            | \$0        | 5,000            | \$25,000            |  |   |  |  |  |   |       |                        |   |
|   |                                |  |   | 2023        | CON   | \$2,500,000         | \$0        | 500,000          | \$2,500,000         |  |   |  |  |  |   |       |                        |   |
| City of Farmers Branch  | Westside Art Trail             | From Campion Trail to Mercer Parkway and from Emerald Street to Denton Drive | Construct 12' shared use path   | 2021        | CON   | \$4,545,725         | \$0        | 909,145          | \$4,545,725         | 10   | 15  | 15                                       | 15   | 15   | 20  | 90    | MTP Policy Bundle TDCs | City of Farmers Branch to utilize MTP Policy Bundle TDCs in lieu of a local cash match  |
| City of Richardson  | Cotton Belt Trail              | From Spring Creek Trail to Plano City Limits                                 | Construct shared use path   | 2021        | ENG   | \$100,000           | \$0        | 20,000           | \$100,000           | 10   | 15  | 15                                       | 15   | 15   | 20  | 90    | MTP Policy Bundle TDCs | City of Richardson requested that this project be funded instead of the US 75 Southbound Frontage Road project; Projects had the same scores, so staff is recommending the change; City of Richardson to utilize MTP Policy Bundle TDCs in lieu of a local cash match |
|   |                                |  |   | 2022        | ROW   | \$150,000           | \$0        | 30,000           | \$150,000           |  |   |  |  |  |   |       |                        |   |
|   |                                |  |   | 2023        | CON   | \$2,392,775         | \$0        | 478,555          | \$2,392,775         |  |   |  |  |  |   |       |                        |   |
| <b>Total</b>  |                                |  |   |             |       | <b>\$18,163,500</b> | <b>\$0</b> | <b>3,632,700</b> | <b>\$18,163,500</b> |  |   |  |  |  |   |       |                        |   |
| City of Richardson  | US 75 Southbound Frontage Road | From Renner Road to PGBT   | Widen US 75 southbound frontage road bridge over Spring Creek to construct 10' trail                              | 2021        | ENG   | \$450,000           | \$0        | 90,000           | \$450,000           | 10   | 15  | 10                                       | 20   | 15   | 20  | 90    | MTP Policy Bundle TDCs | City of Richardson requested that the Cotton Belt Trail section in its jurisdiction be funded instead of this project   |
|   |                                |  |   | 2022        | ROW   | \$25,000            | \$0        | 5,000            | \$25,000            |  |   |  |  |  |   |       |                        |   |
|   |                                |  |   | 2023        | CON   | \$2,500,000         | \$0        | 500,000          | \$2,500,000         |  |   |  |  |  |   |       |                        |   |
| City of Fort Worth  | CentrePort Trail               | From CentrePort Station to City limits                                       | Construct 12' shared use path   | 2020        | ENG   | \$127,973           | \$0        | 25,595           | \$127,973           | 10   | 10  | 10                                       | 10   | 15   | 20  | 75    | MTP Policy Bundle TDCs | Project funded by the RTC separately on 10/11/18 in order to complete the Dallas to Fort Worth Trail; City of Fort Worth is utilizing MTP Policy Bundle TDCs in lieu of a local cash match  |
|   |                                |  |   |             | ROW   | \$165,200           | \$0        | 33,040           | \$165,200           |  |   |  |  |  |   |       |                        |   |
|   |                                |  |   |             | CON   | \$5,118,938         | \$0        | 1,023,788        | \$5,118,938         |  |   |  |  |  |   |       |                        |   |
| City of Grapevine   | Cotton Belt Trail              | From Texan Trail to west of DFW North Station                                | Construct 12' shared use path   | 2020        | ENG   | \$247,066           | \$0        | -                | \$247,066           | 10   | 10  | 5  | 10   | 15   | 20  | 70    | MTP Policy Bundle TDCs |   |
|   |                                |  |   | 2021        | CON   | \$1,530,800         | \$0        | 306,160          | \$1,530,800         |  |   |  |  |  |   |       |                        |   |
| City of Lewisville  | DCTA Trail                     | From College Parkway to Mill Street  | Construct 12' shared use path with wayfinding signage   | 2021        | CON   | \$1,600,000         | \$0        | 320,000          | \$1,600,000         | 10   | 10  | 5  | 10   | 15   | 20  | 70    | MTP Policy Bundle TDCs |   |
| City of Plano   | Plano Transit Village Veloweb  | At Plano Parkway   | Signalize existing path in rail right-of-way road crossing at Plano Parkway                                       | 2019        | ENG   | \$0                 | \$150,946  | -                | \$150,946           | 10   | 20  | N/A                                      | N/A  | 15   | 20  | 65    | MTP Policy Bundle TDCs |   |
|   |                                |  |   | 2020        | CON   | \$754,730           | \$0        | 150,946          | \$754,730           |  |   |  |  |  |   |       |                        |   |
| City of Plano   | Preston Ridge Trail            | From Park Blvd. to McDermott Road  | Signalize existing path/6 lane divided arterials with HAWK signals  | 2019        | ENG   | \$0                 | \$268,371  | -                | \$268,371           | 10   | 20  | N/A                                      | N/A  | 15   | 20  | 65    | MTP Policy Bundle TDCs |   |
|   |                                |  |   | 2020        | CON   | \$1,341,855         | \$0        | 267,371          | \$1,341,855         |  |   |  |  |  |   |       |                        |   |
| City of Colleyville   | Glade Road                     | From SH 26 to Pool Road  | Construct 10' trail along north side of Glade Rd and connect various existing, but separated short trail segments |             | ENG   | \$0                 | \$100,000  | -                | \$100,000           | 0  | 10  | 5  | 15   | 0  | 20  | 50    | Strategic Partnerships |   |
|   |                                |  |   |             | ROW   | \$0                 | \$65,000   | -                | \$65,000            |  |   |  |  |  |   |       |                        |   |
|   |                                |  |   |             | UTIL  | \$0                 | \$100,000  | -                | \$100,000           |  |   |  |  |  |   |       |                        |   |
|   |                                |  |   | 2020        | CON   | \$800,000           | \$200,000  | -                | \$1,000,000         |  |   |  |  |  |   |       |                        |   |
| City of Arlington   | Division Street                | From Collins Street to Cooper Street   | Construct new sidewalks   | 2020        | CON   | \$2,100,000         | \$0        | 420,000          | \$2,100,000         | 10   | 10  | 5  | 10   | 0  | 10  | 45    | MTP Policy Bundle TDCs | Need a comprehensive vision for Division before considering   |
| <b>Cotton Belt Projects in Eastern Subregion Being Considered for State Funding, so Not Evaluated in this Program</b> |                                |  |   |             |       |                     |            |                  |                     |  |   |  |  |  |   |       |                        |   |
| City of Dallas  | Cotton Belt Trail              | From Richardson City Limits to Addison City Limits                           | Construct shared use path   |             | ENG   | \$157,085           | \$0        | 31,417           | \$157,085           |  |   |  |  |  |   |       | MTP Policy Bundle TDCs |   |
|   |                                |  |   |             | CON   | \$1,270,964         | \$0        | 254,193          | \$1,270,964         |  |   |  |  |  |   |       |                        |   |
| City of Plano   | Cotton Belt Trail              | From 12th Street to Shiloh Road  | Construct new 12' shared use path in rail right-of-way with signalized crossings                                  | 2020        | CON   | \$3,865,268         | \$0        | 773,054          | \$3,865,268         |  |   |  |  |  |   |       | MTP Policy Bundle TDCs |   |

Notes:  
Maximum of 100 points available

2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Complete Streets/Context-Sensitive Design Projects

DRAFT

Shaded projects are proposed for funding

| Implementing Agency | Project/Facility      | Limits   | Project Scope   | Fiscal Year | Phase | Proposed Funding    |                     |                  |                  |                     | Project Scoring                 |                          |          |                   |                             |                                  |        |           |        |       | Program                | Comments  |
|---------------------|-----------------------|--|---|-------------|-------|---------------------|---------------------|------------------|------------------|---------------------|---------------------------------|--------------------------|----------|-------------------|-----------------------------|----------------------------------|--------|-----------|--------|-------|------------------------|---|
|                     |                       |  |   |             |       | CMAQ Federal Amount | STBG Federal Amount | Local            | TDCs             | Total               | Pedestrian Friendly Streetscape | Context Sensitive Design | Planning | Public Engagement | Redevelopment Opportunities | Transit Connection Opportunities | Zoning | Mixed Use | Safety | Total |                        |   |
| City of Dallas      | West Commerce         | From Fort Worth Avenue to Riverfront                                     | Reduce from 6 to 4 lanes with sidewalk improvements and bicycle lanes   | 2020        | ENG   | \$570,000           | \$0                 | \$0              | 114,000          | \$570,000           | 10                              | 10                       | 10       | 10                | 10                          | 10                               | 10     | 10        | 20     | 100   | MTP Policy Bundle TDCs | City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match  |
|                     |                       |  |   | 2023        | CON   | \$2,700,000         | \$5,000,000         | \$0              | 1,540,000        | \$7,700,000         |                                 |                          |          |                   |                             |                                  |        |           |        |       |                        |   |
| City of Fort Worth  | Horne Street          | From Vickery Blvd. to Camp Bowie Blvd.                                   | Widen from 2 to 3 lanes with bicycle lanes, pedestrian/sidewalk improvements, and traffic signal improvements   | 2022        | ENG   | \$0                 | \$1,613,179         | \$0              | 322,636          | \$1,613,179         | 10                              | 10                       | 10       | 10                | 10                          | 10                               | 10     | 10        | 20     | 100   | MTP Policy Bundle TDCs | City of Fort Worth to utilize MTP Policy Bundle TDCs in lieu of a local cash match  |
|                     |                       |  |   | 2023        | CON   | \$2,127,635         | \$4,075,480         | \$0              | 1,240,623        | \$6,203,115         |                                 |                          |          |                   |                             |                                  |        |           |        |       |                        |   |
| City of Dallas      | Park Lane             | From Greenville Avenue to Hemlock Avenue; Park Lane at Greenville Avenue | Reconstruct roadway to accommodate bicycle lane and sidewalks from Greenville Ave to Hemlock Ave; Intersection improvements at Shady Brook and 5-Point intersections; Restripe pavement to accommodate 4 through lanes with left turn lanes and bicycle lanes | 2020        | ENG   | \$559,390           | \$0                 | \$0              | 111,878          | \$559,390           | 10                              | 10                       | 10       | 10                | 10                          | 10                               | 10     | 10        | 20     | 100   | MTP Policy Bundle TDCs | City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match; Staff proposes to fund part of this project |
|                     |                       |  |   | 2022        | CON   | \$7,662,535         | \$0                 | \$0              | 1,532,507        | \$7,662,535         |                                 |                          |          |                   |                             |                                  |        |           |        |       |                        |   |
| City of Fort Worth  | University Drive      | From Trail Drive to Rosedale Bridge                                      | Pedestrian improvements including new and widened sidewalks, crosswalks, wayfinding signage, and traffic signals  | 2020        | ENG   | \$984,655           | \$0                 | \$0              | 196,931          | \$984,655           | 10                              | 10                       | 10       | 10                | 0                           | 10                               | 0      | 0         | 20     | 70    | MTP Policy Bundle TDCs | City of Fort Worth to utilize MTP Policy Bundle TDCs in lieu of a local cash match  |
|                     |                       |  |   | 2022        | CON   | \$7,098,940         | \$0                 | \$0              | 1,419,788        | \$7,098,940         |                                 |                          |          |                   |                             |                                  |        |           |        |       |                        |   |
| City of McKinney    | East Louisiana Street | From SH 5 to Throckmorton Street   | Reconstruct from 2 to 2 lanes including on-street parking, roundabout at the intersection of East Louisiana and Greenville St, & sidewalk improvements  | 2021        | ENG   | \$0                 | \$180,000           | \$0              | 36,000           | \$180,000           | 10                              | 10                       | 10       | 10                | 10                          | 0                                | 10     | 0         | 10     | 70    | MTP Policy Bundle TDCs | City of McKinney to utilize MTP Policy Bundle TDCs in lieu of a local cash match  |
|                     |                       |  |   | 2022        | UTIL  | \$0                 | \$0                 | \$100,000        | -                | \$100,000           |                                 |                          |          |                   |                             |                                  |        |           |        |       |                        |   |
|                     |                       |  |   | 2023        | CON   | \$1,735,000         | \$1,765,000         | \$0              | 700,000          | \$3,500,000         |                                 |                          |          |                   |                             |                                  |        |           |        |       |                        |   |
| <b>Total</b>        |                       |  |   |             |       | <b>\$23,438,155</b> | <b>\$12,633,659</b> | <b>\$100,000</b> | <b>7,214,363</b> | <b>\$36,171,814</b> |                                 |                          |          |                   |                             |                                  |        |           |        |       |                        |   |
| City of Dallas      | Abrams                | From Mockingbird to Gaston   | Reconstruct from 4 to 4 lanes with bicycle lanes and new/widened sidewalks  | 2020        | ENG   | \$800,000           | \$0                 | \$0              | 160,000          | \$800,000           | 10                              | 10                       | 10       | 0                 | 0                           | 10                               | 0      | 0         | 20     | 60    | MTP Policy Bundle TDCs |   |
|                     |                       |  |   | 2021        | CON   | \$7,200,000         | \$0                 | \$0              | 1,440,000        | \$7,200,000         |                                 |                          |          |                   |                             |                                  |        |           |        |       |                        |   |
| City of Dallas      | Lake June             | From West of US 175 to East of US 175                                    | Reconstruct and widen bridge from 2 to 4 lanes with bicycle lane and new sidewalks  | 2020        | ENG   | \$0                 | \$1,000,000         | \$0              | 200,000          | \$1,000,000         | 10                              | 10                       | 10       | 0                 | 10                          | 10                               | 10     | 0         | 0      | 60    | MTP Policy Bundle TDCs |   |
|                     |                       |  |   | 2021        | CON   | \$0                 | \$9,000,000         | \$0              | 1,800,000        | \$9,000,000         |                                 |                          |          |                   |                             |                                  |        |           |        |       |                        |   |
| City of Dallas      | Camp Wisdom           | From Mountain Creek to Eagle Ford  | Widen 2 to 4 lane roadway with sidewalks and a shared use path  | 2020        | ENG   | \$440,000           | \$0                 | \$0              | 88,000           | \$440,000           | 10                              | 10                       | 10       | 0                 | 0                           | 0                                | 0      | 0         | 10     | 40    | MTP Policy Bundle TDCs |   |
|                     |                       |  |   | 2021        | CON   | \$3,960,000         | \$0                 | \$0              | 792,000          | \$3,960,000         |                                 |                          |          |                   |                             |                                  |        |           |        |       |                        |   |
| City of Dallas      | Meadowcreek           | From Arapaho to IH 635   | "Complete Streets project" with widened sidewalks   | 2020        | ENG   | \$0                 | \$650,000           | \$0              | 130,000          | \$650,000           | N/A                             | N/A                      | N/A      | N/A               | N/A                         | N/A                              | N/A    | N/A       | N/A    | N/A   | MTP Policy Bundle TDCs | Project removed from consideration by the City of Dallas  |
|                     |                       |  |   | 2021        | CON   | \$0                 | \$5,850,000         | \$0              | 1,170,000        | \$5,850,000         |                                 |                          |          |                   |                             |                                  |        |           |        |       |                        |   |

Notes:  
Maximum of 100 points available

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs**  
**Draft Recommendations: Strategic Partnerships**

**DRAFT**

*Shaded projects are proposed for funding*

| Implementing Agency          | Project/Facility                                | Limits   | Project Scope   | Fiscal Year      | Phase | Proposed Funding    |                     |                    |                     |                     |               |                     | Program                | Comments   |
|------------------------------|---|--|---|------------------|-------|---------------------|---------------------|--------------------|---------------------|---------------------|---------------|---------------------|------------------------|--|
|                              |   |  |   |                  |       | CMAQ Federal Amount | STBG Federal Amount | RTR                | Local               | Private/Other       | TDCs          | Total               |                        |  |
| City of Dallas/TxDOT Dallas  | Klyde Warren Park Expansion                     | From St. Paul to Akard   | Construct extension of existing deck park   | 2019             | ENG   | \$0                 | \$0                 | \$0                | \$2,438,000         | \$7,437,000         | -             | \$9,875,000         | Strategic Partnerships | RTC funds to pay for deck structure only; RTC to be paid back \$10,000,000 over time from sources to be determined by the City of Dallas and private sector partners; City of Dallas will implement the utility improvements, and TxDOT will implement the deck improvements; <a href="#">The City of Dallas and the private sector are also contributing \$32,639,775 for non-transportation improvements to the park</a> |
|                              |   |  |   | 2021             | UTIL  | \$0                 | \$0                 | \$0                | \$3,850,000         | \$0                 | -             | \$3,850,000         |                        |  |
|                              |   |  |   | 2022, 2023, 2024 | CON   | \$0                 | \$30,000,000        | \$0                | \$3,362,000         | \$2,837,100         | -             | \$36,199,100        |                        |  |
| DART                         | Southern Dallas County TMA                      | N/A  | Create a Transportation Management Association (TMA) that reduces demand for an over capacity network; Reduce single occupancy trips by implementing TMA programs   | 2019, 2020       | IMP   | \$1,000,000         | \$0                 | \$0                | \$250,000           | \$0                 | -             | \$1,250,000         | Strategic Partnerships |  |
| City of Denton               | Bonnie Brae Street                              | From Windsor Dr to US 77   | Widen from 2/4 lanes to 4 lanes divided with sidewalks and 10' shared use path  |                  | ENG   | \$0                 | \$0                 | \$0                | \$1,455,882         | \$0                 | -             | \$1,455,882         | Strategic Partnerships | City of Denton is funding engineering phase; Denton County to contribute funding (assuming at least \$2,000,000 in addition to local match)  |
|                              |   |  |   | 2019             | ROW   | \$0                 | \$1,589,200         | \$0                | \$397,300           | \$0                 | -             | \$1,986,500         |                        |  |
|                              |   |  |   | 2022             | CON   | \$360,000           | \$9,111,600         | \$0                | \$4,867,900         | \$0                 | -             | \$14,339,500        |                        |  |
| City of Fort Worth           | TRE Station                                     | At Trinity Lakes   | Construct transit station and associated park-and-ride  | 2020             | CON   | \$4,500,000         | \$0                 | \$0                | \$3,000,000         | \$0                 | -             | \$7,500,000         | Strategic Partnerships | Local funding to be contributed by Trinity Metro for the construction of the TRE Station   |
| City of Fort Worth           | Trinity Trail                                   | From Trinity Blvd to Trinity Lakes Station   | Construct shared use path   | 2019             | ENG   | \$40,267            | \$0                 | \$0                | \$0                 | \$0                 | 8,053         | \$40,267            | Strategic Partnerships | City of Fort Worth to utilize MTP Policy Bundle TDCs in lieu of a local cash match   |
|                              |   |  |   | 2021             | CON   | \$372,467           | \$0                 | \$0                | \$0                 | \$0                 | 74,493        | \$372,467           |                        |  |
| City of North Richland Hills | Smithfield Transit-Oriented Development Project | On Cardinal Lane from TEXRail Station to FM 1938; On Center Street from Main Street to Railroad tracks; On Main Street from Smithfield Rd to FM 1938; On Snider Street from Main St to Railroad tracks; FM 1938 at Northeast Pkwy; On FM 1938 from Main St to Odell St and along north side of DART ROW; On Smithfield Rd from Railroad tracks to Arthur | Construct 0 to 2 lane roadway with on-street parking and new sidewalks; Construct 2 lane roadway with on-street parking and sidewalks; Reconstruct from 2 to 2 lanes with on-street parking and widened sidewalks; Construct 2 lane roadway with on-street parking and sidewalks; Install traffic signal; Construct 8' sidewalk on west side of Davis Blvd; Construct 0 to 3 lane roadway | 2019             | ENG   | \$0                 | \$0                 | \$311,852          | \$77,963            | \$0                 | -             | \$389,815           | Strategic Partnerships | Project to be funded with RTR-121 TC2 funds as part of a swap between the Eastern and Western subregions ( <a href="#">move Dallas County Acct 2 RTR funds to Tarrant County</a> )   |
|                              |   |  |   | 2020             | ROW   | \$0                 | \$0                 | \$374,222          | \$93,555            | \$0                 | -             | \$467,777           |                        |  |
|                              |   |  |   | 2021             | CON   | \$0                 | \$0                 | \$3,118,516        | \$779,629           | \$0                 | -             | \$3,898,145         |                        |  |
| City of North Richland Hills | Smithfield Rd                                   | Smithfield Rd, Main St, Center St, Railroad  | Landbanking   | 2019             | IMP   | \$0                 | \$0                 | \$2,000,000        | \$500,000           | \$0                 | -             | \$2,500,000         | Strategic Partnerships | RTC funds to be paid back over time  |
| <b>Total</b>                 |   |  |   |                  |       | <b>\$6,272,734</b>  | <b>\$40,700,800</b> | <b>\$5,804,590</b> | <b>\$21,072,229</b> | <b>\$10,274,100</b> | <b>82,546</b> | <b>\$84,124,453</b> |                        |  |

