

AGENDA

REGIONAL TRANSPORTATION COUNCIL Thursday, October 10, 2019 North Central Texas Council of Governments

1:00 pm

Full RTC Business Agenda (NCTCOG Guest Secured Wireless Connection Password: rangers!)

1:00 – 1:10

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840**

☒ Information Minutes: 10

Item Summary: This item provides an opportunity for the public to speak on meeting agenda items. A Speaker Request Card is available at the main table. Please provide a Speaker Request Card to the North Central Texas Council of Governments designated staff person. For today's meeting, public comments will be heard on all items.

Background: N/A

1:10 – 1:15

2. **Approval of September 12, 2019, Minutes**

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Andy Eads, RTC Chair

Item Summary: Approval of the September 12, 2019, minutes contained in [Reference Item 2](#) will be requested.

Background: N/A

1:15 – 1:20

3. **Consent Agenda**

☒ Action ☐ Possible Action ☐ Information Minutes: 5

3.1. **Transportation Improvement Program Modifications**

Presenter: Ken Bunkley, NCTCOG

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

Background: November 2019 revisions to the 2019-2022 TIP are provided as [Electronic Item 3.1](#) for the Council'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

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

Presenter: Vickie Alexander, NCTCOG

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

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2020 and FY2021 UPWP identifies the activities to be carried out between October 1, 2019, and September 30, 2021. Amendments to this document are being proposed to reflect project updates and funding adjustments. The proposed amendments have been posted on the NCTCOG website for public review and comment, and are also included as [Electronic Item 3.2.1](#). Additional information is provided in [Electronic Item 3.2.2](#). Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting. The Surface Transportation Technical Committee is scheduled to take action on the modifications at its October 4, 2019, meeting.

Performance Measure(s) Addressed:

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

1:20 – 1:35

4. **Orientation to Agenda/Director of Transportation Report**

☐ Action ☐ Possible Action ☒ Information Minutes: 15
Presenter: Michael Morris, NCTCOG

1. Thank You to the City of Irving for Hosting the Regional Transportation Council (RTC) at the Irving Transportation Investment Summit
2. Upcoming Workshops/Subcommittees Approved by the RTC Chair
3. Design Conflicts: Ongoing Conversations on IH 345 and Dallas Area Rapid Transit D2 Line
4. 2018 Safety Performance Report ([Electronic Item 4.1](#))
5. Traffic Incident Management Executive Level Course November 2019 Training Invitation ([Electronic Item 4.2](#))
6. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
7. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
8. Status Report on Ozone ([Electronic Item 4.3](#))
9. Environmental Protection Agency Recognition of SmartWay Affiliation (www.nctcog.org/smartway)
10. East/West Equity Update ([Electronic Item 4.4](#))
11. 511DFW Fact Sheet ([Electronic Item 4.5](#))

- 12. October Public Meeting Notice ([Electronic Item 4.6](#))
- 13. September Online Input Opportunity Minutes ([Electronic Item 4.7](#))
- 14. Public Comments Report ([Electronic Item 4.8](#))
- 15. Recent Correspondence ([Electronic Item 4.9](#))
- 16. Recent News Articles ([Electronic Item 4.10](#))
- 17. Recent Press Releases ([Electronic Item 4.11](#))
- 18. Transportation Partners Progress Reports

1:35 – 1:45

5. Next Steps with the Texas Department of Transportation

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

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

Background: With the completion of this year's Unified Transportation Program (UTP) in August 2019, staff would like to reinitiate previously successful policies that led to an aggressive combination of projects in the Dallas-Fort Worth region. Efforts are underway to develop these policy elements in order to influence project programming for next year's UTP. Such policy items as the importance of partnership, innovative funding, and formula allocation, as well as good government principles to advance tolled managed lanes, will be discussed.

Performance Measure(s) Addressed:

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

1:45 – 1:55

6. Regional 10-Year Plan Commitments

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

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

Background: In the spring of 2019, the Regional Transportation Council (RTC) approved a series of updates to the Regional 10-Year Plan. Among the changes were the temporary removal of funding from a few projects in the region. Some of this funding was moved to other projects temporarily in order to help leverage additional Category 12 funding from the Texas Transportation Commission (TTC). Other funding was removed permanently. Staff will discuss which projects are proposed to be refunded in the next 10-Year Plan update and which are proposed to remain unfunded. [Electronic Item 6](#) provides additional details about this effort. A copy of the draft letter to Commissioner Duncan Webb, approved at the September 2019 RTC meeting, will be distributed at the meeting.