2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Strategic Partnerships

**DRAFT**

| Implementing Agency | Project/Facility                          | Limits                       | Project Scope  | Fiscal Year | Phase       | Proposed Funding    |                     |             |       |               |            | Program   | Comments               |   |
|---------------------|---|------------------------------|--|-------------|-------------|---------------------|---------------------|-------------|-------|---------------|------------|-----------|------------------------|---|
|                     |   |                              |  |             |             | CMAQ Federal Amount | STBG Federal Amount | RTR         | Local | Private/Other | TDCs       |           |                        | Total   |
| City of Arlington   | General Motors Freight Mover              |                              |  |             |             | \$0                 | \$0                 | \$0         | \$0   | -             | -          | \$0       |                        | Awaiting City of Arlington's feedback                               |
| City of Dallas      | SM Wright                                 |                              | Before and after air quality monitoring study for SM Wright Project                          |             | IMP         | \$0                 | \$500,000           | \$0         | \$0   | 100,000       | -          | \$600,000 |                        | Not enough information available to review the project at this time |
| City of Dallas      | Zaragosa Elementary Safe Routes to School |                              | Implement recommendations from the 2017 SRTS Plan for Zaragosa Elementary                    |             | CON         | \$345,175           | \$0                 | \$0         | \$0   | 69,035        | -          | \$414,210 | MTP Policy Bundle TDCs | Project may be funded through another program                       |
| City of Denton      | Bonnie Brae Street                        | From US 380 to Windsor Drive | Reconstruct from 4 lanes undivided to 4 lanes divided with sidewalks and 10' shared use path | ENG         | \$0         | \$0                 | \$0                 | \$926,470   | \$0   | -             | -          | 926,470   | Strategic Partnerships |   |
|                     |   |                              |  | ROW         | \$0         | \$1,000,784         | \$0                 | \$250,196   | \$0   | -             | 1,250,980  |           |                        |   |
|                     |   |                              |  | CON         | \$45,000    | \$7,251,000         | \$0                 | \$1,824,000 | \$0   | -             | 9,120,000  |           |                        |   |
| City of Denton      | Bonnie Brae Street                        | From Scripture St to US 380  | Reconstruct from 4 lanes undivided to 4 lanes divided with sidewalks and 10' shared use path | ENG         | \$0         | \$0                 | \$0                 | \$960,000   | \$0   | -             | -          | 960,000   | Strategic Partnerships |   |
|                     |   |                              |  | ROW         | \$0         | \$1,508,000         | \$0                 | \$0         | \$0   | -             | 1,508,000  |           |                        |   |
|                     |   |                              |  | CON         | \$375,000   | \$7,769,000         | \$0                 | \$2,036,000 | \$0   | -             | 10,180,000 |           |                        |   |
| City of Denton      | Bonnie Brae Street                        | From US 77 to US 288         | Construct 0 to 4 lane divided roadway with sidewalks and 10' shared use path                 | ENG         | \$254,118   | \$0                 | \$0                 | \$63,529    | \$0   | -             | -          | 317,647   | Strategic Partnerships |   |
|                     |   |                              |  | ROW         | \$0         | \$329,280           | \$0                 | \$82,320    | \$0   | -             | 411,600    |           |                        |   |
|                     |   |                              |  | CON         | \$2,507,840 | \$0                 | \$0                 | \$626,960   | \$0   | -             | 3,134,800  |           |                        |   |

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs**  
**Draft Recommendations: Intelligent Transportation System/Traffic Signal Projects**

**DRAFT**

*Shaded projects are proposed for funding*

| Implementing Agency | Project/Facility              | Limits                                    | Project Scope                               | Fiscal Year | Phase | Proposed Funding    |            |                |                    | Total Score | Program                | Comments  |
|---------------------|-------------------------------|---|---|-------------|-------|---------------------|------------|----------------|--------------------|-------------|------------------------|---|
|                     |                               |   |   |             |       | CMAQ Federal Amount | Local      | TDCs           | Total              |             |                        |   |
| City of Grapevine   | Northwest Highway and SH 26   | From West SH 114 to SH 121                | Installation of ITS fiber and ITS equipment | 2020        | ENG   | \$141,820           | \$0        | 28,364         | \$141,820          | 60          | MTP Policy Bundle TDCs | City of Grapevine to utilize MTP Policy Bundle TDCs in lieu of a local cash match   |
|                     |                               |   |   | 2021        | CON   | \$1,078,180         | \$0        | 215,636        | \$1,078,180        |             |                        |   |
| <b>Total</b>        |                               |   |   |             |       | <b>\$1,220,000</b>  | <b>\$0</b> | <b>244,000</b> | <b>\$1,220,000</b> |             |                        |   |
| City of Grapevine   | Northwest Hwy and SH 26       | From Park Blvd to Grapevine Mills Trl     | Signal and Pedestrian Modifications         | 2020        | ENG   | \$863,940           | \$0        | 172,788        | \$863,940          | N/A         | MTP Policy Bundle TDCs | Project not recommended for funding; Signals proposed for reconstruction are still functional   |
|                     |                               |   |   | 2021        | CON   | \$6,626,060         | \$0        | 1,325,212      | \$6,626,060        |             |                        |   |
| City of Grapevine   | Southlake Blvd                | From E. State Hwy 114 to W. State Hwy 114 | Detection Upgrade                           | 2020        | ENG   | \$7,760             | \$0        | 1,552          | \$7,760            | N/A         | MTP Policy Bundle TDCs | Project not recommended for funding; Project includes locations that have an Adaptive system with a 15-year lifespan that was installed in 2012                             |
|                     |                               |   |   | 2021        | CON   | \$62,300            | \$0        | 12,460         | \$62,300           |             |                        |   |
| City of Cedar Hill  | ITS/Signal Monitoring Program |   | Implement ITS/Signal Monitoring program     |             | IMP   | \$860,000           | \$90,000   | 100,000        | \$950,000          | N/A         | MTP Policy Bundle TDCs | Not enough information provided to review project at this time; ITS Master Plan set to be completed Spring 2019; Project can be re-submitted for consideration at that time |

Notes:  
Maximum of 100 points available

**Evaluation Methodology For  
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Roadway Projects**

| Safety (# of crashes from 2013-2017) | Air Quality Benefits (NOx reduction in lbs/day) | Level of Service | Are Additional Lanes Warranted? | Eligible for Federal Funds (Major Collector or higher on FFCS)? |
|--------------------------------------|---|------------------|---------------------------------|---|
| ≥ 101= 20                            | ≥ 40,000 = 30                                   | F = 30           | Yes = 10                        | Yes = 10  |
| 51-100= 15                           | 30,000-39,999 = 25                              | DE = 20          | No = 0                          | No = 0  |
| 1-50= 10                             | 20,000-29,999 = 20                              | ABC = 10         |                                 |   |
|                                      | 10,000-19,999 = 15                              |                  |                                 |   |
|                                      | ≤ 9,999 = 10                                    |                  |                                 |   |

Notes:

Projects may receive a maximum possible score of 100.

FFCS = Federal Functional Classification System

NOx = Nitrogen Oxides

Source of crash data: Texas Department of Transportation

**Evaluation Methodology For  
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Intersection Projects**

| Safety (# of crashes from 2013-2017) | Air Quality Benefits (NOx reduction in lbs/day) | Cost Effectiveness (Cost/lb of NOx reduced over project life) | Traffic Volumes    | Level of Service |
|--------------------------------------|---|---|--------------------|------------------|
| ≥ 45 = 15                            | > 2 lbs/day = 15                                | ≤ \$999 = 20  | ≥ 40,000 = 25      | F = 25           |
| 21-44 = 10                           | 1.01-2 lbs/day = 10                             | \$1,000-\$4,999 = 15  | 30,000-39,999 = 20 | DE = 20          |
| 1-20 = 5                             | 0.01-1.0 lbs/day = 5                            | ≥ \$5,000 = 10  | 20,000-29,999 = 15 | ABC = 15         |
|                                      |   |   | 10,000-19,999 = 10 |                  |
|                                      |   |   | ≤ 9,999 = 5        |                  |

Notes:

Projects may receive a maximum possible score of 100.

NOx = Nitrogen Oxides

Source of crash data: Texas Department of Transportation



**Evaluation Methodology For  
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Bicycle/Pedestrian Projects**

| Does the Project Provide a Safety Benefit? | Implementation of the MTP/Regional Veloweb | Cost Effectiveness (Cost/lb of NOx reduced over project life) | User Forecasts   | Does the Project Provide or Improve Access to Transit? | Air Quality Benefits (NOx reduction in lbs/day) |
|--|--|---|------------------|--|---|
| Yes = 10                                   | Regional Veloweb Connection = 20           | ≤ \$50 = 20   | ≥ 10,000 = 20    | Yes = 15   | > 10 lbs/day = 15                               |
| No = 0                                     | Implements MTP Policies/Programs = 10      | \$51-\$100 = 15   | 5,001-9,999 = 15 | No = 0   | 5.01-9.99 lbs/day = 10                          |
|  |  | ≥ \$100 = 10  | ≤ 5,000 = 10     |  | 0.01-5.00 lbs/day = 5                           |

Notes:

Projects may receive a maximum possible score of 100.

MTP = Metropolitan Transportation Plan

NOx = Nitrogen Oxides

**Evaluation Methodology For  
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Complete Streets Projects**

| Pedestrian Friendly Streetscape | Context Sensitive Design | Planning | Public Engagement | Redevelopment Opportunities | Transit Connection Opportunities | Zoning   | Mixed Use | Safety (# of crashes from 2013-2017) |
|---------------------------------|--------------------------|----------|-------------------|-----------------------------|----------------------------------|----------|-----------|--------------------------------------|
| Yes = 10                        | Yes = 10                 | Yes = 10 | Yes = 10          | Yes = 10                    | Yes = 10                         | Yes = 10 | Yes = 10  | ≥ 151 = 20                           |
| No = 0                          | No = 0                   | No = 0   | No = 0            | No = 0                      | No = 0                           | No = 0   | No = 0    | 51-150 = 15                          |
|                                 |                          |          |                   |                             |                                  |          |           | ≤ 50 = 10                            |

Notes:

Projects may receive a maximum possible score of 100.

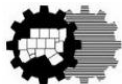
Source of crash data: Texas Department of Transportation

# **2017-2018 CMAQ/STBG\* FUNDING: STRATEGIC PARTNERSHIPS ROUND 3, INTERSECTION IMPROVEMENTS, AND METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE TRANSPORTATION DEVELOPMENT CREDIT (TDC) PROGRAM**

Surface Transportation Technical Committee

December 7, 2018

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



North Central Texas  
Council of Governments  
Transportation Department

# CMAQ/STBG FUNDING PROGRAMS

## STATUS

## PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program
  - Round 1    Round 2
- Strategic Partnerships**
  - Round 1    Round 2    Round 3/Intersection Improvements/MTP Policy Bundle
- 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 & Operations (M&O), NCTCOG-Implemented, & Regional/Air Quality Programs

= Project Selection Completed    = Program Partially Completed    = Pending STTC/RTC Approval

# STRATEGIC PARTNERSHIPS ROUND 3

- Purpose
  - Coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-Regional Transportation Council (RTC) funds, and advance project development
- Eligibility criteria considered:
  - Local partners are contributing more than the standard 20% match (overmatching the federal funds or paying for design, right-of-way, etc.),
  - Project has multiple non-RTC stakeholders/contributors, or
  - Project is of strategic importance within/to the region

# INTERSECTION IMPROVEMENTS

- Purpose
  - Coordinate with local agencies and TxDOT to identify intersections that need safety and traffic flow improvements
- Selection criteria considered:
  - Project addresses a safety issue (history of vehicle crashes)
  - Air quality benefits
  - Cost effectiveness
  - Current volumes
  - Level of service

# MTP POLICY BUNDLE TDC PROGRAM

- Purpose
  - Provide agencies with an opportunity to use MTP Policy Bundle TDCs on federally eligible local projects
- Eligibility criteria considered:
  - New project
  - Project must be eligible to receive federal funds under Title 23 (Highway Program) or Title 49 (Transit Program) of United States Code
- Selection criteria considered (more details can be found in the Council mail out):
  - Current Volumes
  - Air Quality benefits the project yields
  - Cost effectiveness
  - Are additional lanes warranted?
  - Level of Service
  - Project addresses a safety issue (history of vehicle crashes)

# PROJECT REVIEW PROCESS

- Projects were divided into project types and evaluated against each other.
- Project types:
  - Roadways
  - Intersections
  - Bicycle/Pedestrian
  - Complete Streets/Context-Sensitive Design
  - Intelligent Transportation Systems (ITS)/Traffic Signals
  - Strategic Partnerships



# PROPOSED FUNDING TARGETS

| PROJECT CATEGORY       | PROPOSED TARGET <sup>1</sup> |
|------------------------|------------------------------|
| Roadways               | \$50,000,000                 |
| Intersections          | \$15,000,000                 |
| Bicycle/Pedestrian     | \$20,000,000                 |
| Complete Streets       | \$35,000,000                 |
| Strategic Partnerships | \$50,000,000                 |
| ITS/Traffic Signals    | \$1,000,000                  |
| <b>TOTAL</b>           | <b>\$171,000,000</b>         |

1: Federal amounts only

# WEST/EAST FUNDING DISTRIBUTION

| CATEGORY      | WESTERN SUBREGION | EASTERN SUBREGION |
|---------------|-------------------|-------------------|
| CMAQ          | \$21,453,864      | \$48,484,689      |
| Funding Share | 30.7%             | 69.3%             |

| CATEGORY      | WESTERN SUBREGION | EASTERN SUBREGION |
|---------------|-------------------|-------------------|
| STBG          | \$40,264,359      | \$60,745,800      |
| Funding Share | 39.9%             | 60.1%             |

Notes:

- 1: Staff also proposes to fund a project in North Richland Hills with Regional Toll Revenue (RTR) funds in order to help balance the overall East/West Equity; Staff proposes to move Dallas County RTR funds to Tarrant County
- 2: CMAQ target is 34% Western and 66% Eastern
- 3: STBG target is 32% Western and 68% Eastern

# SUMMARY OF PROPOSED FUNDING RECOMMENDATION

| PROJECT TYPE           | PROPOSED CMAQ FUNDS | PROPOSED STBG FUNDS  | PROPOSED RTR FUNDS | PROPOSED NON-RTC FUNDING | TDCs              | TOTAL                |
|------------------------|---------------------|----------------------|--------------------|--------------------------|-------------------|----------------------|
| Roadways               | \$4,805,700         | \$47,675,700         | \$0                | \$13,031,490             | 4,295,000         | \$65,512,890         |
| Intersections          | \$16,038,464        | \$0                  | \$0                | \$4,373,566              | 104,200           | \$20,412,030         |
| Bicycle/Pedestrian     | \$18,163,500        | \$0                  | \$0                | \$0                      | 3,632,700         | \$18,163,500         |
| Complete Streets       | \$23,438,155        | \$12,633,659         | \$0                | \$100,000                | 7,214,363         | \$36,171,814         |
| Strategic Partnerships | \$6,272,734         | \$40,700,800         | \$5,804,590        | \$31,346,329             | 82,546            | \$84,124,453         |
| ITS/Traffic Signals    | \$1,220,000         | \$0                  | \$0                | \$0                      | 244,000           | \$1,220,000          |
| <b>TOTAL</b>           | <b>\$69,938,553</b> | <b>\$101,010,159</b> | <b>\$5,804,590</b> | <b>\$48,851,385</b>      | <b>15,572,809</b> | <b>\$225,604,687</b> |

Blue text indicates changes since the October 2018 STTC meeting

# APPROVAL TIMELINE

| MEETING/TASK       | DATE                    |
|--------------------|-------------------------|
| STTC Information   | October 26, 2018        |
| RTC Information    | November 8, 2018        |
| Public Meetings    | November 2018           |
| <b>STTC Action</b> | <b>December 7, 2018</b> |
| RTC Action         | December 13, 2018       |

# REQUESTED ACTION

- Recommend RTC approval of:
  - The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Strategic Partnerships, Intersection Improvements, and MTP Policy Bundle TDC Program
  - Administratively amending the 2019-2022 Transportation improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

# QUESTIONS?

**Christie J. Gotti**

Senior Program Manager

817-608-2338

[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

**Brian Dell**

Senior Transportation Planner

817-704-5694

[bdell@nctcog.org](mailto:bdell@nctcog.org)

**Evan Newton**

Transportation Planner II

817-695-9260

[enewton@nctcog.org](mailto:enewton@nctcog.org)

**Cody Derrick**

Transportation Planner I

817-608-2391

[cderrick@nctcog.org](mailto:cderrick@nctcog.org)

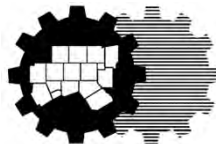
# Alternative Fuel Corridor Nomination

**Surface Transportation Technical Committee**

**December 7, 2018**

**David Garcia**

**Air Quality Planner**



North Central Texas  
Council of Governments

## Background

### Section 1413 of the Fixing America's Surface Transportation Act

USDOT Required to Designate Corridors to Improve Mobility of Vehicles Using Certain Alternative Fuels:



Electric Charging



Hydrogen



Propane



Natural Gas  
(CNG and LNG)

### Benefits of Corridor Designation

- Prioritize Future Fueling Station Investment
- Accelerate Public Interest/Awareness with Signage
- Improves User Experience (Reliability & Wayfinding)

### Schedule & History

- 2016: Round 1 Nominations Submitted by NCTCOG, H-GAC, TxDOT
- 2017: Round 2 Nominations Submitted by TxDOT, RTC Submitted Requests to TxDOT
- 2018: Round 3 Nominations Open Until January 31, 2019; TxDOT Intends to Submit



# Alternative Fuel Signage

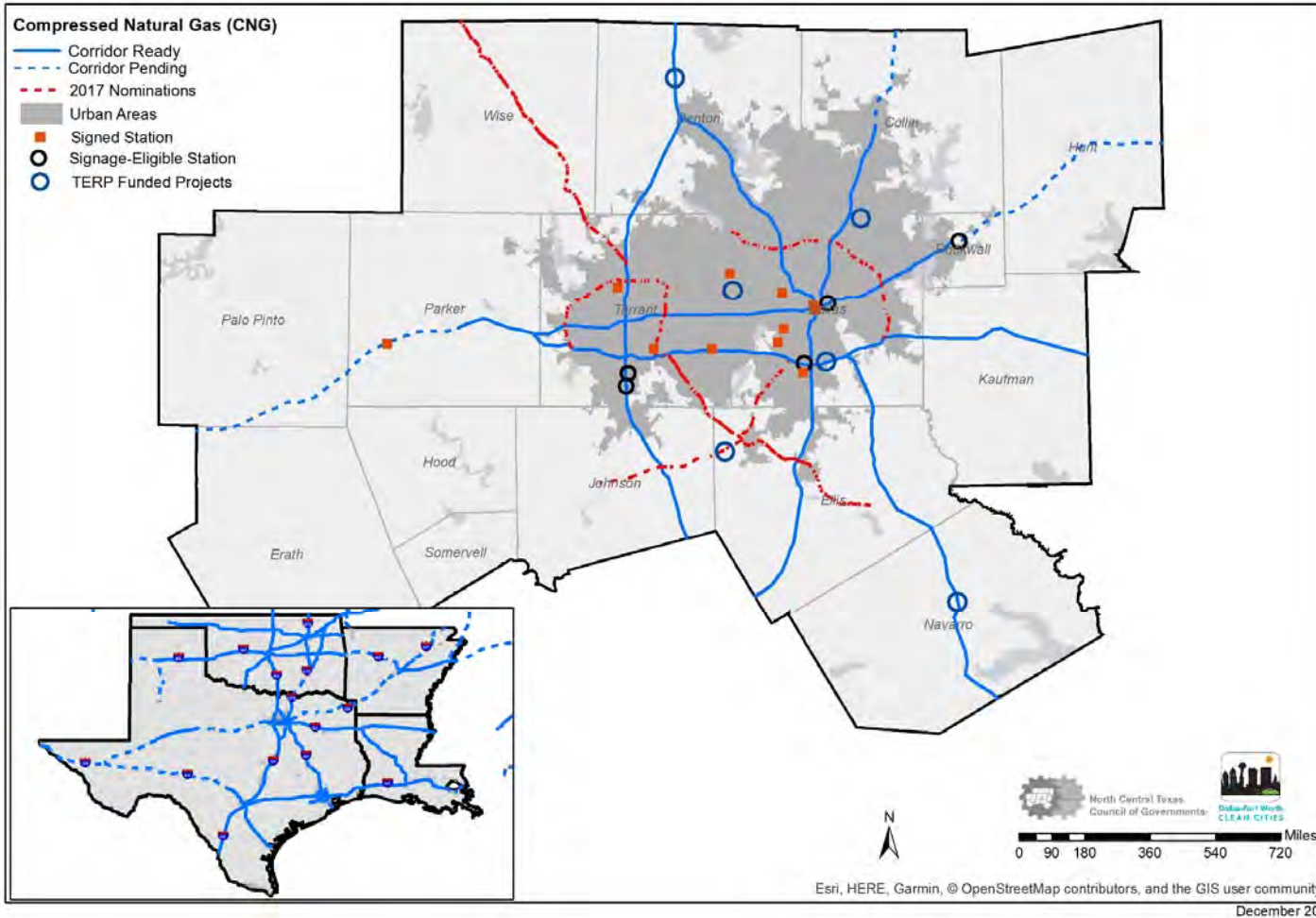
## Signage Policy For Alternative Fuel Stations Finalized by TxDOT June 2018

| Signage Type              | Corridor Identification* | General Services                                       | Specific Services                     |
|---------------------------|--------------------------|--|---------------------------------------|
| Purpose                   | Awareness                | Wayfinding   | Wayfinding                            |
| Included in TxDOT Policy? | No                       | Yes  | Yes                                   |
| Installation Status       | None                     | Signage Posted for All Qualifying Natural Gas Stations | Based on Individual Facility Requests |



\*Image from FHWA presentation on Alternative Fuel Corridors (November 2018)

# FHWA-Designated Compressed Natural Gas Corridors & New Stations



**The Most Regionally Connected Corridors Across State Lines**

**Increasingly Critical for the Freight Industry**

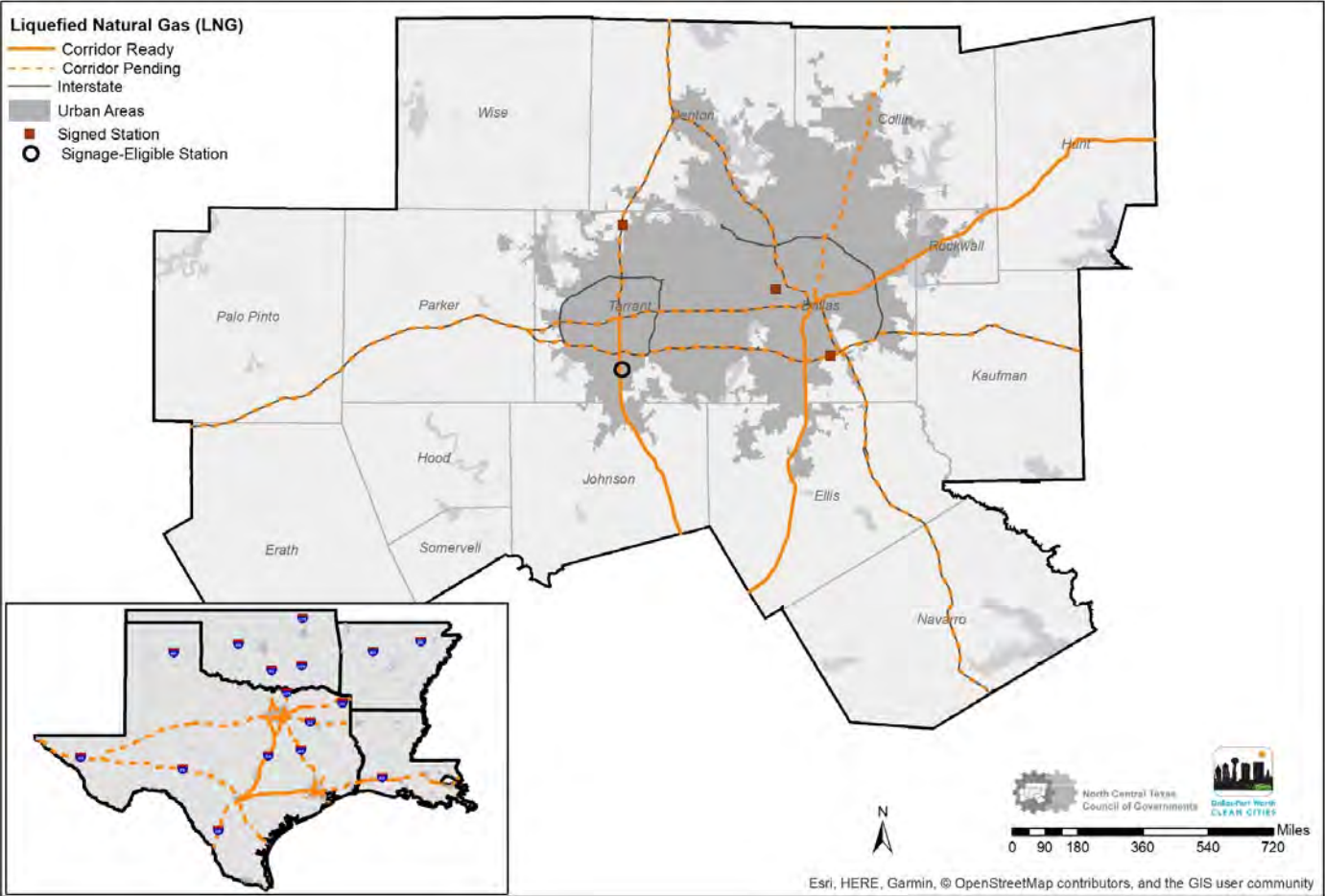
**Several New Stations Funded under Texas Emissions Reduction Plan (TERP)**

**TxDOT Has Posted Signage for Qualifying Facilities Statewide**

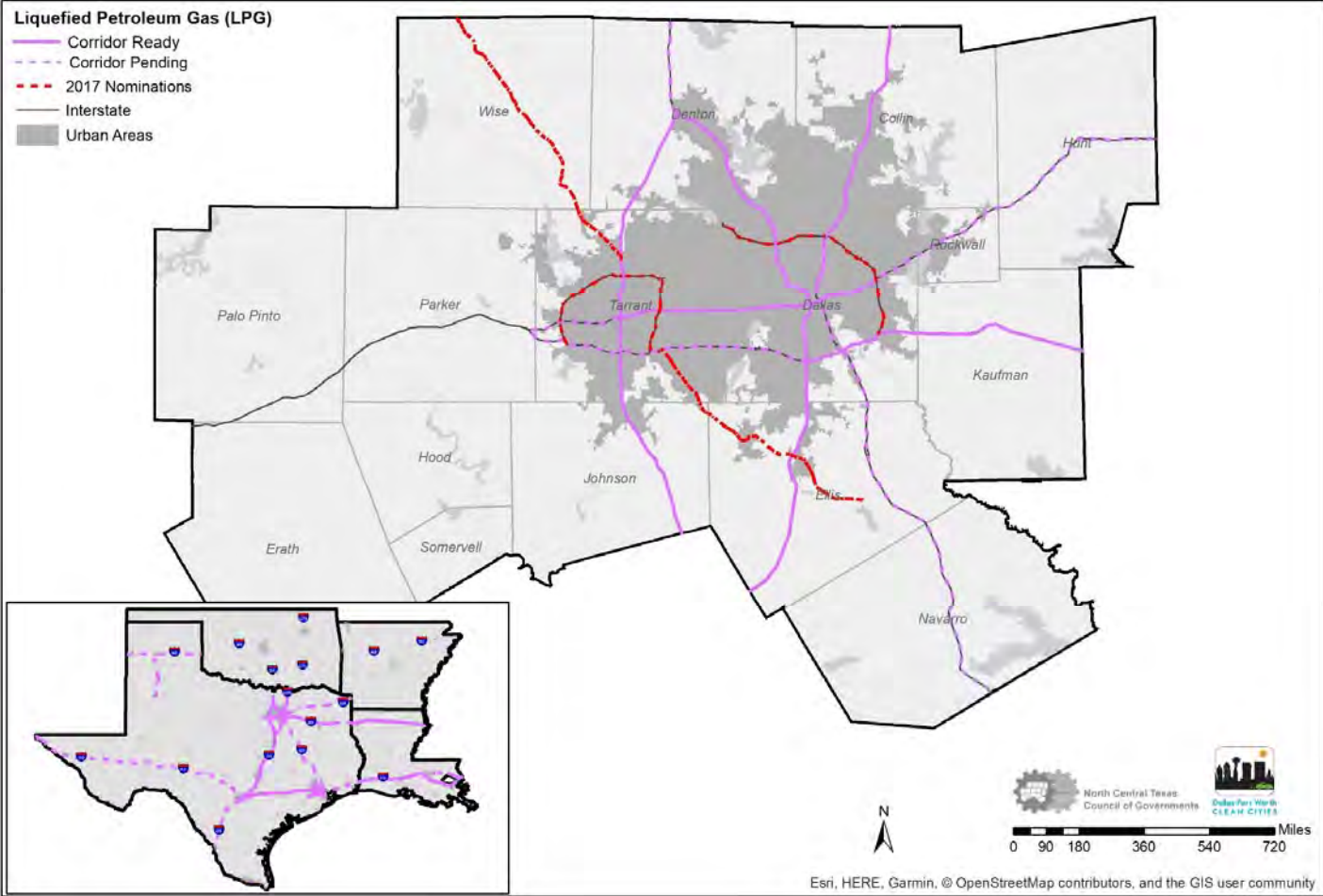
# FHWA-Designated Liquefied Natural Gas Corridors & New Stations

Utilized in the Freight Industry

TxDOT Has Posted Signage for Qualifying Facilities Statewide

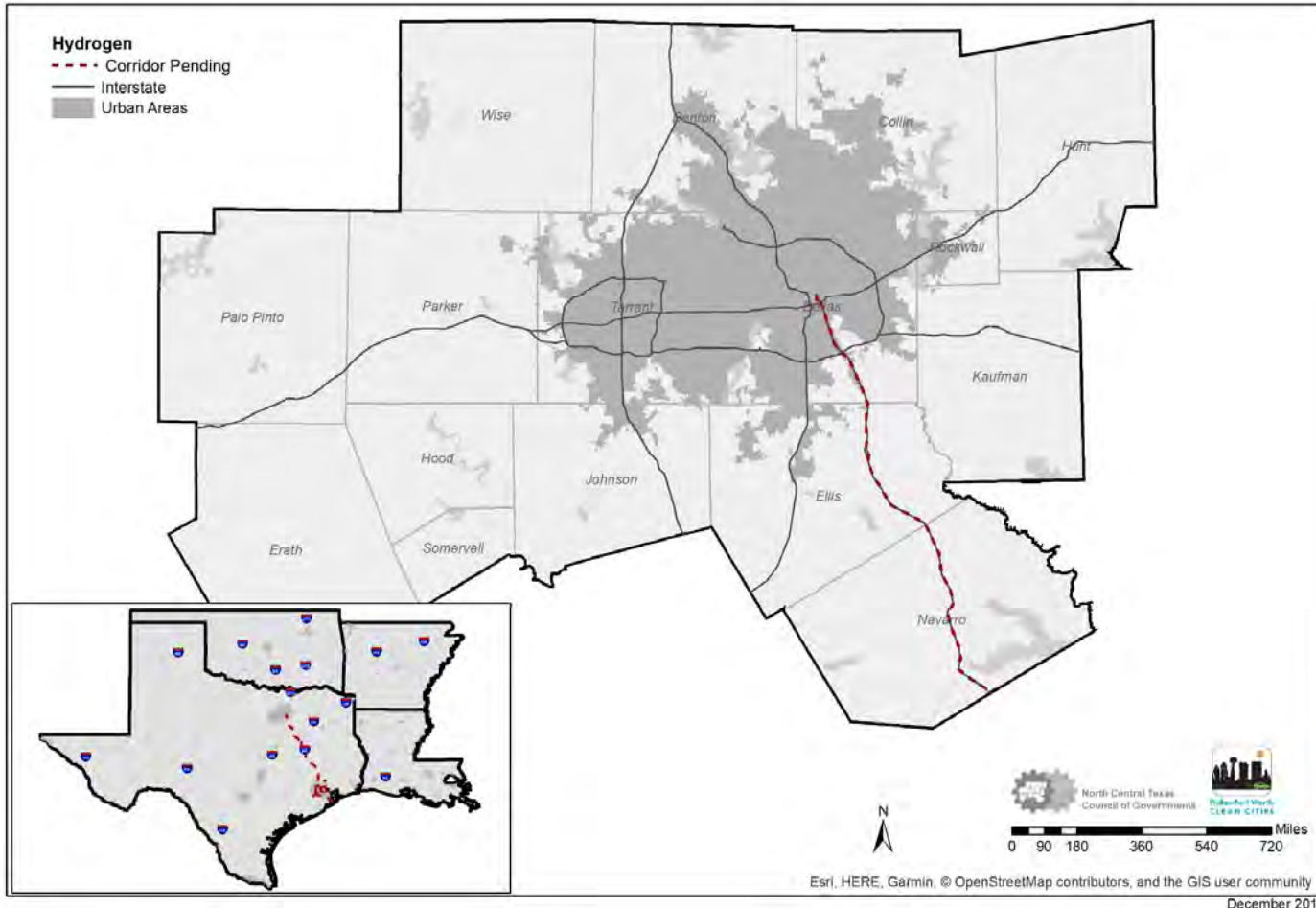


# FHWA-Designated Liquefied Petroleum Gas Corridors



**Existing Stations Within DFW Area Are Not Eligible For Signage Due to Limited Station Access**

# FHWA-Designated Hydrogen Corridors



**The Most Undeveloped Corridors Of All Fuel Types, but Growing Interest**

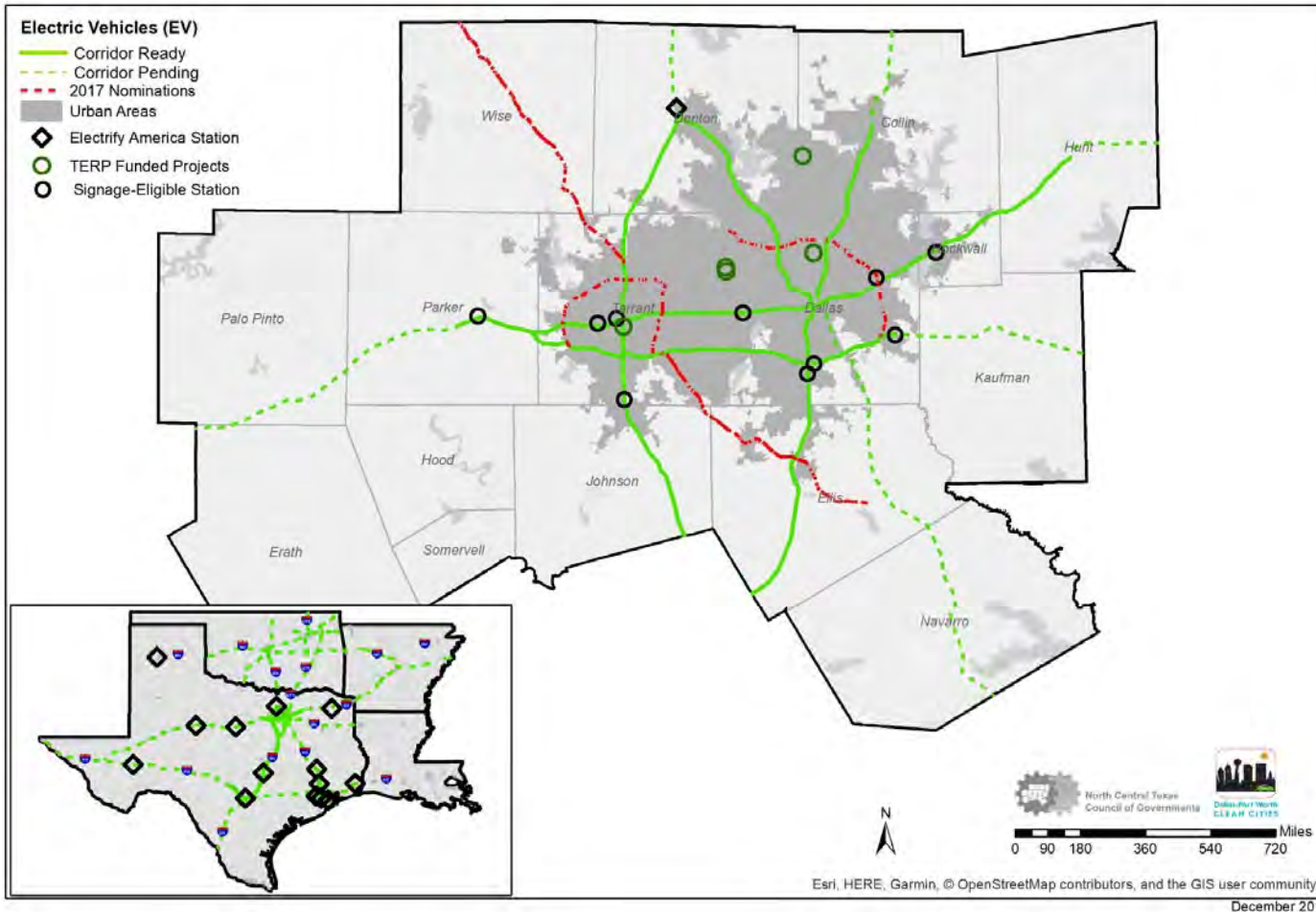
**Hydrogen Fuel Cell Class 8 Trucks Have Been Developed**



*Toyota Zero-Emission Truck, NCTCOG Staff Photo*

**Opportunity to Leverage Corridor Designation and Incentive Funding to Develop Infrastructure Network**

# FHWA-Designated Electric Vehicle Corridors & New Stations



**New Stations Being Built Along Designated Corridors as Part of National Zero-Emission Vehicle Investment Plan**

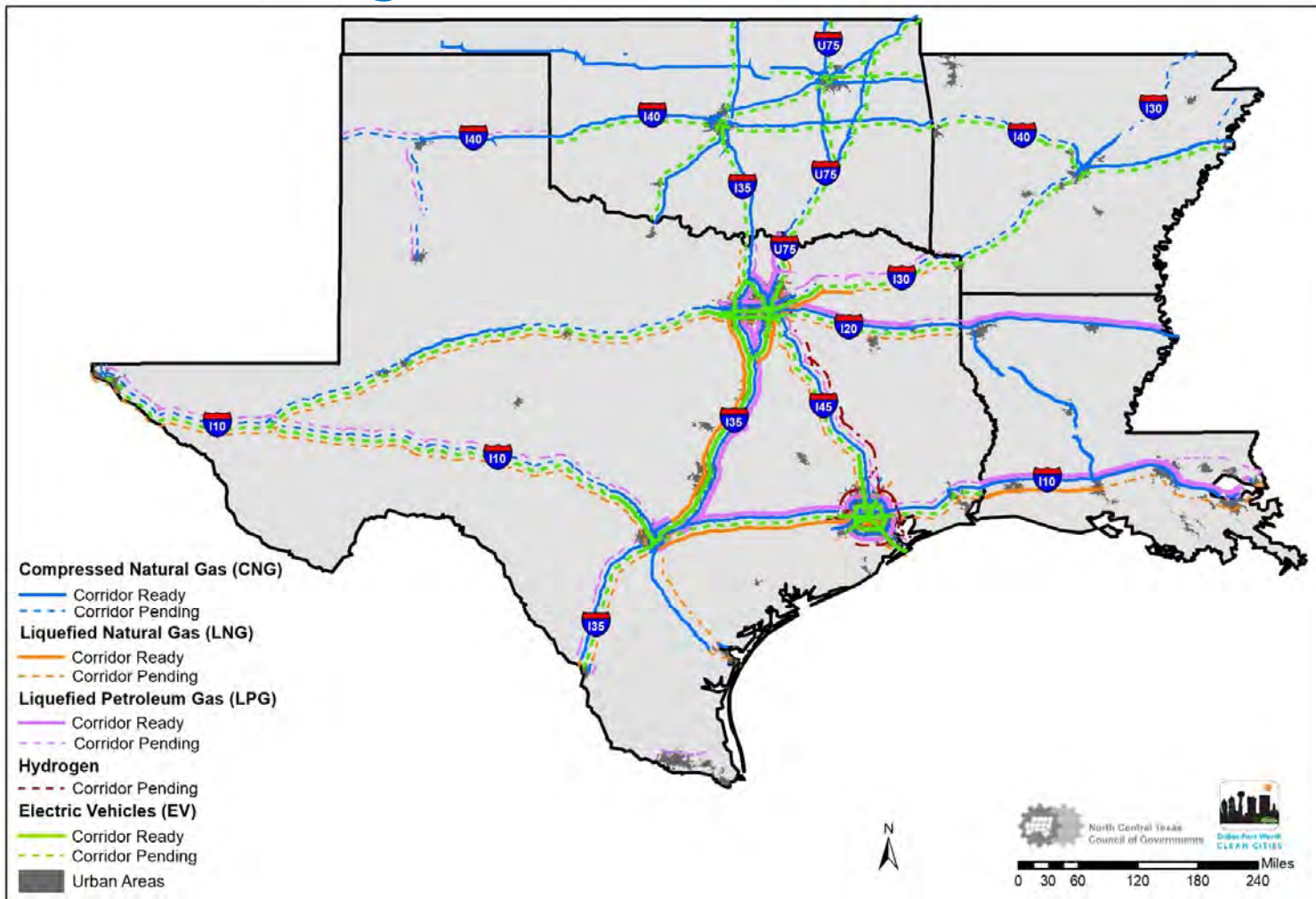
*(part of Volkswagen Settlement)*

**Additional Stations Funded under TERP**

**Expect FHWA to Modify Segment Designations from Corridor-Pending to Corridor-Ready**

**Several Stations in DFW Area Meet TxDOT General Services Signage Criteria**

# All FHWA-Designated Alternative Fuel Corridors



8  
Interstates

1  
State Highway

1  
US Highway

# Action Requested

**Recommend that RTC Submit Requests to TxDOT:**

**Include the following corridors in Round 3 Submittal:**

| Corridor | Segment                   | Fuel(s)                |
|----------|---------------------------|------------------------|
| IH 635*  | Metro Loop                | CNG, Propane, Electric |
| IH 820*  | Metro Loop                | CNG, Propane, Electric |
| US 67*   | Cleburne to IH 20         | CNG                    |
| US 287*  | Ennis to Amarillo         | CNG, Propane, Electric |
| US 380   | Near Greenville to Denton | CNG, Propane, Electric |

*\*Corridor Either Requested by RTC in November 2017 or had been Expected to be Part of TxDOT Submittal*

**Post General Services Signage for all Qualifying Stations**

**Post Corridor Identification Signage**



## For More Information

**David Garcia**

**Air Quality Planner**

**(682) 433-0444**

**[Dgarcia@nctcog.org](mailto:Dgarcia@nctcog.org)**

**Lori Clark**

**Program Manager and**

**DFW Clean Cities Coordinator**

**(817) 695-9232**

**[Lclark@nctcog.org](mailto:Lclark@nctcog.org)**

**[www.dfwcleancities.org/altfuelcorridors](http://www.dfwcleancities.org/altfuelcorridors)**

# TRINITY RAILWAY EXPRESS SHUTTLE

---

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**December 7, 2018**

SHANNON STEVENSON  
PROGRAM MANAGER

TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE ADDRESSED

# Background

---

**September 2009:** DFW Airport Awarded Transit Funds to Implement TRE Shuttle Service From Centreport Station to Remote South Parking Lot

**March 2018:** DFW Airport Notified NCTCOG of its Intention to Discontinue Service Once TexRail Service is Fully Operational

**April 2018:** NCTCOG Reached Out to DFW Airport, DART, and Trinity Metro About the Future of This Service

TRE: Trinity Railway Express | DART: Dallas Area Rapid Transit | Trinity Metro: also known as Fort Worth Transportation Authority

# Considerations/Assumptions

---

Trinity Metro to Combine Shuttle Service with Existing Routes

Bridge Funding Needed During Project Transition

Utilize Existing Revenue Previously Authorized for Transit

Assumes Existing Local Financial Commitment Will Remain the Same

Trinity Metro, DFW Airport and DART Share Local Match Requirement

# Action Requested

---

## **Recommend RTC Approval:**

For Trinity Metro to assume responsibility in 2019 for shuttle service between the TRE Centreport Station and DFW Airport; and

To transfer remaining Federal Transit Administration funds previously approved for this project from DFW Airport to Trinity Metro for implementation and utilize up to \$200,000 in existing revenue previously approved for transit for project transition (no new revenue is being requested); and

To revise administrative documents to allow Trinity Metro access to remaining federal funds to implement the shuttle service.