Performance Measure(s) Addressed:

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

1:55 – 2:05

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

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenters: Michael Morris and Sandy Wesch, NCTCOG

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

Background: The Tier 2 environmental document Request for Proposal is anticipated to be sent out for consultant assistance this fall. Staff would like to present the major work tasks to update the environmental work previously conducted by the Texas Department of Transportation. Additional information is provided in [Electronic Item 7](#).

Performance Measure(s) Addressed:

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

2:05 – 2:15

8. **Hyperloop Certification Facility**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

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

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

Performance Measure(s) Addressed:

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

2:15 – 2:25

9. **Volkswagen Settlement Update and New Call for Projects**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will present an overview of the Texas Volkswagen Environmental Mitigation Program funding distribution to date.

Background: The Texas Commission on Environmental Quality was designated by the Governor as the lead agency for administration of Texas' share of funds under the Environmental Mitigation Trust, which is approximately \$209 million. The Dallas-Fort Worth area was allocated \$33,385,160, of which \$11,684,806 was reserved for bus projects and \$8,346,290 will be allocated to refuse haulers. [Electronic Item 9](#) provides an overview of the trust and a status update of the funding rounds thus far.

Performance Measure(s) Addressed:

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

2:25 – 2:35 10. Transportation 101

- ☐ Action ☐ Possible Action ☒ Information Minutes: 10
- Presenters: Andy Eads, RTC Chair and Amanda Wilson, NCTCOG
- Item Summary: Regional Transportation Council (RTC) Chair Andy Eads will provide an overview of a public education campaign requested for the North Central Texas Council of Governments (NCTCOG) staff to prepare.
- Background: A request has been made for NCTCOG staff to develop a Transportation 101 public education campaign. Previously, education campaigns have been developed on TEXpress Lanes and Funding 101. Elements of these prior efforts will be used. Additional presentation materials, brochures, and videos may be developed. An ongoing effort to develop an enhanced community engagement program that pairs education with seeking public comments earlier in the planning process, as outlined in the Public Participation Plan, will be expedited as part of the Transportation 101 campaign. Elements will be available to RTC and Surface Transportation Technical Committee members to use within their communities, as well as NCTCOG staff.

Performance Measure(s) Addressed:

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

2:35 – 2:45 11. AirCheckTexas Funding

- ☐ Action ☐ Possible Action ☒ Information Minutes: 10
- Presenter: Chris Klaus, NCTCOG
- Item Summary: Regarding locally generated funds from the AirCheckTexas Program, staff will highlight further communication recommended to the Texas Commission on Environmental Quality (TCEQ).
- Background: On August 14, 2019, the TCEQ responded to the Regional Transportation Council's (RTC) request that locally generated interest and rebate funds remain in the region for further emission reductions. The response is provided in [Electronic Item 11.1](#). As specified in intergovernmental contracts amongst the TCEQ and the participating counties, funds generated through use of grant funding are treated as grant funds. Unexpended grant funding goes back into Clean Air Account 151.

[Electronic Item 11.2](#) is a draft letter to the TCEQ requesting its continued review of all options. Staff will bring this item back at the November 10, 2019, meeting for RTC consideration. [Electronic Item 11.3](#) provides additional details.

Performance Measure(s) Addressed:

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

12. **Progress Reports**

☐ Action ☐ Possible Action ☒ Information

Item Summary: Progress Reports are provided in the items below.

- RTC Attendance ([Electronic Item 12.1](#))
- Local Motion ([Electronic Item 12.2](#))

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

14. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.

15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, November 14, 2019***, at the North Central Texas Council of Governments.

REGIONAL TRANSPORTATION COUNCIL
September 12, 2019

The Regional Transportation Council (RTC) met on Thursday, September 12, 2019, at 1:00 pm at the Irving Convention Center. The following members or representatives were present: Tennell Atkins, Richard E. Aubin, Sue S. Bauman, Ceason Clemens (representing Mo Bur), Loyl C. Bussell, Dianne Costa (representing the Denton County Transportation Authority), Theresa Daniel, Rudy Durham, Andy Eads, Kevin Falconer, Gary Fickes, Nate Pike (representing George Fuller), Kayci Prince (representing Rick Grady), Lane Grayson, Jim Griffin, Mojoy Haddad, Roger Harmon, Ivan Hughes, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Mike Leyman, David Magness, Scott Mahaffey, Curtistene McCowan, B. Adam McGough, Cary Moon, Barbara Odom-Wesley, Stan Pickett, John Ryan, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Dennis Webb, Duncan Webb, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Tim Abrams, Vickie Alexander, Majed Al-Ghafry, Devan Allen, Nick Allen, David S. Arbuckle, Tom Bamonte, Clay Barnett, Emily Beckham, Robin Bentley, Brandi Bird, Chris Bosco, Kate Bower, Jason Brown, Dwight Burns, Marrk Callier, Angie Carson, Lori Clark, Nancy Cline, Michael Coyce, Cristina Criado, Molly Currell, Mike Curtis, Jim Dannenbaum, Clarence Daugherty, Inga Dedow, Pritam Deshmukh, Edie Diaz, Gordon Dickson, Randall Duty, Sal Espino, Marcia Etie, Staron Faucher, Ann Foss, Mike Galizio, Eric Garcia, Ramiro Garcia, Mary German, Bob Golden, Barry Gordon, Christie Gotti, Lee Halencak, Scott Hall, Rebekah Hernandez, Robert Hinkle, Kristina Holcomb, Breanne Jackson, Tom Johnson, Lisa Jones, Marcelle S. Jones, Kent Kacir, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Chris Klaus, Audre Kochner, April Leger, Rick Lindsey, Eron Linn, Paul Luedtke, Sergio Lugo, Stanford Lynch, Barbara Maley, Chris Masters, Wes McClure, Mickey McGuire, Collete McNamer, Michael Medina, Art Miner, Mindy Mize, Michael Morris, Jenny Narvaez, Mark Nelson, Than Nguyen, Jim O'Connor, James C. Paris, Johan Petterson, John Polster, James Powell, Vercie Pruitt-Jenkins, Lakesha Raynor, Mark Rhea, Tito Rodriguez, Steve Salin, Lori Shelton, Brian Shewski, Walter Shumac, Randy Skinner, Chelsey Smith, Wesley Stanley, Shannon Stevenson, Luis Tamayo, Christopher Taylor, Gary Thomas, Todd Thurbon, Jonathan Toffer, Laura Weis, Douglas Wiersig, Jason Williams, Amanda Wilson, Brian Wilson, and Colleen Zwiebel.

1. **Orientation to Agenda/Director of Transportation Report:** Michael Morris provided an overview of House Bill (HB) 2840 that requires governmental bodies to allow each member of the public to give input on agenda items during open meetings. Input must be given before or during the consideration of the agenda item. This bill took effect on September 1, 2019. He noted that HB 2840 also permits governmental bodies to adopt reasonable rules regarding the public's right to address the body. Transportation Department legal staff will review the new law and the Regional Transportation Council (RTC) will be asked to develop a policy for public comment during RTC meetings at a future meeting. Mr. Morris thanked those who attended the conference session held earlier in the day as part of the Irving Transportation Investment Summit. In addition, he thanked members of the RTC who attended Hyperloop Roadshow events and noted that Robert C. Vaughn is the new Texas Department of Transportation (TxDOT) Commissioner replacing Jeff Austin III. The RTC Chair will send a congratulatory letter to Commissioner Vaughn and invite him to attend a future RTC meeting. An 86th Texas Legislature bill summary was provided in Electronic Item 1.1. Congestion performances measures were highlighted and provided in Electronic Item 1.2. He also noted that a portion of the bridge projects submitted for the 2019 Infrastructure for Rebuilding America Grant Program have been awarded \$8.8 million in