# For More Information

---

***Shannon Stevenson***  
*Program Manager*  
*Transit Operations*  
[sstevenson@nctcog.org](mailto:sstevenson@nctcog.org)  
*817-608-2304*



**U.S. DEPARTMENT OF TRANSPORTATION**  
**FEDERAL TRANSIT ADMINISTRATION    FEDERAL HIGHWAY ADMINISTRATION**  
**819 TAYLOR STREET, ROOM 14A02                      300 E. 8TH STREET, ROOM 826**  
**FORT WORTH, TEXAS 76102-9003                      AUSTIN, TEXAS 78701**

November 21, 2018

In Reply Refer to:  
HPP-TX

Dallas-Fort Worth-Arlington, Lewisville-Denton and McKinney  
Metropolitan Planning Organization (D/FW MPO)  
Transportation Conformity Determination for the  
Mobility 2045 Metropolitan Transportation Plan (MTP) and  
2019-2022 Transportation Improvement Program (TIP)

Mr. James M. Bass, Executive Director  
Texas Department of Transportation  
125 E. 11th Street  
Austin, TX 78701-2483

Dear Mr. Bass

We have reviewed the documentation supporting the transportation conformity determination for the Mobility 2045 Metropolitan Transportation Plan (MTP) and 2019-2022 Transportation Improvement Program (TIP) adopted by the D/FW MPO's Regional Transportation Council (Policy Board) on June 14, 2018. Based upon our review and consultation with the U.S. Environmental Protection Agency (EPA), the Texas Commission on Environmental Quality (TCEQ), and the Texas Department of Transportation (TxDOT), we hereby find:

- that the Mobility 2045 MTP and 2019-2022 TIP meet all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990.

Additionally, we find

- that the Mobility 2045 MTP satisfactorily complies with the requirements of 23 CFR §450.324 regarding the development and content of metropolitan transportation plans in air quality non-attainment areas; and
- that the 2019-2022 TIP satisfactorily complies with the requirements of 23 CFR §450.326 regarding the development and content of transportation improvement programs in air quality non-attainment areas.

The interagency consultative partners have indicated that they have no unresolved issues concerning this conformity determination in their letters dated: November 16, 2018 for TxDOT, November 19, 2018 for TCEQ and November 16, 2018 for EPA. The conformity determination and procedures used to make this determination are in accordance with the provisions of the transportation conformity rule (40 CFR Parts 51 and 93), dated August 15, 1997, as amended.

This action

- restarts the four-year time clock associated with the update of the MTP. Accordingly, an updated MTP and corresponding transportation conformity determination will be required by November 21, 2022;
- satisfies the requirement that transportation conformity be determined within two years of the effective date of EPA's adequacy determination of motor vehicle emissions budgets for transportation conformity purposes (November 23, 2016);
- satisfies the requirement that transportation conformity be determined within one year of the effective date of EPA's non-attainment area designation in accordance with the 2015 8-hour ozone standard (August 3, 2018); and
- addresses transportation conformity in accordance with the 2008 8-hour ozone standard.

The Federal Highway Administration (FHWA) acts as executive agent for the Federal Transit Administration (FTA) on metropolitan transportation plan and transportation improvement program air quality conformity determinations. Accordingly, this letter will serve as a joint FHWA/FTA conformity determination.

Should you have any questions concerning this action, please contact Jose Campos at [Jose.Campos@dot.gov](mailto:Jose.Campos@dot.gov) or (512) 536-5932, Barbara Maley at [Barbara.Maley@dot.gov](mailto:Barbara.Maley@dot.gov) or (214) 224-2175 or Anthony Jones at [Anthony.M.Jones@dot.gov](mailto:Anthony.M.Jones@dot.gov) or (512) 536-5936.

Sincerely yours,

  
for

Achille Alonzi  
Division Administrator



Electronic copies:

Federal Transit Administration, Region 6 (FTA-6)

Robert Patrick                      Don Koski  
Melissa Foreman

Federal Highway Administration, Texas Division (FHWA-TX)

Michael Leary                      Jose Campos  
Barbara Maley                      Anthony Jones  
Carl Highsmith                      TX-Finance

United States Environmental Protection Agency, Region 6 (EPA)

Jeff Riley

Texas Commission on Environmental Quality (TCEQ)

David Brymer                      Jamie Zech

Texas Department of Transportation (TxDOT)

Transportation Planning and Programming Division (TPP)

Peter Smith                      Peggy Thurin  
Janie Temple                      Nick Page  
Laura Norton

Public Transportation Division (PTN)

Eric Gleason                      Kelly Kirkland

Environmental Affairs Division (ENV)

Carlos Swonke                      Jackie Ploch  
Tim Wood

Districts (DAL, FTW and PAR)

Mohamed 'Mo' Bur                      Lacey Rodgers  
Loyl Bussell                      Ricardo Gonzalez  
Noel Paramanatham                      Dan Perry

D/FW MPO

Michael Morris                      Chris Klaus  
Dan Lamers                      Christie Gotti  
Jenny Narvaez                      Kevin Feldt

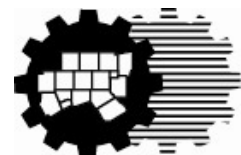
Transit Authorities (DART, DCTA and Trinity Metro)

Gary Thomas  
Raymond Suarez  
Paul Ballard

# **MOBILITY 2045 STATUS, TRANSPORTATION CONFORMITY DETERMINATION, AND OZONE STANDARDS UPDATE**

**Surface Transportation Technical Committee  
December 7, 2018**

**Kevin Feldt, Program Manager  
Jenny Narvaez, Program Manager**



**North Central Texas  
Council of Governments**



# MOBILITY 2045 STATUS

Implementing Your Mobility Plan Everyday

Final Document and Project Tables Available at [www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045)

Coordinating with Partners

**Federal Agencies**

**State Agencies**

**Transit Agencies**

**Local Governments**

**Public**

Adopted Federally Required Performance Measures

Advancing IH-635 East



# MOBILITY 2045 STATUS (CONTINUED)

## Efforts to Identify Solutions in Collin County

**US 380**

**North/South Mobility Options**

## High-Speed Rail (HSR) Projects Moving Forward

**Fort Worth to Laredo Procurement Active**

**Fort Worth to Dallas (DFW Core Express Project) Procurement Upcoming**

**Dallas HSR Station Area Study**

## US 75 Technology Lanes Efforts

## Auto Occupancy Detection Technology Moving Forward

## Regional Veloweb Funding for Corridor Completion Approved

**Fort Worth to Dallas Trail**

**Cotton Belt Trail**



# MOBILITY 2045 STATUS (CONTINUED)

Automated Vehicle Program 2.0 Funding Approved

Freight North Texas Truck Parking Study Completed

Positive Train Control Implementation Continues

Enhancements to Regional 511 Program Completed

Clean Fleets North Texas Projects Recommended

Regional Transportation Council Approval – June 14, 2018

Next Mobility Plan Work Has Begun

**Transportation Partner Coordination**

**Public Meeting In November**

**NCTCOG Staff Debriefings and Planning Meetings**



# 2018 TRANSPORTATION CONFORMITY

## US Department of Transportation Determination

Nonattainment  Conformity

Received – November 21, 2018

**Applies to Mobility 2045 MTP and 2019-2022 TIP**

**Restarts four-year time clock for MTP – November 21, 2022**

**Satisfies the following requirements:**

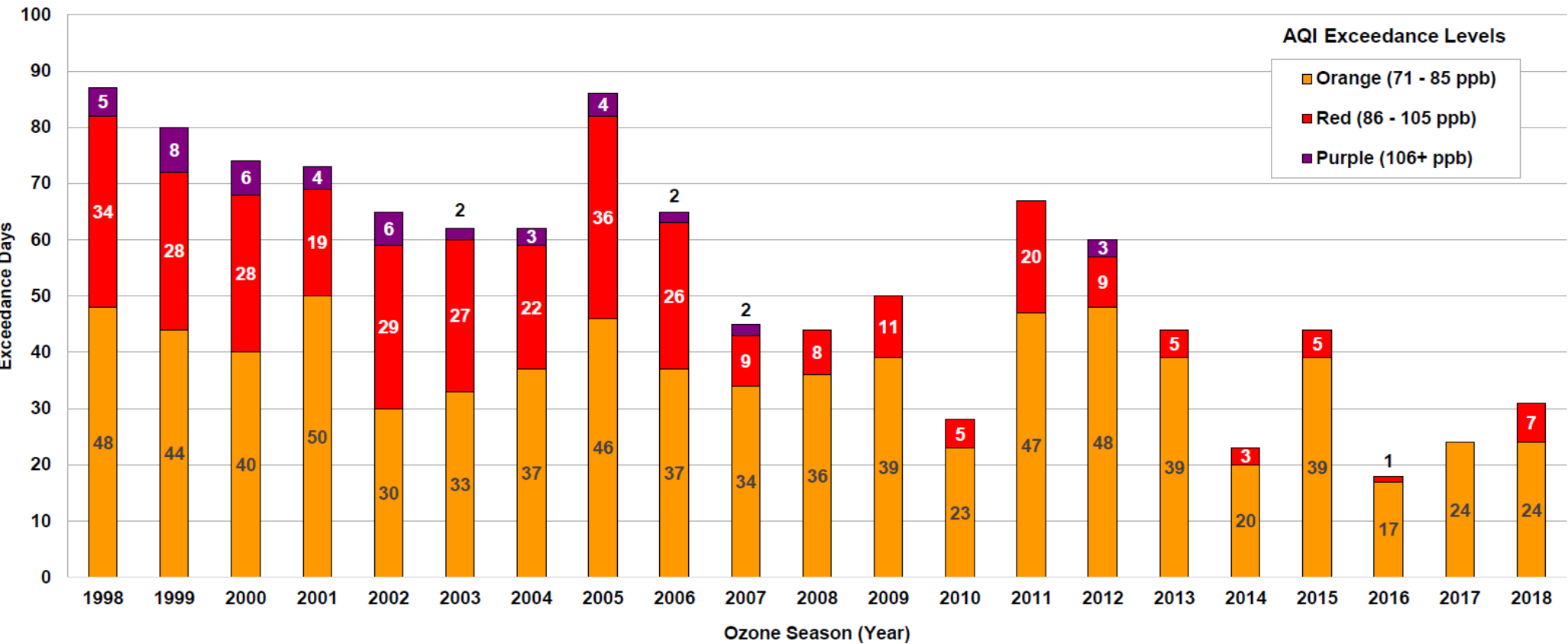
**EPA's adequacy determination of motor vehicle emissions budgets**

**EPA's non-attainment area designation in accordance with the 2015 8-hour ozone standard**

**Addresses transportation conformity in accordance with the 2008 8-hour ozone standard**

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of November 30, 2018)

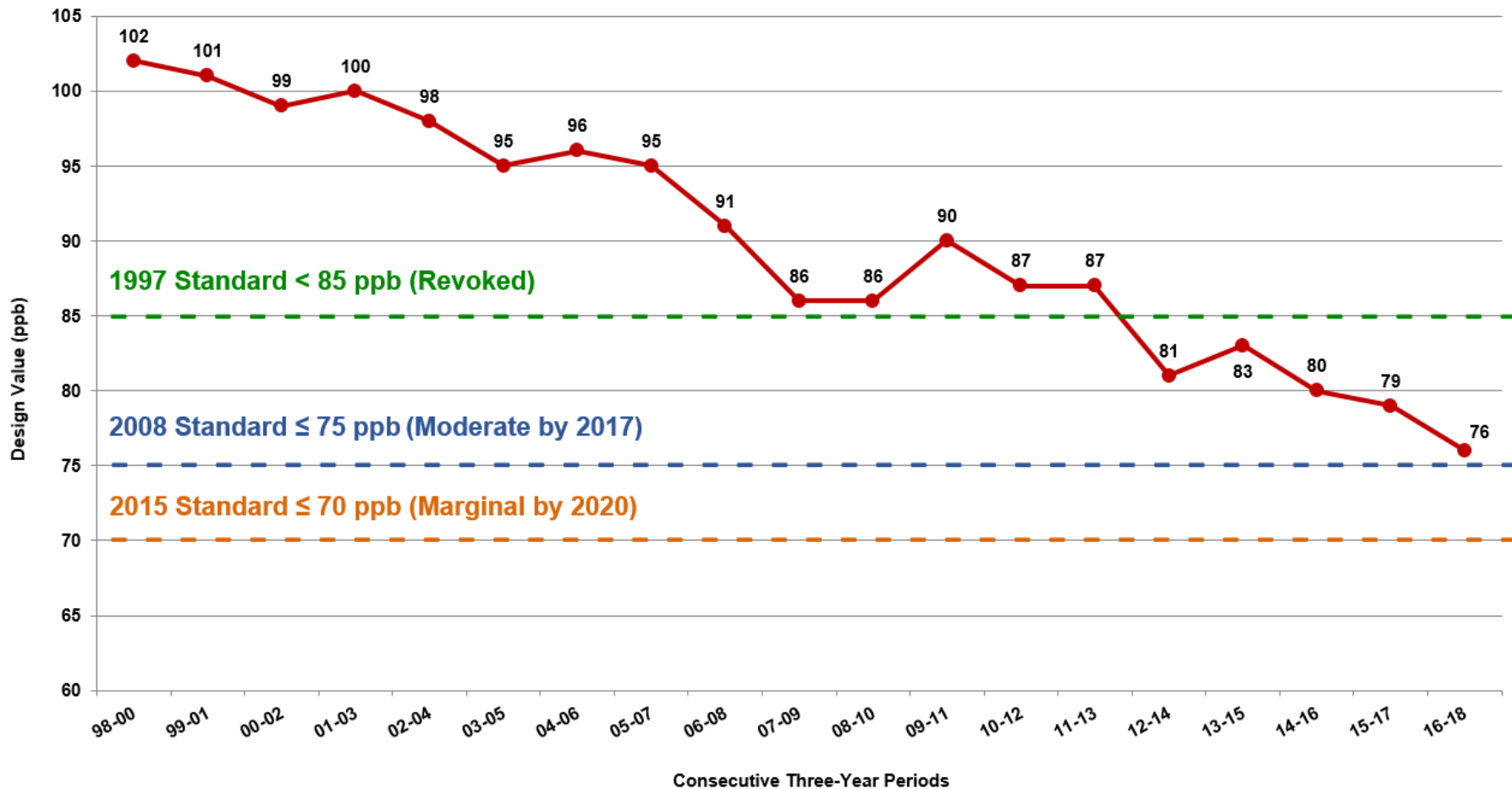


Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

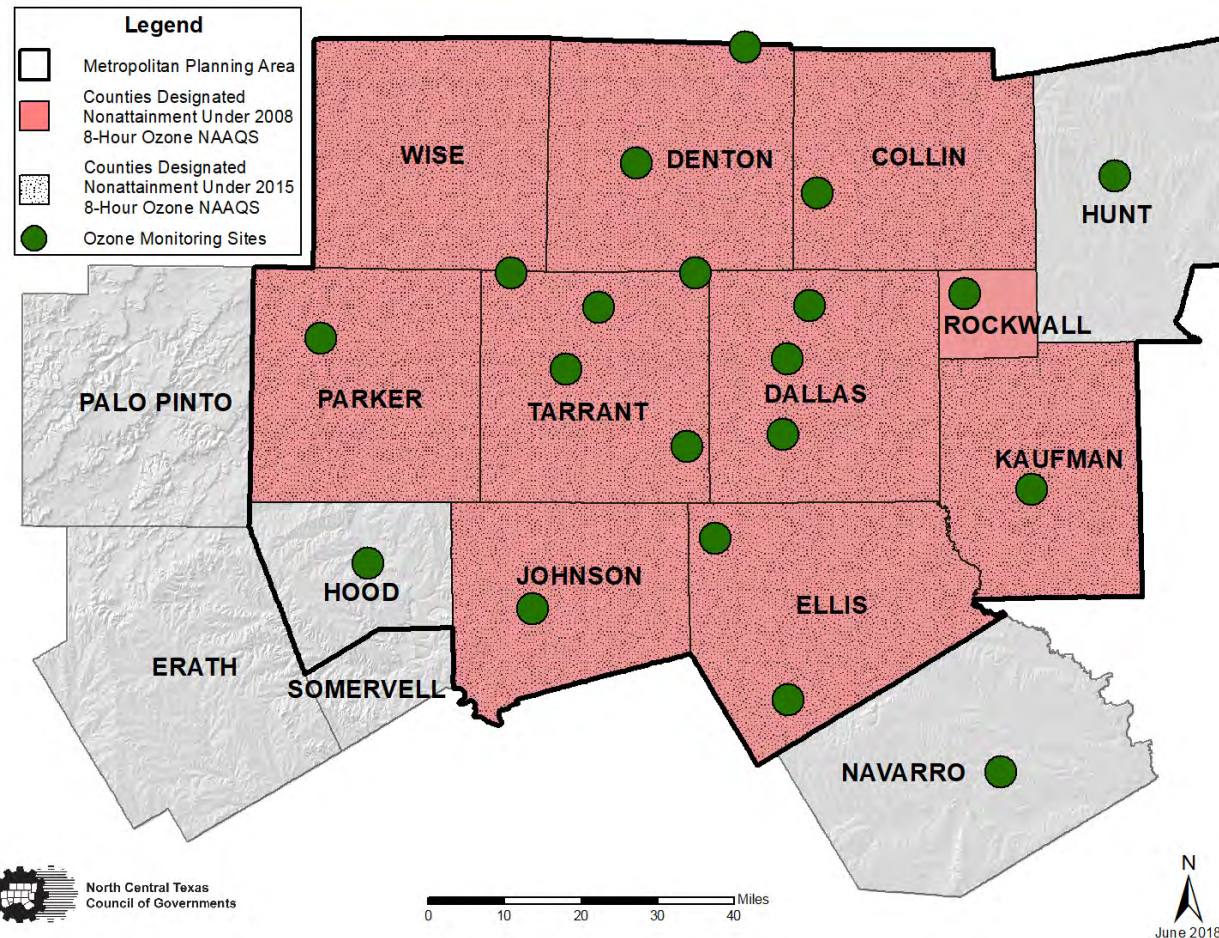
Based on  $\leq 70$  ppb (As of November 30, 2018)





# NONATTAINMENT AREA(S)

## 2008 and 2015 Ozone NAAQS



# 2015 8-HOUR OZONE NAAQS (70 PPB)

## Updates in 2018

### April 2018

**EPA Signed Final Rule Classifying 9 Counties as Marginal Nonattainment (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise)**

**No SIP Required**

### June 2018

**EPA Promulgated Final Nonattainment Area Designations**

**Attainment Deadline: August 3, 2021**

### November 2018

**Implementation Final Rule Signed by EPA Acting Administrator (Revocation of Previous Standards in Separate Future Rule)**

# 2008 8-HOUR OZONE NAAQS (75 PPB)

## Updates in 2018

### July 2018

**Attainment Deadline for EPA Moderate Designated 10-County Region**

### SIP Revisions

**12 Months After Classification Effective Date (Effective Date –Estimated Late January 2019)**

### November 2018

**Proposal to Reclassify DFW Area to Serious Published in Federal Register  
Comment Period Ends December 14, 2018**

**Attainment Deadline based on Effective Date of Initial Designation (3 More  
Years to Attain – July 20, 2021)**

**Two Alternative Approaches to 2008 Possible Revocation – To Be Determined in  
Later Rule**

# REFERENCES

**Kevin Feldt**  
**Program Manager**  
**(817) 704-2529**  
[kfeldt@nctcog.org](mailto:kfeldt@nctcog.org)

**Jenny Narvaez**  
**Program Manager**  
**(817) 608-2342**  
[inarvaez@nctcog.org](mailto:inarvaez@nctcog.org)



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

November 29, 2018

Ms. Heather Dean  
Congressional Liaison Specialist  
Federal Highway Administration  
1200 New Jersey Avenue, SE, 8<sup>th</sup> Floor  
Routing Code: HPLS  
Washington, DC 20590

Dear Ms. Dean:

Thank you for the meeting on October 22, 2018. Please extend my appreciation to everyone in headquarters for taking the time to brainstorm about Technology Lanes on US 75 in the Dallas-Fort Worth region. I also appreciate the Federal Highway Administration division staff being able to participate and aid in the discussion.

The purpose of this correspondence, in addition to giving my appreciation, is to inventory the latest list of options and to request a follow-up meeting or conference call to develop a potential path forward. My focus remains to solve this question through non-legislative options. I am more than happy to take on legislative solutions in the future, but remain hopeful an administrative solution can be found.

Enclosed is a list that has been updated and now includes a dozen options for discussion. Most remain the same, one was added at the meeting, and additional options have been added upon further reflection. The list includes a short description to aid in understanding the concept.

Please feel free to contact me with any questions at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive, flowing style.

Michael Morris, P.E.  
Director of Transportation

MM:al  
Enclosure

cc: Achille Alonzi, Division Administrator, FHWA, Texas Division  
Mo Bur, P.E., District Engineer, TxDOT Dallas District

Programmatic Options to Advance US 75 Technology Lanes in an Existing CMAQ-Funded HOV Facility

- Option 1A: Pay \$15 Million minus Depreciated Items  
This has a project reimbursement foundation.
- Option 1B: Pay \$15 Million in Transportation's Development Credits  
A project reimbursement foundation using the equivalency of FHWA issued Transportation Development Credits.
- Option 2A: Terminate HOV Project Due to Design Life  
This option would have FHWA permit the HOV to be terminated due to the successful design life of the original concept.
- Option 2B: Terminate Project: Three Design Exceptions  
This option would have FHWA terminate the project because US 75 has three design exceptions and FHWA wishes the project returned to its original design.
- Option 3: Equity of Tolling with Three Nearby Toll Roads  
State and local elected officials are adamant that Collin County cannot handle any more facilities that have tolling. Because of equity issues and the balancing of benefits and burdens, FHWA would permit Technology Lanes to advance.
- Option 4: Federal Requirements with State Restrictions  
The State Legislature has moved away from tolling as an option and currently restricts P3 concessions in Texas. This option initiates a State home rule principle permitting FHWA to proceed with our Technology Lanes.
- Option 5: Differential Price through HOV Reward  
The region meets the requirements of Section 166 through a reward of HOV carpool behavior instead of the pricing of single-occupant vehicle users.
- Option 6: Develop a Permit for Drive Alone Users  
Section 166 requirements are met through the pricing of permits and not through direct tolling of single-occupant vehicles.
- Option 7: Remove Pylons and Continue Unenforceable HOV  
This option is presented for discussion purposes and not a plausible course of action.
- Option 8: Section 166 (introduction of price) Developed After HOV Award  
FHWA approves the Technology Lanes since the project was funded previous to Section 166.