funding. Details were provided in Electronic Item 1.3. He thanked the local TxDOT districts for their assistance in developing the grant application. Information regarding current air quality funding opportunities was provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle and upcoming Dallas-Fort Worth Clean Cities events were provided at www.dfwcleancities.org/dfw-clean-cities-meetings. Electronic Item 1.4 included details on the next round of funding for the Volkswagen settlement. A status report on the current ozone season was provided in Electronic Item 1.5 and details on National Drive Electric Week events were provided in Electronic Item 1.6. Information on upcoming Car Care Clinics was provided at www.ntxcarcare.org/. October 2, 2019, is Walk to School Day and details were provided in Electronic Item 1.7. July online input opportunity minutes were provided in Electronic Item 1.8, and Electronic Item 1.9 included a notice announcing the September online input opportunity. The Public Comments Report was provided in Electronic Item 1.10, recent correspondence in Electronic Item 1.11, recent new articles in Electronic Item 1.12, and a recent press release in Electronic Item 1.13. Transportation partner progress reports were distributed at the meeting. Scott Mahaffey noted that this would be his final RTC meeting and thanked the region and members of the RTC for their support of Trinity Metro.

RTC Chair Andy Eads discussed his priority as Chair to create a communication toolbox (geared towards the general public) for members of the RTC or colleagues to use to help explain in detail or in overall terms the responsibility and tasks for the RTC and how transportation projects are funded. Tools may include PowerPoints, videos, or other items that can be used when speaking about how the RTC helps advance mobility in the region and the state. Efforts to develop the communication toolbox will begin in the fall and members will be presented options in order to provide input. The communication tools will allow the RTC to be more transparent, more inclusive, and educate the public about the efforts of the RTC.

2. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:** This item allows members of the public an opportunity to give input on agenda items. Speaker Request Cards were made available, and those interested in providing public input were asked to complete a card and provide to staff. Regional Transportation Council Chair Andy Eads asked if anyone in the audience would like to speak. No members of the public chose to speak at the meeting or provided written comments to staff.
3. **Approval of the July 11, 2019, Minutes:** The minutes of the July 11, 2019, meeting were approved as submitted in Reference Item 3. Theresa Daniel (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.
4. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 4.1. **Fiscal Year 2020 Advertising for Transportation Initiatives:** Support to recommend North Central Texas Council of Governments Executive Board approval of up to \$1,300,000 in funding for advertising for transportation initiatives that will initiate in Fiscal Year (FY) 2020 was requested. Electronic Item 4.1.1 explained the benefits of the advertising initiatives. Additional information on the FY2020 advertising costs was provided in Electronic Item 4.1.2.

- 4.2. North Texas Freight Terminal Electrification 2019 Call for Projects: A to open the North Texas Freight Terminal Electrification 2019 Call for Projects was requested, including the call for project details, eligibility screen, structure, selection criteria, and schedule detailed in Electronic Item 4.2.

A motion was made to approve the item on the Consent Agenda. T. Oscar Trevino Jr. (M); Theresa Daniel (S). The motion passed unanimously.

5. **Uber Relocation to the Dallas-Fort Worth Region:** Michael Morris presented a proposed mobility partnership program for Uber to come to the Dallas-Fort Worth region, including data sharing with the North Central Texas Council of Governments (NCTCOG). He discussed interest by Uber to come to the City of Dallas, and his recent work to identify mobility components that could assist in its decision. Five transportation elements were proposed and represent mobility links in the community, or "Uber-Links." The proposed elements were detailed in the August 13 letter provided in Electronic Item 5.1. The first element is a proposed pilot study to determine if the first wave of Uber employees coming from outside the region can be influenced to locate near a rail station. Uber will be located in Deep Ellum at a rail station, and the pilot will help determine if an annual transit pass is enough incentive to have employees locate near a rail station. The second element is to evaluate the quality of sidewalks and bicycle connections in and around Deep Ellum. For the third element, staff will review with City of Dallas Traffic Operations the quality of the signalized intersections to determine necessary updates to equipment to allow for safe pedestrian crossing in the area. He noted the Regional Transportation Council (RTC) has previously provided funding for this type effort and there is some available money for this element. Similar to the partnership with Trinity Metro to bring electric buses to connect Downtown Fort Worth to the 7th Street area, the fourth element is to work with Dallas Area Rapid Transit (DART) to connect Deep Ellum to other areas of interest such as the Farmer's Market. The final element is related to land use under IH 345. There have been some discussions between the Texas Department of Transportation and the City of Dallas about options for the land. He noted the World Cup will come to the region in 2026 and there may be an option to use the land for World Cup-related events. In addition, creation of a technology station that allows technology vehicles to access Deep Ellum during busy times instead of causing congestion on the roadways is an option. Mr. Morris proposed approximately \$10 million in new money for the effort to add to the approximate \$5 million already approved and available for related efforts. Addition coordination with the City of Dallas and Uber will be needed to determine specific details. Therefore, flexibility is needed in identifying the source of the \$10 million with potential options for using Congestion Mitigation and Air Quality Improvement Program funds or RTC Local funds). At its August 23, 2019, meeting, the Surface Transportation Technical Committee requested that Uber share transportation-related data with the region. In response, Uber requested assistance from NCTCOG to facilitate communication with local governments in processing data requests. The following statement documenting the partnership was proposed: "In addition to these financial statements, the RTC requests Uber share transportation related data with the region. One way to maximize the efficiency and effectiveness of this information exchange is for Uber to request the RTC play a coordination role with interested public-sector governments." Curtistene McCowan asked if the non-DART member cities in southwest Dallas County were considered in the proposal. Mr. Morris clarified that Uber chose to locate within the City of Dallas and that NCTCOG was not involved with any considerations made by Uber. Mr. Morris reviewed the five proposed elements and noted that the improvements impact only the areas near Deep Ellum. RTC Secretary Theresa Daniel noted discussions by the Dallas County Commissioners Court. Although other areas

in Dallas County are not directly impacted by the Uber Headquarters location, she noted there was awareness regarding the impacts to Dallas County as a whole. Secretary Daniel asked about the status of the planning for IH 345. Mr. Morris noted that there is interest in creating an ability to reduce the amount of congestion that occurs from lack of curb space needed by technology companies. If implemented, before and after conditions would be analyzed to determine usefulness in other parts of the region. Barbara Odom-Wesley asked if any additional details were known about the transit passes or the timeframe for implementation. Mr. Morris noted that the interest is to influence the residential choice of the first wave of employees that will come from outside the region. Details will be discussed with the City of Dallas and Dallas Area Rapid Transit. If successful, a report will be brought back to the RTC to determine if there is interest to influence origin and destination in other parts of the region. Later employees are expected to be hired from within the region, and opportunities to engage the educational community regarding the development of curriculum for the next generation workforce is another option to be considered. Related correspondence was provided in Electronic Item 5.2 and Electronic Item 5.3. A motion was made to pursue the five transportation elements in Reference Item 5.1 and approximately \$10 million in new funds for a totally of approximately \$10-15 million to spend on transportation. Action also included approval of the following statement documenting the data-sharing partnership with Uber: "In addition to these financial statements, the RTC requests Uber share transportation related data with the region. One way to maximize the efficiency and effectiveness of this information exchange is for Uber to request the RTC play a coordination role with interested public-sector governments." Clay Lewis Jenkins (M); Theresa Daniel (S). The motion passed unanimously.

6. **Skillman/Audelia and Garland Interchange: Expediting the IH 635 East Project:**

Michael Morris presented a request to negotiate a funding partnership program with the City of Garland in the vicinity of IH 635 East and Garland Avenue. During the Texas Department of Transportation (TxDOT) procurement process for IH 635 East, potential contractors developed alternative technical concepts at Skillman/Audelia and Garland Avenue. TxDOT Dallas staff, as well as Regional Transportation Council (RTC) members Adam McGough and Richard Aubin initiated efforts to address the two areas and signed proprietary agreements in order to not violate the TxDOT procurement process. A design for the Skillman/Audelia bridge was proposed and accepted that met the needs of the community and that was lower in cost. The area at Garland Avenue and IH 635 East was more complicated. Mr. Morris reviewed the original design and noted that Kansas City Southern railroad was not interested in permitting any work that would disrupt its operations, which would have forced IH 635 East to be bifurcated into two projects. Since the RTC direction was for IH 635 to proceed as a single project, NCTCOG staff talked to the City of Garland about the project and cost implications to IH 635 if an alternative technical concept was not accepted. The new proposal was for the frontage roads to be constructed over the rail line (instead of under), which would prevent Garland Road from being depressed, but would include a cloverleaf design for the frontage roads. Acceptance of the alternative design by the City of Garland would save approximately \$25 million on the project and allowed the procurement to proceed. Mr. Morris noted that staff proposed that a new partnership using new funds be developed with the City of Garland as a result of its willingness to accept a design that was not fully consistent with the City's interest. The RTC was asked to consider transmittal of a letter to the City of Garland thanking the City for its partnership during the IH 635 East procurement process and its commitment to the region by accepting the design of Garland Avenue that allowed IH 635 East to be procured as one project. Approximately \$15 million was proposed (\$13-\$18 million) in new funds to implement projects in the Garland Avenue area to mitigate the City of Garland's concerns resulting from the