- Option 9: Price SOV Minimum Amount/Hours of Operation/Direction  
Charge a minimal toll two hours southbound in the morning and two hours northbound in the afternoon in order to meet Section 166 requirements.
- New Option 10: Construct with Non-Federal Funds  
The design of the project is occurring with State funds. FHWA approves the Technology Lanes replace the interim HOV facility since FHWA has no jurisdiction over non-federal funds and there would be no corrective action as a result of funding the construction with local or State revenue.
- New Option 11: Introduce New Guaranteed Transit from Plano along LBJ Managed Lane  
Advance the new "Guaranteed Transit" that advances next generation transit vehicles on the Technology Lanes with direct access into the dynamically priced IH 635 project. The Technology Lanes would have single occupant cars, HOV, and transit.
- New Option 12: Federally Required Congestion Management Process is in conflict with Section 166  
The MPO, in advancing the federally required Congestion Management Process that includes the Technology Lanes with improved congestion and safety impacts, is approved by FHWA. FHWA would support the priority of the Congestion Management Process over the Section 166 requirements.

# Transportation Alternatives Set-Aside Program

**2019 Call for Projects**  
for the North Central Texas Region

Daniel Snyder



[nctcog.org/TAP](http://nctcog.org/TAP)



North Central Texas  
Council of Governments

Surface Transportation Technical Committee

December 7, 2018



## Eligible Project Activities

# Active Transportation Project Types

**Shared-Use Paths**

**On-Street Bikeways**

**Bicycle/Pedestrian Signalization**

**Sidewalks, Crosswalks, Curb Ramps**

**Traffic Controls and Calming Measures**

**Signage**

**Road Diets (incorporating pedestrian and bicycle accommodations)**



# TA Set-Aside Program Funding (FY20)

| Western Subregion<br>Fort Worth<br>District Share<br>(34%) | Eastern Subregion<br>Dallas and Paris<br>District Share<br>(66%) | Total<br>TA Set-Aside<br>Federal Funding<br>Available |
|--|--|---|
| \$2,700,960  | \$5,243,040  | <b>\$7,944,000*</b>                                   |


\*Federal Funding Suballocation for FY20:

| <i>Maximum<br/>Federal Funding Award<br/>per Project</i> | <i>Minimum<br/>Federal Funding Award<br/>per Project</i> |
|--|--|
| <b>\$5,000,000</b>                                       | <b>\$150,000</b>   |

# Evaluation and Scoring Criteria

| Category                      | Scoring (pts) | Description   |
|-------------------------------|---------------|---|
| Regional Network Connectivity | 25            | Improves connectivity of <b>Mobility 2045</b> regional paths and bikeways between cities and counties   |
| Mobility                      | 20            | Improves connections and access to transit  |
| Safety                        | 15            | Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities |
| Reducing Barriers             | 10            | Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water                                |
| Congestion Reduction          | 10            | Provides alternative travel options in lieu of motor vehicle trips in areas with greater opportunity for walking and bicycling                          |
| Destination Density           | 5             | Provides access to areas with a high density of major employers and destinations  |
| Air Quality Benefits          | 5             | Improves air quality by supporting non-motorized facility usage   |
| Equity                        | 5             | Improves access to disadvantaged populations and underserved communities  |
| Local Network Connectivity    | 5             | Implements locally planned priorities   |

# Additional Considerations



| Category                                     | Scoring (pts) | Description  |
|--|---------------|--|
| <b>Project Readiness and Other Factors *</b> | 20            | Project readiness/ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community. |
| <b>Project Innovation</b>                    | 5             | Project implements innovative or new treatments and technology that can serve as a model for the region                                    |

\* **Emphasis** given to nominating entities that contribute a cash match and/or an **over match** of local funds, and projects requesting only construction funding (not requesting funding for design).

# Schedule

| Activity  | Date                 |
|---|----------------------|
| <del>Bicycle and Pedestrian Advisory Committee (BPAC) – Info on CFP</del>       | 11/14/18             |
| <b>Surface Transportation Technical Committee (STTC) – Info on CFP</b>          | 12/7/18              |
| Regional Transportation Council (RTC) – Info on CFP                             | 12/13/18             |
| <b>Call for Projects Opens</b>  | <b>12/17/18</b>      |
| Deadline for Meetings to Review Applications for Completeness                   | 2/8/19               |
| <b>Call for Projects Closes</b>   | <b>3/01/19, 5 PM</b> |
| Review of Projects / Scoring by NCTCOG  | March–April 2019     |
| Public Meetings*  | May 2019             |
| Surface Transportation Technical Committee (STTC) – Action on Selected Projects | 5/24/19              |
| Regional Transportation Council (RTC) – Action on Selected Projects             | 6/13/19              |
| Individual Meetings with TxDOT District Staff                                   | June–July 2019       |
| Submittal Deadline for Transportation Improvement Program (TIP) Modifications   | 7/26/19              |
| Approval of Statewide Transportation Improvement Program (STIP)                 | Nov./Dec. 2019       |

# Other Future Funding Opportunities\*

| Category   | Anticipated Date         | Description   |
|--|--------------------------|---|
| State TA- SA Program<br>Call for Projects<br>(for rural areas outside of the urbanized area) | Feb 2019<br>(Call opens) | Active Transportation projects for small cities and areas outside of the urbanized area |
| Safe Routes to School  | Feb 2019<br>(Call opens) | All eligible entities across the state (including cities in the urbanized area)         |

 \* Contact TxDOT District Representatives for more information about eligibility

## Dallas District

Maher Ghanayem  
214-320-6691  
Maher.Ghanayem@txdot.gov

## Fort Worth District

Phil Hays  
817-370-6500  
Phillip.Hays@txdot.gov

## Paris District

Sydney Newman  
903-737-9285  
Sydney.Newman@txdot.gov

## Questions?



# Application Information

**nctcog.org/TAP**



(application materials available beginning 12/17/18)

## Contact Information

**Karla Weaver, AICP**

Sustainable Development Program  
Senior Program Manager  
kweaver@nctcog.org  
817-608-2376

**Kevin Kokes, AICP**

Sustainable Development Program  
Program Manager, Active Transportation  
kkokes@nctcog.org  
817-695-9275

**Daniel Snyder**

Sustainable Development Program  
Transportation Planner II  
dsnyder@nctcog.org  
817-608-2394



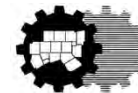
North Central Texas  
Council of Governments



# **VOLKSWAGEN SETTLEMENT UPDATE**

**Surface Transportation Technical Committee  
December 7, 2018**

**Nancy Luong  
Air Quality Planner**



North Central Texas  
Council of Governments

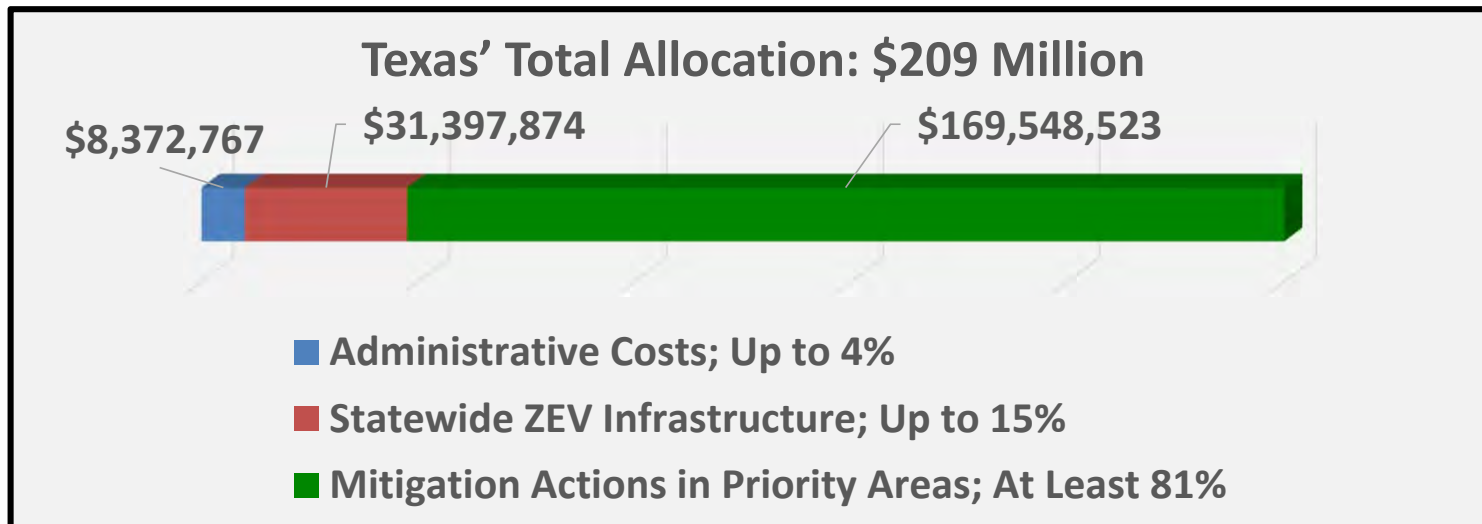


# VOLKSWAGEN ENVIRONMENTAL MITIGATION TRUST - TEXAS

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

## Texas Commission on Environmental Quality (TCEQ) Goals

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



# ELIGIBLE PROJECTS AND INCENTIVE LEVELS – ON-ROAD VEHICLES

**Class 4-7 Local Freight Trucks  
Class 7-8 Refuse Haulers  
School Buses**

**Class 8 Local Freight Trucks & Port Drayage Trucks  
Transit/Shuttle Buses**

| Project Type       | Ownership      | New Fuel Type         | Funding Levels Allowed by Trust <sup>1</sup> | Draft Funding Level Proposed by TCEQ <sup>1</sup> | Final Funding Level for Texas <sup>1</sup> |
|--------------------|----------------|-----------------------|--|---|--|
| Replace or Repower | Govt Owned     | Any <sup>3</sup>      | 100%   | 60%   | <b>80%</b>                                 |
| Replace            | Non-Govt Owned | Electric <sup>3</sup> | 75%  | 60%   | <b>50%</b>                                 |
|                    |                | Other                 | 25% <sup>2</sup>                             | 25% <sup>2</sup>                                  | 25% <sup>2</sup>                           |
| Repower            | Non-Govt Owned | Electric <sup>3</sup> | 75%  | 60%   | <b>50%</b>                                 |
|                    |                | Other                 | 40%  | 40%   | 40%  |

<sup>1</sup>Maximum Reimbursement Allowed Per Activity

<sup>2</sup>Exception is Drayage Trucks, which Qualify for 50%

<sup>3</sup>Cost of Necessary Infrastructure for Battery Electric or Fuel Cell Vehicles also Eligible

## ELIGIBLE PROJECTS AND INCENTIVE LEVELS – OTHER PROJECTS

| Project Type*  | Ownership      | Fuel Type             | Funding Levels Allowed by Trust <sup>1</sup> | Draft Funding Level Proposed by TCEQ <sup>1</sup> | Final Funding Level for Texas <sup>1</sup> |
|--|----------------|-----------------------|--|---|--|
| Install Light-Duty ZEV Supply Equipment                    | Govt Owned     | Electric Hydrogen     | 100%<br>25-33%                               | 50%<br>25%-33%                                    | 50%<br>25%-33%                             |
|  | Non-Govt Owned | Electric Hydrogen     | 60%-80%<br>25%-33%                           | 50%<br>25%-33%                                    | 50%<br>25%-33%                             |
| Replace/Repower Airport Ground Support Equipment           | Govt Owned     | Electric <sup>2</sup> | 100%   | 60%   | <b>80%</b>                                 |
|  | Non-Govt Owned | Electric <sup>2</sup> | 75%  | 60%   | <b>50%</b>                                 |
| Replace/Repower Forklifts or Port Cargo-Handling Equipment | Govt Owned     | Electric <sup>2</sup> | 100%   | 60%   | <b>80%</b>                                 |
|  | Non-Govt Owned | Electric <sup>2</sup> | 75%  | 60%   | <b>50%</b>                                 |

<sup>1</sup>Maximum Reimbursement Allowed Per Activity

<sup>2</sup>Cost of Necessary Infrastructure for Battery Electric or Fuel Cell Vehicles also Eligible

\*Not Shown: Ocean-Going Vessel Shorepower (Not Applicable in DFW Area)

TCEQ Proposing to Disallow Replacement/Repower of Freight Switchers, Ferries or Tugboats; Not Opting in to State Clean Diesel Program

# FUNDING DISTRIBUTION AND METHODOLOGY

|                                    | 33%                                       | 15%                                     | 33%                     | 81%*          |
|------------------------------------|---|---|-------------------------|---------------|
|                                    | <u>Component 1:</u>                       | <u>Component 2:</u>                     | <u>Component 3:</u>     |               |
| Area                               | Pro-Rata Allocation<br>(% of VW vehicles) | Base Funding for<br>Nonattainment Areas | Strategic<br>Allocation | Total         |
| Dallas-Fort Worth Area             | \$22,919,202                              | \$10,465,958                            | -                       | \$33,385,160  |
| Houston-Galveston-Brazoria<br>Area | \$21,360,321                              | \$10,465,958                            | -                       | \$31,826,279  |
| San Antonio Area                   | \$8,619,558                               | \$10,465,958                            | \$42,500,000            | \$61,585,516  |
| Austin Area                        | \$11,547,602                              | -                                       | \$4,750,000             | \$16,297,602  |
| El Paso County                     | \$2,064,031                               | -                                       | \$14,750,000            | \$16,814,031  |
| Bell County                        | \$1,757,741                               | -                                       | \$325,324               | \$2,083,065   |
| Beaumont-Port Arthur Area          | \$806,869                                 | -                                       | \$6,750,000             | \$7,556,869   |
|                                    | \$69,075,324                              | \$31,397,874                            | \$69,075,324            | \$169,548,522 |

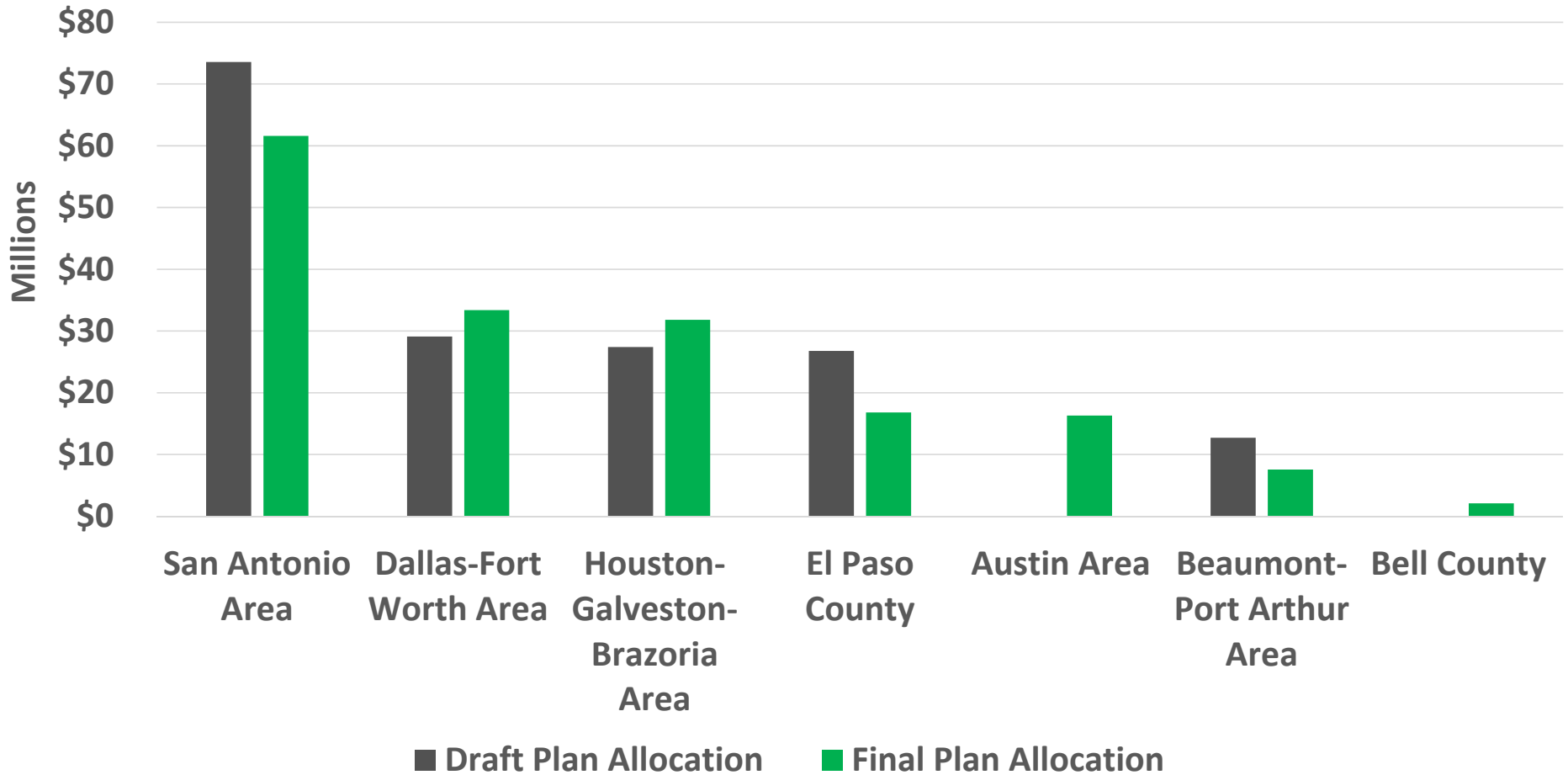
\*81% Represents the Amount for Mitigation Actions in Priority Areas

Source: Final Beneficiary Mitigation Plan for Texas, page 12, Table 2:

[https://www.tceq.texas.gov/assets/public/implementation/air/terp/VW/RG\\_537\\_VW\\_Mitigation\\_Plan.pdf](https://www.tceq.texas.gov/assets/public/implementation/air/terp/VW/RG_537_VW_Mitigation_Plan.pdf)

# FUNDING ALLOCATION COMPARISON

## Draft Versus Final Funding Allocations to Priority Areas



## CHANGES RELEVANT TO RTC COMMENTS

**Provide a Fair-Share Funding Allocation to the Dallas-Fort Worth (DFW) Area**

**Slight Increase to DFW Area Allocation; Other Changes Statewide**

**Allow Regional Agencies to Serve as Third-Party Administrators of Mitigation Trust Funds**

**No Changes; TCEQ Will Administer All Funding**

**Update Emission Calculation Methodology to Use Latest/Greatest Tools**

**No Changes; TCEQ Will Utilize Standard TERP Methodology**

**Confirm and Clarify Equal Eligibility of Zero-Emission Vehicle Infrastructure**

**No Changes**

**Quantify Cost Effectiveness Based Only on Mitigation Plan Funding**

**No Changes**

# TCEQ SEEKING FEEDBACK FROM NCTCOG ON REGIONAL PRIORITIES

## Potential Ideas:

**Separate Local Government Sector from Private Sector**

**Consider Applications on a Competitive Basis Rather than First-Come, First-Served**

**Establish Reasonable Cost Per Ton Threshold for Eligibility**

**Allow All Eligible Mitigation Actions to Compete at the Same Time**

**Require Applicants to Demonstrate Broader Commitment**

**Adopt Air Quality Policies (e.g. RTC Clean Fleet Policy)**

**Participate in DFW Clean Cities**

**Prioritize Vehicles Powered by Engines Certified to California Air Resources Board Low-NO<sub>x</sub> Technology or ZEV**

**Prioritize ZEV Infrastructure at Multifamily and Workplace Sites; in Cities without Existing Infrastructure; and Along FHWA-Designated “Pending” Electric Charging Corridors**

**Provide Input to NCTCOG Staff by December 12, 2018**

## FOR MORE INFORMATION

**Nancy Luong**  
**Air Quality Planner**  
**817-704-5697**  
**nluong@nctcog.org**

**Chris Klaus**  
**Senior Program Manager**  
**817-695-9286**  
**cklaus@nctcog.org**

**Lori Clark**  
**Program Manager**  
**817-695-9232**  
**lclark@nctcog.org**

Go To [www.nctcog.org/airquality](http://www.nctcog.org/airquality); Select “Funding and Resources”



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



## TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

*Protecting Texas by Reducing and Preventing Pollution*

November 16, 2018

Mr. Mike Eastland  
 Executive Director  
 North Central Texas Council of Governments  
 616 Six Flags Drive  
 Arlington, TX 76011

Re: *Beneficiary Mitigation Plan for Texas*

Dear Mr. Eastland:

The Texas Commission on Environmental Quality (TCEQ) is pleased to provide you a copy of the final *Beneficiary Mitigation Plan for Texas*, outlining the TCEQ's plans and priorities for use of funds provided to Texas under the Volkswagen Environmental Mitigation Trust for State Beneficiaries. Copies of the plan are also available to view and download at the TCEQ's Texas Volkswagen Environmental Mitigation Program (TxVEMP) website, <[www.TexasVWFund.org](http://www.TexasVWFund.org)>.

Before we implement the mitigation plan, we offer the North Central Texas Council of Governments the opportunity to recommend priorities for use of the funds allocated to the Dallas-Fort Worth Priority Area as listed in the enclosed table from the plan.

If your organization desires to provide input, some of the topics you may wish to address include:

1. priorities and timing for funding all or a subset of the eligible mitigation actions;
2. proposed allocation of funds among the categories of eligible mitigation actions; and/or
3. other recommendations on when and how to use the funds allocated to your area.