alternative technical concepts accepted during the procurement process. North Central Texas Council of Governments staff will negotiate options with the City of Garland and proposed projects will be presented to the RTC for consideration. Richard Aubin thanked the RTC and staff for their assistance and partnership. He noted that the City has not only wanted the IH 635 East project for some time, but also continuous frontage roads. Building this kind of connectivity at-grade was important for the City of Garland. He noted discussions regarding the alternative design proposals and concern about the changes that were proposed, as well as potential complications with the Kansas City Southern Railroad. Although not equivalent to the desire of the City of Garland, he noted recognition that the IH 635 East project was vital to the region and the importance that the project proceed as one project. Mr. Aubin requested that the RTC consider allowing the City of Garland to negotiate options to mitigate some of the negative effects of the design that was accepted. A motion was made to approve a letter to the City of Garland thanking it for its partnership during the IH 635 East procurement. Action also included a new partnership program with the City of Garland for approximately \$15 million in new funds to implement projects in the Garland Avenue area to mitigate City of Garland's concerns resulting from the alternative technical concepts accepted during the procurement process. North Central Texas Council of Governments staff will negotiate options with the City of Garland and proposed projects will be presented to the RTC for consideration. Richard Aubin (M); Clay Lewis Jenkins (S). The motion passed unanimously.

7. **2020 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti presented information on the latest developments regarding the Regional 10-Year Plan update and 2020 Unified Transportation Program (UTP). The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) at its May 9, 2019, meeting. North Central Texas Council of Governments (NCTCOG) staff worked with the local Texas Department of Transportation (TxDOT) districts to submit projects to the TxDOT headquarters for consideration by the Texas Transportation Commission (TTC). TxDOT then produced a draft 2020 UTP and held a public hearing in July 2019. Most of the projects the RTC approved with Category 2 funds were proposed to be funded in the draft 2020 UTP and NCTCOG submitted public comments on several projects for TTC consideration. Ms. Gotti noted that none of the comments were addressed in the document by the TTC, so the draft 2020 UTP is very similar to the final document. Many of the comments were less substantive such as minor scope or limit changes and small project cost changes. She noted that projects without control-section-job numbers were not included in the 2020 UTP, so some projects in Collin County and in Dallas County that have previously been placeholders were not considered. Staff has requested that TxDOT consider options to include these types of project in the future. The following changes were made since the May 2019 RTC action. In response to interest in a more equal partnership on IH 30 in Rockwall County, \$50 million in Category 5 funds were added, and Category 12 funds were reduced by \$50 million. Category 12 funds were also reduced by \$25 million on IH 30 in Dallas County. IH 35 in Denton County is a newly funded project that resulted from discussions with the TTC regarding a widening effort in Cooke County and includes the addition of approximately \$630 million in Category 12 funds. There were also other minor funding changes in Categories 2, 4, and 12 that have been updated in the Regional 10-Year Plan listing. A strike-through version showing changes made to the document was provided in Electronic Item 7.1. Ms. Gotti also highlighted projects funded with Category 12 funds in the 2020 UTP: 1) IH 30 (Canyon) in Dallas County, \$300 million; 2) IH 30 (from the Rockwall County line to FM 1570) in Hunt County, \$40 million; 3) IH 30 in Dallas/Rockwall County, \$694 million; 4) IH 35 (from IH 35E/W split to the Cooke County line) in Denton County, \$866 million; 5) IH 35E (from IH 635 to Denton County line) in Dallas County,