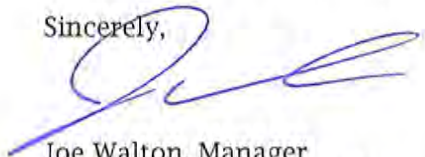
Note, only the eligible mitigation actions and the maximum percentage of cost limits outlined in the plan will be considered. We also invite any recommendations you may have for our implementation of statewide funding for Light-Duty Zero Emission Vehicle Supply Equipment, although our decisions on that program will be separate from the programs we implement in the Priority Areas.

We will need your input by December 21, 2018, so that we can begin implementing the plan early 2019. You may email your input to our TxVEMP website at <[vwsettle@tceq.texas.gov](mailto:vwsettle@tceq.texas.gov)> or send by express mail to Mr. Joe Walton, TCEQ, Implementation Grants Section (TxVEMP), MC-204, 12100 Park 35 Circle, Austin TX, 78753.

Mr. Mike Eastland  
Page 2  
November 16, 2018

Thank you for efforts in helping to keep the air clean in Texas. If you have any questions, you may contact Mr. Steve Dayton at (512) 239-6824.

Sincerely,



Joe Walton, Manager  
Implementation Grants Section

JW/sd

cc: Mr. Michael Morris, NCTCOG  
Mr. Chris Klaus, NCTCOG

Enclosures

From *Beneficiary Mitigation Plan for Texas (RG-537)*

**Funding Allocation by Area**

| <b>Area</b> | <b><u>Component 1:</u></b><br><br><b>Pro-Rata Allocation<br/>(% of VW vehicles)</b> | <b><u>Component 2:</u></b><br><br><b>Base Funding for<br/>Nonattainment Areas</b> | <b><u>Component 3:</u></b><br><br><b>Strategic Allocation</b> | <b>Total</b>  |
|-------------|---|---|---|---------------|
| DFW         | \$22,919,202  | \$10,465,958  | —   | \$33,385,160  |
| HGB         | \$21,360,321  | \$10,465,958  | —   | \$31,826,279  |
| SAT         | \$8,619,558   | \$10,465,958  | \$42,500,000  | \$61,585,516  |
| AUS         | \$11,547,602  | —   | \$4,750,000   | \$16,297,602  |
| ELP         | \$2,064,031   | —   | \$14,750,000  | \$16,814,031  |
| BEL         | \$1,757,741   | —   | \$325,324   | \$2,083,065   |
| BPA         | \$806,869   | —   | \$6,750,000   | \$7,556,869   |
|             | \$69,075,324  | \$31,397,874  | \$69,075,324  | \$169,548,522 |

DFW - Dallas-Fort Worth Area

HGB - Houston-Galveston-Brazoria Area

SAT - San Antonio Area

AUS - Austin Area

ELP - EL Paso County

BEL - Bell County

BPA - Beaumont-Port Arthur Area

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
2019 SCHEDULE OF MEETINGS  
(Fourth Friday, 1:30 p.m.)**

January 25, 2019

February 22, 2019

March 22, 2019

April 26, 2019

May 24, 2019

June 28, 2019

July 26, 2019

August 23, 2019

September 27, 2019

October 25, 2019

December 6, 2019

(Proposed combination of the November and December meetings)

Dates are subject to change.

**REGIONAL TRANSPORTATION COUNCIL  
2019 SCHEDULE OF MEETINGS  
(Second Thursday, 1:00 pm)**

January 10, 2019

February 14, 2019

March 14, 2019

April 11, 2019

May 9, 2019

June 13, 2019

July 11, 2019

August 8, 2019<sup>1</sup>

September 12, 2019

October 10, 2019

November 14, 2019<sup>2</sup>

December 12, 2019

Dates are subject to change.

---

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

<sup>2</sup> The 2019 National League of Cities City Summit is scheduled for November 20-23, 2019, and does not conflict with the RTC meeting schedule.

# Designing Streets for Transit

## NACTO Design Guide Training

Great cities need great transit systems, and great transit needs better streets.

For cities and regions to grow sustainably and foster equitable access for all residents, unlocking streets for transit is key to providing reliable and efficient movement. Join us for a one-day workshop on street design tools and strategies to support more effective transit systems, and facilitate safe movement for all users of urban streets. Learn the state of the practice from NACTO's *Transit Street Design Guide*, and apply those lessons during an interactive and energizing program.

### Training Modules»

- Transit Street Design: Transit Lanes, Transitways, and Priority at Intersections
- Transit-Supportive Systems: Stops, Stations, and Aligning Service with Streets
- Case Studies from cities across North America

Apply these lessons to a hands-on design charrette to a corridor in the Dallas-Fort Worth region.

The training includes lunch, and registrants may purchase a discounted copy of the NACTO *Transit Street Design Guide*.

For questions, please contact Jessica Scott at [jscott@nctcog.org](mailto:jscott@nctcog.org) or (682) 433-0460.

**Tuesday, January 29, or  
Wednesday, January 30, 2019**  
8:30 am – 4:30 pm

### Facilitators»

#### Aaron Villere

Senior Program Associate, NACTO

Aaron is a co-author of *Transit Street Design Guide*, and manages NACTO's transit network. He has been training cities and agencies on NACTO design guidance for three years

#### Conor Semler, AICP

Senior Planner, Kittelson & Associates

Conor is an experienced planner and designer, a NACTO Certified Trainer, and co-author of NACTO's *Urban Bikeway Design Guide*.

### Registration» \$10

(*Transit Street Design Guide* may be purchased for \$40)

Register at: [nctcog.org/tsregister](http://nctcog.org/tsregister)

After registering you will receive a confirmation email.

### Continuing Education» 8 Credits

This course is eligible for AICP certification and Engineering Professional Development Hours.

Attendance must be verified and a course survey must be completed. Additional instructions will be provided onsite.



**North Central Texas  
Council of Governments**

National Association of  
City Transportation Officials



## MINUTES

### Regional Transportation Council PUBLIC MEETINGS

#### *Target Setting for FAST Act Performance Measures*

#### *Auto Occupancy Rewards Program for Managed Lanes*

#### *Electric Vehicles Update*

### Meeting Dates and Locations

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

1. Monday, Oct. 8, 2018 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 7; moderated by Dan Lamers, Senior Program Manager
2. Monday, Oct. 15, 2018 – 6:00 pm – Richardson Civic Center (Richardson); attendance: 8; moderated by Chris Klaus, Senior Program Manager
3. Thursday, Oct. 18, 2018 – 6:00 pm – Fort Worth Central Library (Fort Worth); attendance: 2; moderated by Natalie Bettger, Senior Program Manager

### Public Meeting Purpose and Topics

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

1. Target Setting for FAST Act Performance Measures – presented by Dan Lamers
2. Auto Occupancy Rewards Program for Managed Lanes – presented by Natalie Bettger
3. Electric Vehicles Update – presented by Bailey Muller (Arlington and Richardson); Lori Clark (Fort Worth)

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](http://www.nctcog.org/input), and a video recording of the Arlington public meeting was posted at [www.nctcog.org/video](http://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

#### ***Target Setting for FAST Act Performance Measures presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/10/Performance-Measures.pdf>

The Fixing America's Surface Transportation Act (FAST Act) requires all metropolitan planning organizations (MPOs) to develop performance measures and targets related to their transportation planning process. Due to this legislation, NCTCOG conducts performance-based planning initiatives, utilizes required federal performance measures, supports the Texas

Department of Transportation (TxDOT) State performance targets as much as possible and sets additional goals to support the long-range transportation plan for the region.

The Regional Transportation Council (RTC) approved performance targets for both transit asset management and safety performance in December 2017. The adopted transit asset management targets state rolling stock, infrastructure, equipment and facilities are not to exceed their useful-life benchmark. Additionally, the adopted safety targets aim to reduce the number of fatalities and serious injuries on all roads by the year 2022. The RTC takes regional safety very seriously and states even one death on the transportation system is unacceptable. NCTCOG staff is currently working to develop a regional Towards Zero Deaths Plan for North Central Texas.

NCTCOG staff is proposing the RTC support the TxDOT statewide targets for National Highway System (NHS) pavement and bridge conditions, adopt the regional targets set forth for interstate, non-interstate and truck reliability, and adopt regional targets identical to TxDOT's regional targets for peak-hour excessive delay, non-SOV travel and emissions reductions.

***Auto Occupancy Rewards Program for Managed Lanes presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/10/HOV-Technology.pdf>

The Regional Transportation Council's (RTC) current Tolled Managed Lane Policy includes a provision for peak-period carpool discounts but requests an exploration of automated occupancy verification technology. The current high-occupancy vehicle (HOV) detection program requires drivers to download an application to their phone and declare their HOV status 15 minutes prior to every trip taken on a tolled managed lane within the region. Once a driver's status has been declared, the 50 percent discount is applied to the toll collected and sent directly to the North Texas Tollway Authority's back office system for billing. Police officers currently patrol the managed lanes to help enforce this process.

The new proposed HOV program would still require drivers to download a phone application to register their vehicle. However, participants would no longer need to declare their HOV status before every trip. Through a partnership with Carma, a technology company specializing in verified ride technology, vehicle occupancy would automatically be detected utilizing car beacons and bluetooth capabilities. Additionally, this new approach would shift from carpool discounts to a rewards system that would begin on tolled managed lanes and could be expanded throughout the region. The need for manual enforcement would also be eliminated. Pilot testing for this project has already been conducted on the DFW Connector Corridor, where 98.4 percent of reported occupancies were an exact match.

Indirect benefits of shifting to an automated vehicle occupancy verification program include a more user-friendly system, legal savings, privacy protection, air quality improvements and congestion mitigation, among others. This new program is estimated to cost approximately \$24 million over a span of 10 years.

On Oct. 11, 2018, the RTC voted to proceed with occupancy verification technology and pilot testing and allocated funding for the project through Fiscal Year 2021. The toll discount will continue to be offered instead of shifting to a new rewards program at this time. NCTCOG and its partner agencies will continue to evaluate the feasibility and cost savings of another incentive-based program that considers data security, US 75 implementation, existing enforcement, institutional and legislative items, etc.



***Electric Vehicles Update presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/10/EVNT.pdf>

Electric vehicles help improve air quality, provide energy security, have lower vehicle maintenance and fuel costs and allow owners to “refuel” at home. There are currently three different types of EVs: the hybrid electric vehicle (HEV), the plug-in hybrid electric vehicle (PHEV) and the all-electric or plug-in electric vehicle (PEV). A level one charge port has a range of two to five miles per hour of charge. A level two charge port has a range of 10 to 20 miles per hour of charge, and a level three charge port has a range of 60 to 80 miles per 20 minutes of charge. The electric load of three EVs is equal to approximately that of one average household.

As of Oct. 1, 2018, Texas had 15,056 EV registrations, with 5,752 of those registrations located in the Dallas-Fort Worth region. In September 2018, NCTCOG hosted its own National Drive Electric Week (NDEW) event at the Grapevine Mills Mall, where over 169 EVs gathered. It was the 2<sup>nd</sup> largest NDEW event in the country behind San Diego.

There are several EV incentives currently available for those interested in purchasing an EV, including the Plug-In Electric Drive Motor Vehicle Credit, the Lease Incentive Program and the AirCheckTexas Drive a Clean Machine Program. Buyers could be eligible to save up to \$13,500 on their vehicle purchase. An additional \$3,000 rebate on a Nissan LEAF is available to Oncor customers who present the incentive flyer. More information on electric vehicles can be found at [www.dfwcleancities.org/evnt](http://www.dfwcleancities.org/evnt).

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

**Target Setting for FAST Act Performance Measures**

**Chip Pratt, Canyon Creek HOA (Richardson)**

**A. Performance measure criteria for transportation modes**

*Question:* Is the measurement criteria different for each transportation mode?

*Summary of response by Jeff Neal:* Since federal performance measures tend to concentrate on highly traveled roads instead of city streets, we try to convert them so they can be used at the local level too. It's very important for the system as a whole to work with the local governments on all transportation initiatives.

**Auto Occupancy Rewards Program for Managed Lanes**

**Bailey Balmer, Citizen (Arlington)**

*Question:* How are you going to market the new auto occupancy rewards program?

*Summary of response by Natalie Bettger:* Public information officers from around the region have put together a communications plan, and it includes numerous outreach efforts, such as billboards, newspaper ads, focus groups, etc.

**Daniel Kirksey, Citizen (Richardson)**

**A. New auto occupancy process**

*Comment:* I have a lot of concerns about the proposed auto occupancy rewards program. I don't like the idea of having to register with another phone application. It seems like there are a lot of steps involved in this new process.

*Summary of response by Natalie Bettger:* The RTC's current policy for tolled managed lanes provides a 50 percent discount on HOV lanes during the peak period. In order to receive this discount, drivers have to declare their HOV status every time they use the lanes. We think the new Carma app is more user-friendly and automatically identifies how many people are in each vehicle. Additionally, the utilization of the technology would remove police officers from the field. We have a feeling people are currently taking advantage of the system because the officers can't be everywhere during the peak period to enforce the process.

**B. Data collection policy**

*Question:* What is Carma's policy on collecting data?

*Summary of response by Natalie Bettger:* Carma cannot sell any of the data they collect.

*Summary of response by Dan Lamers:* Our contract with Carma does not allow them to use any of the data for anything other than this auto occupancy detection process. We can't even use the data for legal purposes.

**Byron Bradford, Citizen (Richardson)**

- A. Bidding process for auto occupancy technology

*Question:* Was there a bidding process for the auto occupancy technology?

*Summary of response by Natalie Bettger:* We went out for procurement, and two companies submitted bids. We had a selection committee score both submissions and make the final decision.

**Electric Vehicles Update**

**Alexa Reed, Citizen (Arlington)**

- A. Charging station locations

*Question:* Is there a way to identify electric vehicle charging station locations?

*Summary of response by Bailey Muller:* The Alternative Fuels Data Center (AFDC) has a station locator as well as a phone application. The app has a route locator and provides hours of operation for charging stations. The PlugShare app also allows you to find a place to charge your vehicle.

- B. Charging costs

*Question:* How much does it cost to charge an EV?

*Summary of response by Bailey Muller:* When you charge an EV at home, it's very safe, cost effective and shows up on your electric bill. If you need to charge your vehicle when you are traveling throughout the region, different companies have different rates and subscriptions. For instance, it's free to charge your EV at the Whole Foods in Fort Worth. You can use the phone applications to find that information.

**Bailey Balmer, Citizen (Arlington)**

- A. Public outreach for EVs

*Question:* How do you all plan to educate members of the public on the benefits of owning an EV?

*Summary of response by Bailey Muller:* We want people to understand the range of uses and their availability. A lot of people have misconceptions, but 90 percent of the people currently driving an EV are charging at home.

**Nicholas Badeaux, Citizen (Arlington)**

- A. Vehicle manufacturers' thoughts on EVs

*Question:* This area is heavily influenced by companies like General Motors. Have you received any negative feedback from vehicle manufacturers?

*Summary of response by Bailey Muller:* No, we haven't really experienced any negative feedback. Some vehicle manufacturers are more aggressive in developing their own EV models than others, but everyone is recognizing EV growth.

**John Nicholson, Nicholson Contract Services (Richardson)**

A. Charging station locations

*Question:* Where are the charging stations currently located, and how do you all spread word about those locations?

*Summary of response by Bailey Muller:* The Alternative Fuel Data Center (AFDC) shows all the charging station locations and provides hours of operation. They also have a phone application you can download. We work with a lot of private businesses and partners to educate people about EVs.

**Byron Bradford (Richardson)**

A. Responding to negative feedback

*Question:* What do you tell people who provide negative feedback on EVs?

*Summary of response by Bailey Muller:* We are in nonattainment for the ozone standard. We have to meet the federal standards for air quality, and EVs are an avenue to achieve that.

**Other**

**Bud Melton, Citizen (Richardson)**

A. Transit operations

*Question:* There needs to be an overarching transit agency. Why aren't transit operations more unified?

*Summary of response by Dan Lamers:* Under current state legislation, transit authorities are only authorized to serve their city members. The RTC has lobbied for more than 15 years for a regional approach to transit service but has been turned down each time by the Legislature.

B. Impact of speed limit legislation on fatality rates

*Comment:* A few years ago the Legislature passed a bill that allowed cities to lower their speed limits from 30 to 25 miles per hour. I know of only one city in Texas who has actually done that. Has there been any discussion on how this legislation might impact fatality rates?

*Summary of response by Natalie Bettger:* We have a Regional Safety Advisory Committee that looks at the safety data we receive, but I don't think we've addressed it just yet. It's certainly something we can discuss in the future.

**John Nicholson, Citizen (Richardson)**

A. Automated vehicles update

*Question:* Are you all working on any automated vehicle initiatives?

*Summary of response by Chris Klaus:* We have a team at NCTCOG devoted to automated vehicles and actually presented an update at last month's public meetings. Arlington and Frisco are two of the local cities working on this initiative.

**Chip Pratt, Canyon Creek HOA (Richardson)**

A. Funding for road maintenance

*Question:* How are we going to pay for road maintenance?

*Summary of response by Dan Lamers:* The current gas tax system is not feasible to continue over time. There are programs being tested across the country to replace the gasoline tax with some type of miles-driven tax.

**WRITTEN COMMENTS FROM PUBLIC MEETINGS**

| <b>Name and Title</b> | <b>Agency, City Represented</b> | <b>Topics Addressed</b>   | <b>Comments</b> |
|-----------------------|---------------------------------|---|-----------------|
| Isabella Hong         | Citizen                         | Reporting road hazards  | Attachment 1    |
| Bud Melton            | Citizen                         | Safety performance measurements and targets                     | Attachment 2    |
| Thomas Kriehn         | Lake Highlands "L" Streets      | Electric vehicles and vehicle occupancy verification technology | Attachment 3    |



## 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 Izabella Hong  
 Organization \_\_\_\_\_  
 Date 10/08/2018  
 Meeting Location 696 Six Flags Dr. Arlington, TX 76011

**Please provide written comments below:**

Recently, I got into a car incident on exit  
 440C from I-35 South ramp to 635 West.  
 I ran over an object that ended up  
 damaging my wheels and broke one nearly  
 in half. I did not have enough time  
 to go around the object due to it being  
 on a blind spot as I was descending  
 down a slope. What do we do if  
 we see road hazards on the highway?

---

---

---

---

---

---

---

---



### 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

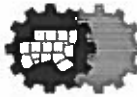
Name Bud Melton  
 Organization self  
 Date Oct. 15, 2018  
 Meeting Location Richardson Civic Center

**Please provide written comments below:**

Re. Adopted Safety Targets - I'm conflicted hearing the relationship described as "speeds vs. targets" - which would seem to contradict the relationship between faster autos and other mobility alternatives. (Speed kills!)

Safe user accommodation should be a metric (factor) in evaluation of bridge and pavement condition assessment.

Bicycles are vehicles in Texas, and should be better, more safely accommodated on all public non-highway roadways.



## 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 THOMAS R. KREHN  
 Organization LAKE HIGHLANDS 4<sup>TH</sup> STREETS  
 Date 10/15/2018  
 Meeting Location RICHARDSON CITY HALL

### Please provide written comments below:

ELECTRIC VEHICLES: BATTERY RECHARGE STATIONS SHOULDN'T BE LOCATED ALONG COMMERCIAL STREET CORNERS, SIMILAR TO GASOLINE FUELING STATIONS. INSTEAD, ERSTWHILE GASOLINE FUELING STATIONS SHOULD BE REPLACED BY ZERO-LOT LINTED RETAIL STRUCTURES, WITH BUILT-IN BUS STOP SHELTERS. THE BATTERY RECHARGE STATIONS SHOULD BE LOCATED IN EXISTING PARKING LOTS ELSEWHERE. WHILE A BATTERY IS RECHARGING, THE MOTORIST SHOULD SPEND HIS TIME STROLLING THROUGH THE SHOPPING DISTRICT. IN MOST CASES, SLOW RECHARGE IS SUFFICIENT. FAST RECHARGE ISN'T ALWAYS NECESSARY. THE CAR'S DASHBOARD DISPLAY SHOULD BE ABLE TO SHOW A MAP OF THE ~~NEARBY~~ WITH DIRECTIONS TOWARDS THE NEAREST RECHARGE STATION.

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](mailto:transinfo@nctcog.org) Website: <http://www.nctcog.org/trans>



HIGH OCCUPANCY VEHICLE VERIFICATION: I WON'T DISCUSS THE ELECTRONIC TECHNOLOGY FOR SUCH VERIFICATION OF PASSENGER LOADS. INSTEAD, I THINK SEVERAL BUS STOP SHELTERS SHOULD BE INSTALLED IN-LINE ALONG A TAXI STAND. THUS PASSENGERS MAY SELF-SORT THEMSELVES DEPEND-  
ING UPON DESTINATION. THESE PASSENGERS MAY USE THEIR UBER OR LYFT ACCOUNTS TO ANNOUNCE THEIR CARPOOLING INTENTIONS. SO IF AN UBER TAXI DRIVER HAS ENOUGH EMPTY SEATS ~~BE~~ AVAILABLE, HE CAN STOP AT THE TAXI STAND'S BUS STOP SHELTERS TO PICK UP MORE PASSENGERS. A LYFT CARPOOL DRIVER MAY DO LIKEWISE. I LACK A STRONG RESPONSE TO THE ARGUMENT THAT CARPOOLING IS UNFAIR COMPETITION FOR PUBLIC TRANSPORTATION. LET IT SURFACE THAT HIGH POPULATION DENSITY IS GOOD FOR PUBLIC TRANSPORTATION. LOW POPULATION DENSITY IS BAD FOR PUBLIC TRANSPORTATION. IN THE EVENT OF LOW POPULATION DENSITY, CARPOOLING IS A SUBSTITUTE FOR PUBLIC TRANSPORTATION. IN THE EVENT OF HIGH POPULATION DENSITY, MORE FREQUENT PUBLIC TRANSIT SERVICE BECOMES POSSIBLE. IN THE EVENT OF SUCH DENSITY, ADDITIONAL ROAD LANES FOR THE SOLO MOTORISTS IS VERY BAD POLICY. INSTEAD, EXISTING ROAD LANES SHOULD BE TAKEN AWAY FROM THE SOLO MOTORISTS AND GIVEN OVER TO THE BUSES AND BICYCLISTS. THE WORSE THE CONGESTION FOR THE SOLO MOTORISTS, THE MORE INCENTIVE TO SWITCH OVER TOWARDS CARPOOLS AND PUBLIC TRANSIT.

**WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

No public comments were received via website, email or social media.

**MINUTES****Regional Transportation Council  
PUBLIC MEETING*****Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC  
Funding Program******Air Quality: Year in Review******High-Speed Rail Update*****Meeting Dates and Locations**

The North Central Texas Council of Governments (NCTCOG) held a public meeting Tuesday, November 13, 2018, at 6:00 pm at the North Central Texas Council of Governments (Arlington); Christie Gotti, Senior Program Manager, moderated the meeting, attended by seven people.

**Public Meeting Purpose and Topics**

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization (MPO) and amended on November 8, 2018. Staff presented information about:

1. Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Funding Program – presented by Brian Dell
2. Air Quality: Year in Review – presented by Jenny Narvaez
3. High-Speed Rail Update – presented by Kevin Feldt

The NCTCOG public meeting was 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 meeting are available at [www.nctcog.org/input](http://www.nctcog.org/input), and a video recording was posted at [www.nctcog.org/video](http://www.nctcog.org/video).

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

**Summary of Presentations*****Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC  
Funding Program presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/11/Strat-Partner-Pres.pdf>

***Handout:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/11/Strat-Partner-Handout.pdf>

In April 2017, a process to select projects via several funding programs was presented to the RTC. Projects were categorized into 11 programs, and project selection has occurred in stages throughout 2017 and 2018.

The purpose of the strategic partnerships portion of the Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Funding Program is to coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-RTC funds and advance project development. Eligible projects for this portion must have local partners contributing more than a 20 percent match, and the project must be of strategic importance to the region.

The purpose of intersection improvements is to coordinate with local agencies and TxDOT to identify intersections that need safety and traffic flow improvements. Selection criteria considered for this portion of the program include air quality benefits, cost effectiveness and current traffic volumes.

The purpose of the metropolitan transportation plan (MTP) policy bundle transportation development credit (TDC) funding is to provide agencies with an opportunity to use MTP policy bundle TDCs on federally eligible local projects. Projects must be new and eligible to receive federal funds under Title 23 (Highway Program) or Title 49 (Transit Program) of the US Code. Selection criteria considered include current traffic volumes, air quality benefits, cost effectiveness and whether or not additional lanes are warranted.

Staff is proposing to allocate more than \$225 million in funding through this program to various projects in the region. All details will be finalized before the RTC takes action on the Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Funding Program in December 2018.

***Air Quality: Year in Review presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/11/AQ-Review.pdf>

Ten counties in North Texas violate federal standards for having high concentration of ground-level ozone, according to designations set forth by the Environmental Protection Agency (EPA). This designation is known as nonattainment.

North Texas is currently under two ozone standards, one for 2008 and one for 2015. The attainment deadline for the 2008 standard was July 20, 2018. The region did not meet the standard, and therefore, its air quality status has been reclassified as serious. The nonattainment deadline for the 2015 standard is August 3, 2021.

NCTCOG staff completed many initiatives in 2018 to help improve air quality, including contracting with the EPA to award \$2 million to replace diesel vehicles and equipment, streamlining alternative fuel vehicle purchasing and facilitating collaborations and partnerships. Additionally, the AirCheckTexas Program assisted consumers in repairing and replacing more than 55,000 vehicles, while the Dallas-Fort Worth Clean Cities Coalition helped reduce more than 23 million gallons of petroleum use. NCTCOG also hosted its own National Drive Electric Week (NDEW) event at the Grapevine Mills, where over 169 EVs gathered. It was the 2nd largest NDEW event in the country behind San Diego.

***High-Speed Rail Update presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/11/HSR-Pres.pdf>

There are several types of high-speed rail. Regional rail and intercity rail are conventional passenger rails that operate at up to 79 mph. Higher speed rail operates at between 70 and 110 mph while high-speed rail operates at more than 110 mph.

The Hyperloop, a new mode of transportation that moves passenger and cargo vehicles through a near-vacuum tube using electric propulsion, is another technology being incorporated into high-speed rail studies throughout the region.

There are currently three major high-speed rail projects in North Texas: Dallas-to-Houston, Fort Worth-to-Dallas and Fort Worth-to-Laredo. The Dallas-to-Houston project is being managed by Texas Central. A Dallas station location has been identified for this particular project, and coordination efforts among the Texas Central project, City of Dallas Station Zone Assessment, Dallas Area Rapid Transit (DART), TxDOT and NCTCOG are ongoing. Current activity highlights include a draft environmental impact statement and construction activity preparation.

Fort Worth and Arlington station area studies have been completed for the Fort Worth-to-Dallas project. A Dallas station area study is currently being conducted, and NCTCOG staff completed a preliminary alignment analysis. The next step for this project is consultant procurement for the federal environmental impact study, which will last approximately 36 months. The main goal of this study is to attain a record of decision from the Federal Railroad Administration (FRA).

TxDOT attained a planning-level record of decision from the FRA for the Fort Worth-to-Laredo project. NCTCOG staff is revisiting DFW alignment alternatives, investigating Hyperloop technology applicability, refining the project for an environmental study and coordinating with all MPOs involved in the project.

## **ORAL COMMENTS RECEIVED AT MEETING**

### **Air Quality: Year in Review**

#### **Gary Hennessey, Citizen**

- A. Factors included in air quality studies

*Question:* Do the air quality studies consider certain emitters such as dry cleaners? If not, is there another organization that analyzes those types of sources?

*Summary of response by Jenny Narvaez:* Our studies focus on modes of transportation, but yes, the Texas Commission on Environmental Quality (TCEQ) does analyze other sources of pollution.

### **High-Speed Rail Update**

#### **Gary Hennessey, Citizen**

- A. High-speed rail collaboration with airlines

*Question:* High-speed will be in direct competition with all the airlines. There are dozens of flights back and forth between Dallas and Houston. Is there any possibility of collaboration between high-speed rail and some of the airports?

*Summary of response by Kevin Feldt:* Yes, it is possible, and the airlines seem to actually prefer not to offer the shorter distance flights because they aren't as profitable. Southwest and American Airlines seem to be in favor of the high-speed rail.

## **Other**

### **Gary Hennessey, Citizen**

#### A. Current transportation studies

*Question:* Do we have any current studies going on?

*Summary of response by Kevin Feldt:* Yes, we are conducting a study in Dallas on how to connect services. We have a section in Mobility 2045 on people movers, and we want to incorporate multimodal transportation into the region's system. We want to be able to provide people with choices.

### **Nick Norman, Citizen**

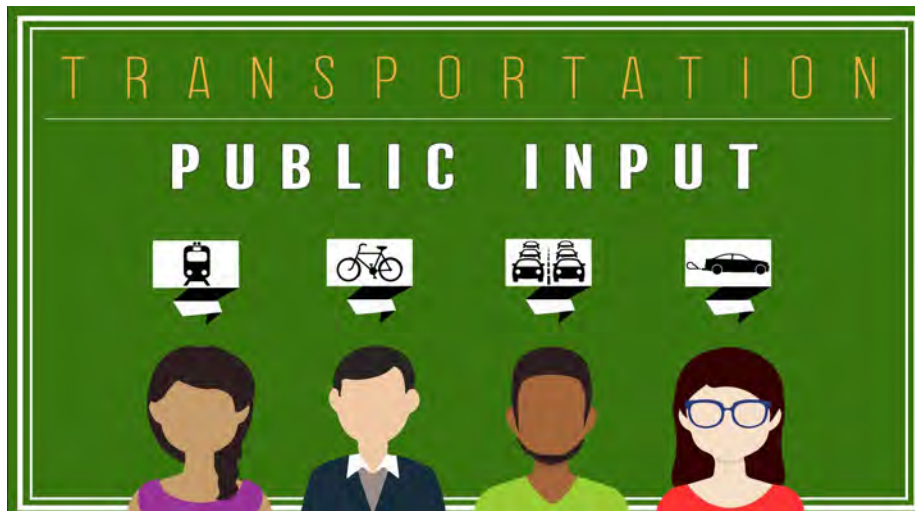
#### A. Connecting different transportation modes

*Comment:* The River Legacy Park trail was just extended and it's almost to Highway 360. It would be nice to be able to ride a bike to the train terminal.

*Summary of response by Christie Gotti:* We have actually funded this initiative. It's part of the Regional Trail corridor project connecting five participating cities: Arlington, Dallas, Fort Worth, Grand Prairie and Irving. They funded the last connections for the project at our October RTC meeting.

## **WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

No public comments were received via website, email or social media.



## WHAT DO YOU THINK? TELL US.

Information will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment Dec. 10, 2018 - Jan. 8, 2019. To request printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

**Proposed Modifications to the List of Funded Projects**  
A comprehensive list of funded transportation projects through 2022 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis. To view the current set of project modifications, visit [www.nctcog.org/trans/tip/](http://www.nctcog.org/trans/tip/).

### RESOURCES AND INFORMATION

- AirCheckTexas Drive a Clean Machine:  
[www.airchecktexas.org](http://www.airchecktexas.org)

# WWW.NCTCOG.ORG/INPUT



NCTCOGtrans



North Central Texas  
Council of Governments

## REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area since 1974, are seeking public input.

Submit comments and questions to NCTCOG:  
Email: [transinfo@nctcog.org](mailto:transinfo@nctcog.org)  
Website: [www.nctcog.org/input](http://www.nctcog.org/input)  
Fax: 817-640-3028  
Phone: 817-695-9240  
Mail: P.O. Box 5888  
Arlington, Texas 76005

For special accommodations due to a disability or for language translation, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org). Reasonable accommodations will be made. Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org). Se harán las adaptaciones razonables.

**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 Thursday, September 20, through Friday, October 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments received were about plans for future projects, including Mobility 2045, transit systems and autonomous vehicles.

**Bicycle & Pedestrian**

**Twitter**

1. Dallas does a great job with transportation arteries but needs much more development on its capillaries. #bike #walk @NCTCOGtrans – Kirk Teske (@KirkTeske)



**Facebook**

1. Survey: North Texans want more dedicated bike lanes



Check out the link to the survey results the NCTCOG Transportation Department has put together in the article.

<http://fortworthtexas.gov/news/2018/10/Bike-Lane-Survey/> – BikeDFW



### **Innovative Vehicles & Technology**

#### **Facebook**

1. Here's when DFW's bullet train, hyperloop, driverless cars and flying taxis are set to take off:  
<http://bit.ly/2QHupls> – NCTCOG Transportation Department



We can't wait!!!! ETA - RAIL: Texas Central Advocates!!! Bullet Trains USA!!!! – Curtis Garrison

### **Project Planning**

## Twitter

1. "Make no little plans."

I sure wish @NCTCOGtrans #Mobility2045 plan were as intensely focused on growing #TransitAlternatives!

Instead it really seems to set the tone for another generation of #autocentric planning... – Loren S. (@txbornviking)

**Rail Passengers Association** @narprail

In planning for greater D.C.'s transportation future, a look at the practical and beyond. @washingtonpost ow.ly/ikAG30IWcod

2. Ahem @NCTCOGtrans & @TxDOT... – Loren S. (@txbornviking)

**Frank GhOREy** 🍁🎃🌱👤 @robyniko

Local and state governments spend more money on studies of a sci-fi boondoggle than they do on their actual real life transit systems.  
twitter.com/PlanPhilly/sta...

3. .@NCTCOGtrans care to revisit the 2045 plan with actual intentional planning or should inertia continue to rule the day? – patrick kennedy (@WalkableDFW)



**Major Climate Report Describes a Strong Risk of Crisis as Early as 2...**

A landmark United Nations report paints a far more dire picture of the immediate consequences of climate change than previously thought and...

[nytimes.com](http://nytimes.com)

Congratulations, Earth, for staving off doomsday by 24 years! – MWZH (insert 40 emojis) (@MWZH!)

**Jan. 26, 2016 is Al Gore's 10-year Global Warming Doomsd...**

Today is Al Gore's Global Warming Doomsday by Dr. Ed Berry  
Here we are on January 26, 2016. Do you feel the heat? Do you see the clouds are gone and the sky is glowing red? Ten years

[climatedepot.com](http://climatedepot.com)

4. Had Clint Hail from @NCTCOGtrans talk to my class about AVs and the future of cities in the #DFW region @UTAcappa. The future is almost here! #MinorinUrbanPlanning #AutonomousVehicles #IntrotoUrbanLife – Tahereh (@taherehGran)

5. He's \*almost\* as cool as #AVs. 😊 – NCTCOGTransportation (@NCTCOGtrans)

**Tahereh @taherehGran**

Had Clint Hail from @NCTCOGtrans talk to my class about AVs and the future of cities in the #DFW region @UTAcappa. The future is almost here!  
#MinorinUrbanPlanning #AutonomousVehicles #IntrotoUrbanLife

AVs? – J Whitehead (@adxwsooner)

Autonomous vehicles! – NCTCOGTransportation (@NCTCOGtrans)

### Public Meetings & Forums

#### Twitter

1. SAVE THE DATE: October 30, 2018 at 10am-2pm a #Propane #Autogas Lunch & Learn sponsored by @PropaneCouncil and hosted by @NCTCOGtrans Register now at <http://www.dfwcleancities.org/dfw-clean-cities-meetings> ... #Dallas #DFW #cleanair – Propane:FuelingTexas (@FuelingTexas)

Join PERC and DFW Clean Cities for:

**PROPANE  
AUTOGAS  
LUNCH & LEARN**

Learn how you can improve your fleet's emissions footprint, reduce fuel costs, explore propane vehicles on site, network with propane professionals and more!

October 30, 2018

10am-2pm

NCTCOG  
Transportation  
Council Room  
616 Six Flags Dr.  
Arlington, TX  
76011

Lunch will be provided. Register by October 25.  
[www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings)  
[cleancities@nctcog.org](mailto:cleancities@nctcog.org)

North Central Texas  
Council of Governments

Dallas-Fort Worth  
CLEAN CITIES

2. Thursday - NOCoE Webinar on ICM for Urban and Rural Applications: Join state and regional leaders in #ICM to hear about successes and lessons learned from agencies who've deployed ICM on their roadways. <https://bit.ly/2Nfz0Ji> #TSMO #THISisITS @ncdot @mdsha @NCTCOGtrans @azdot – NOCoE (@NOCoEOps)




3. Michael Morris @NCTCOGtrans @NTxCommission shares that DFW congestion down 9% as population grows rapidly. Investments made in user pay road improvements are doing what they were intended to do. #NTX86th – Bob Jameson (@BobJamesonFW)



### **Facebook**

1. SAVE THE DATE: October 30, 2018 at 10am-2pm a #Propane #Autogas Lunch & Learn sponsored by Propane Education & Research Council and hosted by NCTCOG Transportation

Department DFW Clean Cities. Register now at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings) #Dallas #DFW #cleanair – Propane Autogas: Fueling Texas



Join PERC and DFW Clean Cities for:

## PROPANE AUTOGAS LUNCH & LEARN


Learn how you can improve your fleet's emissions footprint, reduce fuel costs, explore propane vehicles on site, network with propane professionals and more!

**October 30,  
2018**

**10am-2pm**

**NCTCOG  
Transportation  
Council Room  
616 Six Flags Dr.  
Arlington, TX  
76011**

Lunch will be provided. Register by October 25.  
[www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings)  
[cleancities@nctcog.org](mailto:cleancities@nctcog.org)



## Transit

### Twitter

1. Muchas gracias Forest Hill, Condado de Tarrant, Comisionado @RoyCBrooks, Detra Whitmore con @TrinityMetro, y el Consejo de Transporte Regional @NCTCOGtrans por este servicio nuevo de tránsito a la comunidad.

#ColaboracionesdeTransito

#UtilizeTrinityMetro – Sal Espino (@SAL\_FW)



2. Thank you Forest Hill, @TarrantCountyTX, Comm @RoyCBrooks, Detra Whitmore w/@TrinityMetro, & Regional Transportation Council (RTC) @NCTCOGtrans for bringing transit service to this community.

#TransitPartnerships

#RideTrinityMetro

#MasterPlaninAction



**Facebook**

1. It's opening day at the State Fair of Texas and we just had the greatest idea... save money, time and stress by riding DART to the Fair! Here's the schedule for your convenience 😊:  
<https://www.dart.org/statefair/statefair.asp> – NCTCOG Transportation Department



To add to this post, DART's Green Line light rail, which has fair stops at both Fair Park and MLK stations, also connects to DART's other light rail lines at Pearl, St. Paul, Akard and West End stations in downtown Dallas, as well as to the TRE at Victory Station and to DCTA's A-Train at Trinity Mills Station, as these are all terrific and relaxing ways to



get to the fair to help reduce car traffic, road congestion, and parking hassles! – Paul McManus

### Other

#### Twitter

1. In the @NCTCOGtrans Progress North Texas 2018 Report, congestion data suggests mobility is improving in the DFW area. The report cites the @TEXpress lanes are helping accommodate growth, #mobility and expansion.

<https://www.nctcog.org/trans/about/publications/pnt/2018> ... – Cintra (@Cintra\_USA)



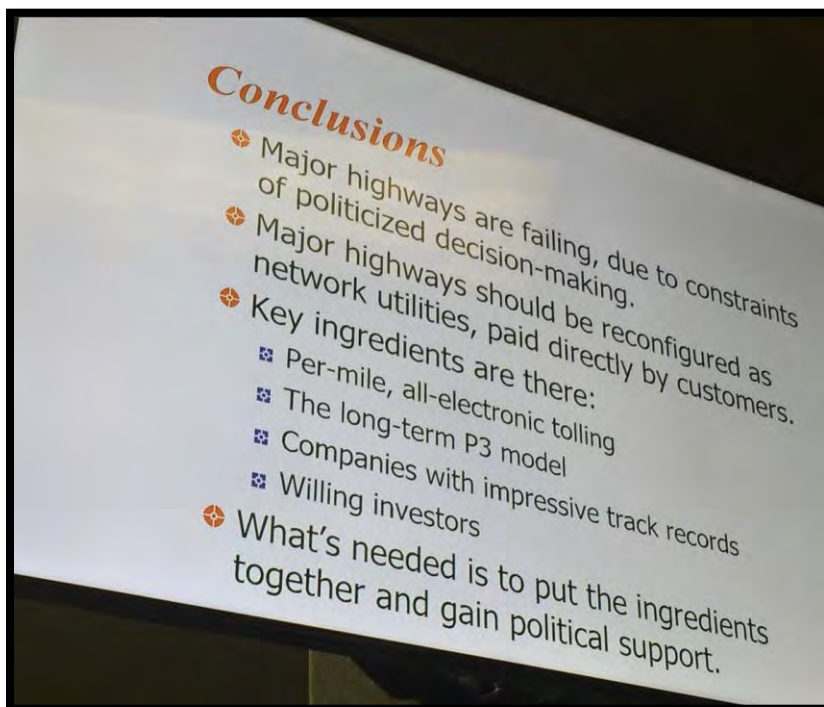
2. About 40 semi trucks @ATTStadium to put on this show....that's a lot of diesel spewing... @NCTCOGtrans are they allowed to idle? – Kim Feil (@kimfeil)



3. Rethinking America's Highways - A Book Talk with Robert Poole, Director of Transportation Policy at @reason. Happening at @utarlington. @NCTCOGtrans – Ctedd (@C\_TEDD)



4. Robert W. Poole, author "Rethinking America's Highways" @NCTCOGtrans argues to view highways as public utilities—like electricity, telephones & water supply; highway investments motivated by economic factors. #txlege – Mosaic Strategy (@mosaic\_sp)





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

## November 2018

### Calendar

**November 2, 11 am**

**DRMC**

North Texas Tollway Authority  
5900 Plano Parkway  
Plano, TX 75093

**November 8, 1 pm**

**Regional Transportation Council  
NCTCOG**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**November 9, 11 am**

**TRTC Annual Meeting**

Omni Fort Worth Hotel  
Texas Ballroom  
1300 Houston St.  
Fort Worth, TX 76102

**November 13, 6 pm**

**Public Meeting**

NCTCOG  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**December 7, 1:30 pm**

**Surface Transportation  
Technical Committee**

NCTCOG  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

### **RTC approves \$36.74M for key bike-ped connections**

The Regional Transportation Council recently approved \$36.74 million toward significant expansions to the growing network of bicycle-pedestrian trails in Dallas-Fort Worth to improve access to transit, jobs, schools and other major destinations. This federal funding will pay for expansion of the Fort Worth-to-Dallas Regional Veloweb Trail and for crucial parts of the Cotton Belt Regional Trail. With the addition of local matching funds, this recent investment in the trails will top \$40 million.

There will be \$9.08 million in federal funding for construction of 3.1 miles of the Fort Worth-to-Dallas Regional Veloweb Trail that will complete a continuous 53-mile trail southern alignment connecting Fort Worth, Arlington, Grand Prairie, Irving and Dallas.

The approved section of the Fort Worth-to-Dallas trail will connect the existing Mike Lewis Trail in Grand Prairie to the Trinity Railway Express Centreport/DFW Airport Station in Fort Worth and the River Legacy Trail near State Highway 360 in Arlington. All sections of the regional trail southern alignment are anticipated to be complete by 2023.

Additionally, the RTC committed \$8.20 million toward the engineering design of a 26-mile Cotton Belt Trail and \$19.46 million toward the construction of 8.5 miles of the trail, including trail bridges over major roadways, as part of the Dallas Area Rapid Transit Cotton Belt commuter rail line project.

The Cotton Belt Trail will ultimately connect with the existing Cotton Belt Trail in Grapevine, which currently extends westward through several cities in Tarrant County.

In addition to the funding approved by the RTC, the Dallas County Commissioners Court took action September 4, to approve \$4.94 million toward construction of an additional 3.3 miles of the Cotton Belt Trail.

---

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



## **Automated Vehicle Program 2.0 to provide planning resources for AVs**

The Regional Transportation Council recently approved the Automated Vehicle Program 2.0, which will guide the North Central Texas Council of Governments through the next generation of AV development. NCTCOG is believed to be the first metropolitan planning organization in the nation to pass a significant funding program for automated vehicles and seeks to promote an environment that encourages innovation in all transportation sectors. This is the latest move by NCTCOG's Automated Vehicle Program, which was formed to advance development and deployment of transportation technologies with the potential to deliver safer, more efficient transportation.

The region is attracting more attention from the AV developer community for a variety of AV deployment types, such as robo-taxis and freight delivery. The program will provide eligible public entities assistance with planning and implementation while helping with AV deployment in underserved communities.

The AV Program 2.0 consists of three elements:

**Planning:** Provide assistance for public entities that are planning ahead for the deployment of AVs (\$1.5 million)

**Implementation Costs:** Funding to help public entities cover infrastructure, equipment, safety, public education and other costs incurred when an AV deployment comes to a community (\$10 million)

**Regional Priority Projects:** AV deployment projects supporting use cases/communities that have not attracted AV developer interest (\$20 million)

This program is designed to provide planning resources for DFW communities and other public entities to get ready for AVs while advancing regional mobility goals. This includes providing funding for strategic regional investments in AV services in communities and exploring use cases that may be overlooked by the AV developer communities. AV 2.0 encourages effective public-private partnerships with the AV developer community by reimbursing public entities for costs they incur in those partnerships. The RTC's intention is to position DFW as a leader in development/deployment of AVs.

## **Part of IH 30 in Arlington set for weekend closure Nov. 9 for bridge demolition**

Both eastbound and westbound Interstate Highway 30 main lanes near State Highway 360 are scheduled for a weekend closure beginning at 7 pm Friday, November 9 for bridge removal at SH 360. The lanes between Collins Street and the President George Bush Turnpike are expected to reopen at 5 am Monday, November 12. Traffic will be detoured during the closure, with drivers asked to use SH 180 (Division Street).

Eastbound traffic will exit Collins Street and continue south to Division Street. Motorists will then turn north onto SH 161 and enter the President George Bush Turnpike to travel north or east (entry is not tolled). Westbound traffic will be detoured onto the southbound lanes of the Bush Turnpike to exit SH 180/Main Street (free exit). They will turn west onto Main, turn north on Collins and then return to IH 30 via the westbound frontage road. For more information, including a map, visit

[www.keep30360moving.com](http://www.keep30360moving.com).

## Alternative fuel corridor nominations to reopen

The Federal Highway Administration (FHWA) has opened the third round of alternative fuel corridor nominations.

The request for nominations enables various stakeholders, such as State and local governments, to provide meaningful feedback on how to improve the mobility of passenger and commercial vehicles utilizing alternative fuels and electric charging. Most of the region's interstate highways, except IH 820 and IH 635, have been identified Alternative Fuel Highway Corridors.

Feedback provided by stakeholders will help guide the strategic deployment of this critical infrastructure along national highway system corridors.

The current round of nominations invites stakeholders to propose additional corridors and build upon currently designated corridors to support the development of a robust national network of alternative fueling and charging infrastructure.

For more information about the nomination process, please visit [www.fhwa.dot.gov/environment](http://www.fhwa.dot.gov/environment). To submit comments, contact DFW Clean Cities at [cleancities@nctcog.org](mailto:cleancities@nctcog.org).

The deadline for submitting nominations is January 31, 2019.

# REGIONAL News

## Texas LoanSTAR program provides energy help

The Texas LoanSTAR (Saving Taxes and Resources) Revolving Loan Program provides low-interest loans to assist Texas public institutions by financing their energy-related, cost-reduction retrofit projects.

Loan recipients may be cities, counties, school districts, State agencies, public institutions of higher education and tax-supported public hospital districts.

Renewable energy efficiency projects are strongly encouraged to apply for funding through this new program. These can include the installation of rooftop solar water and space heating systems, geothermal heat pumps, and small wind and solar-thermal systems.

The deadline for submitting applications is August 30, 2019. For more information, visit [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding). Through last year, the program had provided more than 290 loans worth more than \$457 million, according to the comptroller's website.

The program has helped recipients save more than \$571 million in energy costs.

## Incentives could help with purchase of EVs



Are you thinking about purchasing an electric vehicle to save on gasoline? It may be more affordable than you think.

Did you know that you could get up to \$13,500 for purchasing an Electric Vehicle? Right now the federal government is offering up to \$7,500 dollars for the purchase of a new qualified plug-in electric vehicle (PEV). Additionally, Texas residents are eligible to receive up to \$2,500 for a qualified EV.

And if you live in the North Texas area, the AirCheckTexas Drive a Clean Machine Program provides individuals who meet program requirements, a voucher for up to \$3,500 toward an EV up to three model years old.

Find more information regarding these incentives at [www.dfwcleancities.org/evnt](http://www.dfwcleancities.org/evnt).

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

\*\*\*

## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

### **\$36.74 million**

The amount of federal funding approved by the RTC for significant expansions to the growing network of bicycle-pedestrian trails in Dallas-Fort Worth.

# **PUBLIC** *Involvement*

## **Public encouraged to provide transportation input**

NCTCOG will host a public meeting in November to address and seek public input on the Strategic Partnerships Round 3 Program, High-Speed Rail initiatives and the region's air quality.

The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive, at 6 pm Tuesday, November 13.

Staff will present details on the projects and programs being proposed for federal mobility and air quality funding. These projects either leverage funds from local partners, contribute to intersection improvements or qualify for federal toll credits.

Each of the projects is evaluated based on its technical merits and will be available for review and comment.

Additionally, staff will provide updates on the Fort Worth-to-Laredo high-speed rail project, along with a progress report on the Dallas-to-Fort Worth and the Dallas-to-Houston projects.

The meeting will also include a review of this year's preliminary ozone season results and highlight the accomplishments of various air quality projects. Ozone season in North Texas ends November 30, and the region continues to make progress in its effort to meet federal standards.

Staff will conclude with resources and information on electric vehicle incentives and qualifications available in Texas through AirCheckTexas.

For more information on which EVs qualify for rebates, visit [www.dfwcleancities.org/evnt](http://www.dfwcleancities.org/evnt). To verify EV eligibility and learn more about AirCheckTexas, visit [www.airchecktexas.org](http://www.airchecktexas.org).

To watch the meeting online, click the "live" tab at [www.nctcog.org/video](http://www.nctcog.org/video). A recording of the presentations will also be posted at [www.nctcog.org/input](http://www.nctcog.org/input).

---

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 TEAMING UP WITH BICYCLISTS

## *New interactive survey intended to increase level of engagement*

**DALLAS** — Aiming to make bicycling a more viable transportation option, TxDOT recently presented a regional plan to add nearly 4,000 miles of bicycle trails in North Texas over the next 40 years.

TxDOT's Dallas District partnered with the North Central Texas Council of Governments to hold public hearings in October to discuss transportation projects that would add more cycling trails to the state transportation system. In addition, the outreach effort includes information on programs and policies affecting bicycle use on the state system.

Cyclists are being asked to participate in a new interactive survey — a first for the Dallas District — about issues they face on roadways. The survey asks riders to list some of the most common barriers hampering accessibility, which could include poor pavement conditions, bad driver behavior or not enough bicycle parking.

Riders also are asked how comfortable and safe they feel on different types of trails, including shared-use pedestrian paths, designated bike lanes and wide shoulders along more rural roadways.

Michelle Raglon, TxDOT's lead public information officer in Dallas, said the bicycling community in North Texas is growing fast because it is such an inexpensive and efficient form of transportation.

"Riding a bicycle may help reduce traffic congestion and improve air quality within our community," Raglon said. "Every trans-



SOURCES: Texas Department of Transportation; North Central Texas Council of Governments.

TxDOT image

**A screenshot image of the online survey's home page.** Users can take the survey online at this address: <https://dfwbike.metroquest.com/>

portation agency, including TxDOT, has a responsibility to improve conditions and opportunities for bicycling and to integrate bicycling into our transportation systems."

As a matter of policy, TxDOT considers bicyclists in the development of all transportation projects; as part of design, construction and maintenance of state roadways and federally funded transportation projects.

The Dallas District works with local entities to identify bicycle and pedestrian connectivity projects, and to implement and

improve safety and connectivity between current and planned regional transportation networks.

TxDOT is hoping the new interactive survey will help increase communication with cyclists as the state sets its sights on a conceptual network of bike trails that would stretch more than 8,000 miles.

"The bicycle community is an engaged community," Raglon said. "We are confident they will be active participants in helping TxDOT shape the future of cycling in Texas." ■

## OCTOBER 2018 LET PROJECTS (SUBJECT TO CHANGE)

| CSJ NUMBER                                   | HWY          | LIMITS | TYPE OF WORK   | EST. (M)   | BID (M)          | (%)            | EST. TOTAL COSTS (M)** | CONTRACTOR     |  |
|--|--------------|--------|--|--|------------------|----------------|------------------------|----------------|--|
| 1  | 0121-08-019  | FM 55  | SH 31 to 3rd Street in Blooming Grove  | Rehabilitate existing pavement and add shoulders | \$9.51           | \$7.34         | -22.81                 | \$8.40         | A. K. Gillis & Sons, Inc.                |
| 2  | 2964-06-025  | SH 190 | North of Lake Ray Hubbard to south of Miller Road  | Install noise barrier on frontage roads          | \$1.68           | \$1.74         | 3.15                   | \$2.04         | Select Striping LLC                      |
|  | 0047-09-036* | VA     | Various roadways in Collin, Dallas, Denton, Ellis, Kaufman, Navarro, and Rockwall Counties | Seal coat, pavement markings, and markers        | \$15.09          | \$15.17        | 0.53                   | \$16.65        | Brannan Paving Co., Ltd.                 |
|  | 0918-00-286* | VA     | Various locations in the Dallas District   | Installation of traffic signals                  | \$2.50           | \$2.29         | -8.24                  | \$3.42         | American Lighting And Signalization, LLC |
| <b>ESTIMATED OCTOBER 2018 TOTALS</b>         |              |        |  |  | <b>\$28.79</b>   | <b>\$26.55</b> | <b>-7.79</b>           | <b>\$30.51</b> |  |
| <b>DISTRICT FY ACCUMULATIVE LETTINGS</b>     |              |        |  |  | <b>\$43.03</b>   | <b>\$40.32</b> | <b>-6.28</b>           |                |  |
| <b>DALLAS DISTRICT FY LETTING VOLUME CAP</b> |              |        |  |  | <b>\$756.62*</b> |                |                        |                |  |

\* Not mapped.

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

## NOVEMBER 2018 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

| CSJ NUMBER             | HWY         | LIMITS  | TYPE OF WORK            | EST. (M)                      |         |
|------------------------|-------------|---------|-------------------------|-------------------------------|---------|
| 1                      | 0092-13-024 | BI 45-F | At Draw and Briar Creek | Replace bridge and approaches | \$10.16 |
| <b>ESTIMATED TOTAL</b> |             |         |                         | <b>\$10.16</b>                |         |

\*Not mapped.

## COMPLETED CONSTRUCTION PROJECTS (FROM OCTOBER 1 – 31, 2018)

| CSJ NUMBER             | HWY         | LIMITS | TYPE OF WORK  | COST (M)                               | COMPLETION DATE |            |
|------------------------|-------------|--------|---|--|-----------------|------------|
| 1                      | 0387-01-014 | FM 75  | Main Street to CR 461   | Reconstruct existing pavement          | \$1.44          | 10/24/2018 |
| 2                      | 2374-02-149 | I-635  | At Elam Road; At Lake June Road                               | Landscape enhancement                  | \$.82           | 10/22/2018 |
| 3                      | 2374-03-077 | I-20   | West of Haymarket Rd. to West of US 175 in the City of Dallas | Construct FR and ramps connecting I-20 | \$7.38          | 10/08/2018 |
| 4                      | 0918-18-126 | CR     | NW CR 2310 at Rush Creek                                      | Replace bridges and approaches         | \$1.12          | 10/05/2018 |
| <b>ESTIMATED TOTAL</b> |             |        |   | <b>\$10.76</b>                         |                 |            |

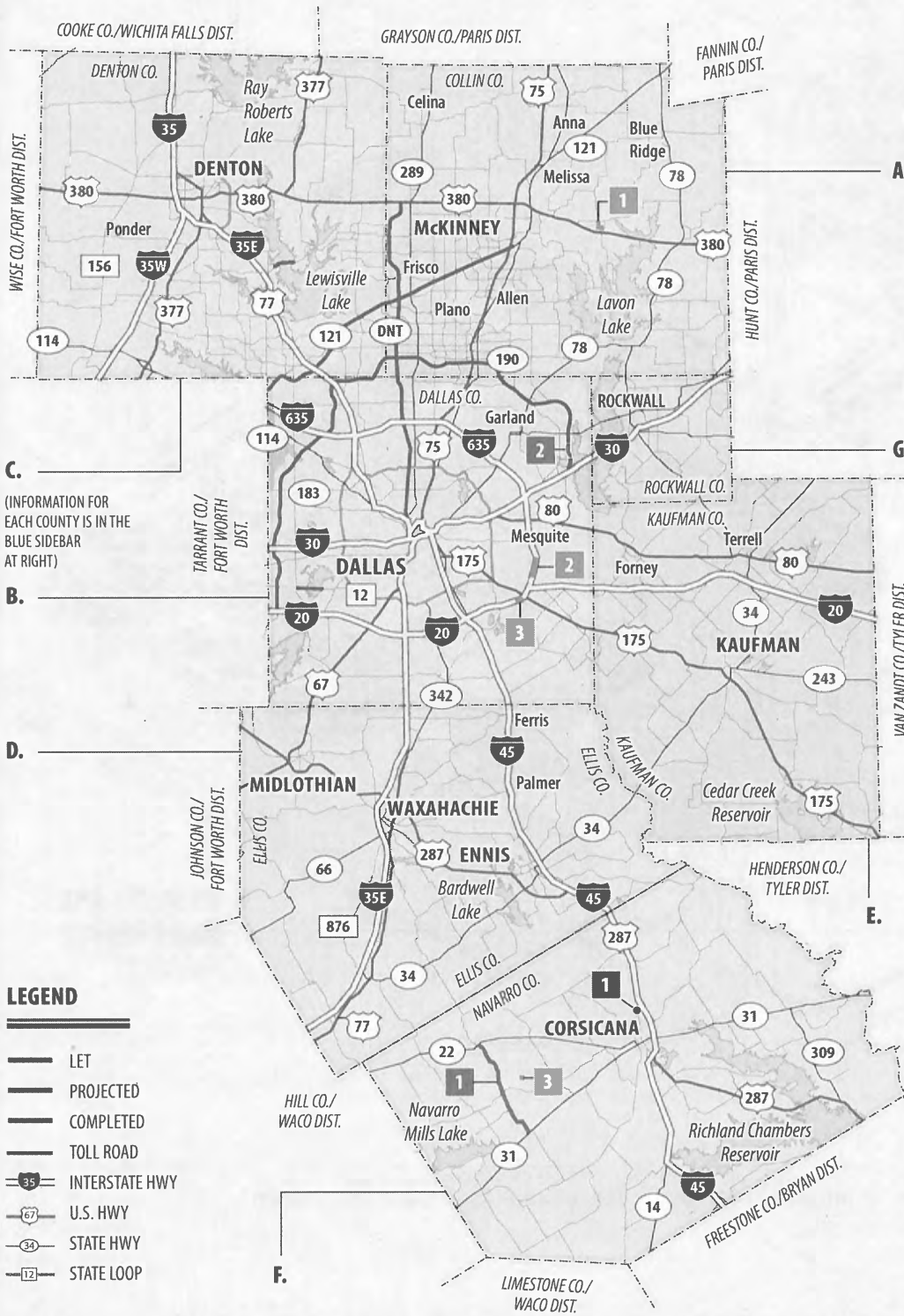
SOURCE: Texas Department of Transportation.

TxDOT graphic



# 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.

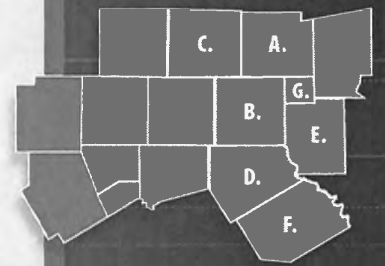


C. (INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

## LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD
- INTERSTATE HWY
- U.S. HWY
- STATE HWY
- STATE LOOP

SOURCE: TxDOT research.  
\*POPULATION ESTIMATE: NCTCOG.



## 2018 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,016,333  
\*POPULATION ESTIMATE | 4,793,900  
LANE MILES | 10,624.968

### A. | COLLIN COUNTY

VEHICLE REGISTRATION: 783,712  
\*POPULATION ESTIMATE: 969,730  
LANE MILES: 1,445.857

### B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,141,401  
\*POPULATION ESTIMATE: 2,529,150  
LANE MILES: 3,359.795

### C. | DENTON COUNTY

VEHICLE REGISTRATION: 655,273  
\*POPULATION ESTIMATE: 844,260  
LANE MILES: 1,548.110

### D. | ELLIS COUNTY

VEHICLE REGISTRATION: 174,366  
\*POPULATION ESTIMATE: 183,360  
LANE MILES: 1,526.164

### E. | KAUFMAN COUNTY

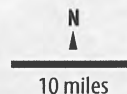
VEHICLE REGISTRATION: 119,998  
\*POPULATION ESTIMATE: 119,670  
LANE MILES: 1,205.854

### F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 52,268  
\*POPULATION ESTIMATE: 49,740  
LANE MILES: 1,192.820

### G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 89,315  
\*POPULATION ESTIMATE: 97,990  
LANE MILES: 346.368



# 1. FUNDING SOURCES



Motor Fuel Taxes



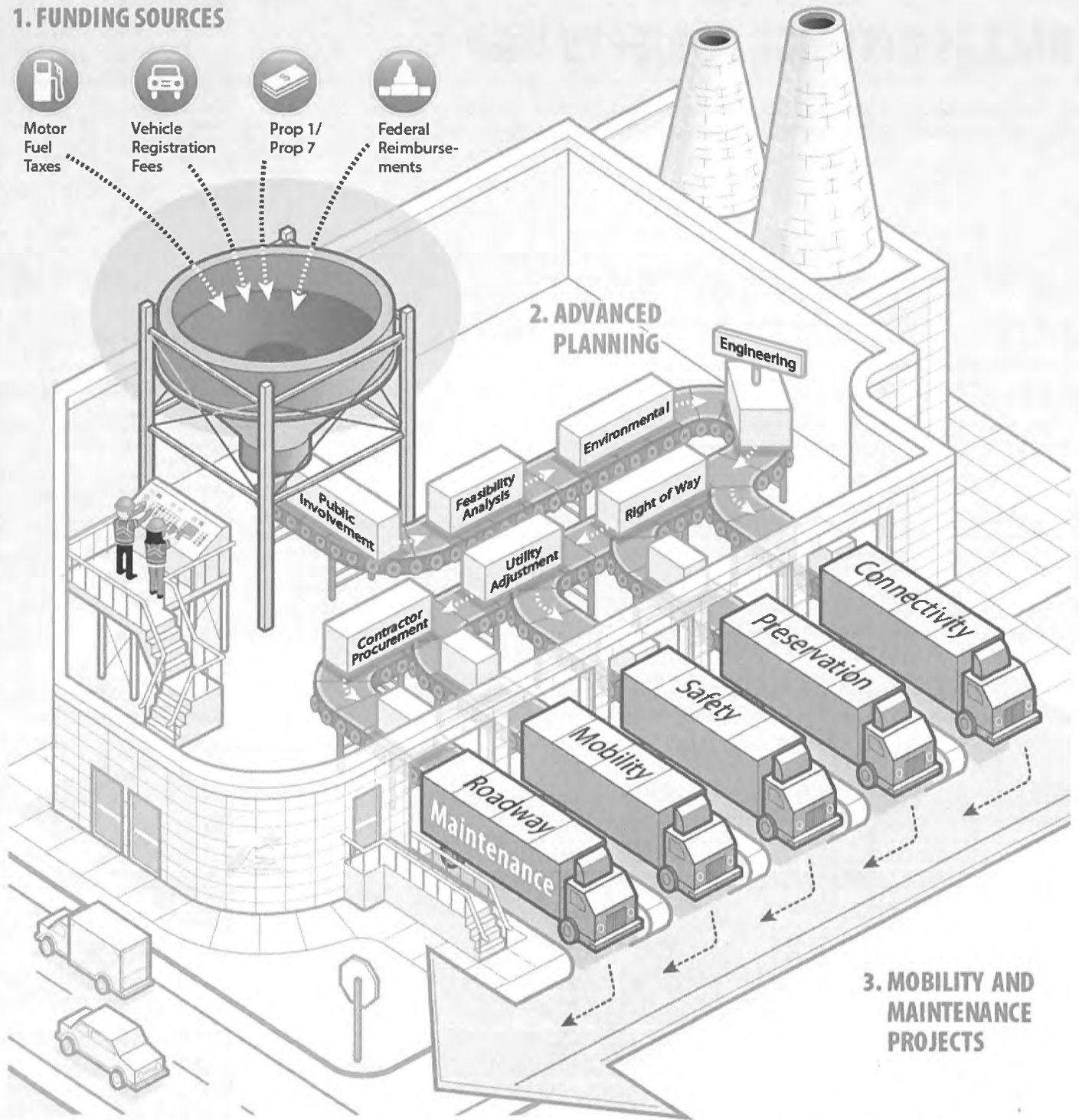
Vehicle Registration Fees



Prop 1/  
Prop 7



Federal Reimbursements



SOURCE: Texas Department of Transportation

DEAN HOLLINGSWORTH/TxDOT Information Specialist



**Chris B. of Dallas:** "Thank you so much for the fast response and repair at this location."

SOURCE: Texas Department of Transportation.

TxDOT graphic

## 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](http://www.txdot.gov)



### REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/form.html?form=Report a Pothole](http://www.txdot.gov/contact-us/form.html?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>