\$600 million; 6) SH 170 in Tarrant County, \$155 million; and 7) the Southeast Connector in Tarrant County, \$1.59 billion. The dollar amounts are total funds on the project, not just Category 12 funds. She noted that some of the projects have been proposed by the RTC in past years, but were never included in previous UTPs. A map of the Regional 10-Year Plan list of projects was highlighted. Ms. Gotti highlighted the requested RTC action. She also noted temporary moves that the RTC authorized in order to maximize TTC contributions for 2020, and that staff proposed that those projects be readjusted in the next iteration of the Regional 10-Year Plan. We have some unencumbered Category 2 funds and we will receive another year's worth of funding to make the needed adjustments. Michael Morris thanked the TxDOT district and NCTCOG staffs for their efforts over the last several months on this effort. He also discussed work with the Texas Transportation Commission, the different approaches to funding, and the importance of maximizing the potential Category 12 funds to the region. He noted that he and the RTC Chair will work to tighten up the process for the future. He discussed the removal of funding from some projects that maximized the contribution of Category 12 funds from the TTC and the importance of documenting the RTC's continued commitment to those projects. He provided the example of funds that were moved from the North/South Roadways and US 380 commitments that helped maximize Category 12 funds received by the region. Duncan Webb noted that he was pleased to hear that the RTC remained committed to Collin County projects, but expressed concern that he would be voting on a project listing that shows \$600 million in funding allocated to two Collin County projects has been removed. He added that he has been in discussions with McKinney, Frisco, and other cities in Collin County regarding project alignments for projects that appear to be unfunded, which places him in a precarious situation. Mr. Morris noted that the projects Duncan Webb referenced were still funded from the RTC's perspective, but they were not yet listed in the UTP, and it may be beneficial for the RTC Chair to send letters of commitment to interested entities confirming that the RTC is committed to its projects. RTC Chair Andy Eads discussed the importance of US 380 to Denton County, as well as the region. In addition, he noted that the region has been successful in remaining flexible regarding the operating practices of the TTC that seem to ebb and flow. He thanked staff for being responsive to the dynamics and landscape within which it is operating and the desire of the RTC to focus on its project commitments. A motion was made to approve the 2019 Regional 10-Year Plan project listing and permit staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to incorporate the project changes. Action also included permitting staff to replace funds that were temporarily moved to maximize the Texas Transportation Commission contributions for 2020 in the next iteration of the Regional 10-Year Plan. The motion was amended to include approval of letters from the Regional Transportation Council Chair to entities confirming the RTC's commitment to the various projects established in previous Council actions. Duncan Webb (M); Clay Lewis Jenkins (S). The motion passed unanimously.

8. **Fiscal Year 2020-2022 Disadvantaged Business Enterprise Goal Update:** Ken Kirkpatrick presented the Fiscal Year 2020-2022 Disadvantaged Business Enterprise (DBE) Goal Update for Regional Transportation Council consideration. As a direct recipient of Federal Transit Administration (FTA) funds, the North Central Texas Council of Governments (NCTCOG) is required to develop and maintain a DBE goal, which must be updated every three years. Over the last few months, as part of the process to review and update the goal for FY2020-2022, staff has initiated public and stakeholder involvement, projected contract awards for the next three years, and reviewed data for the development of the proposed goal. In addition, the proposed goal was published in July 2019 for public comment that ended August 30. If approved, the proposed goal will be presented to the NCTCOG Executive Board for action and it is anticipated that NCTCOG will begin

implementing the new goal on October 1, 2019. Mr. Kirkpatrick reviewed the two-step process required by the Federal Transit Administration for DBE goal development. Step one is to determine ready, willing, and able DBE firms that are available to perform the types of procurement activities over the three-year time period. Step two is the review of other related data to determine if adjustments are needed such as market area, disparity studies, historical performance, other DBE goals from similar entities, and public/stakeholder comment. Steps one and two for NCTCOG-related United States Department of Transportation (US DOT)-assisted procurements were highlighted. NCTCOG procurements over the next three years are anticipated to be approximately \$19.7 million, with most procurements related to planning and engineering. When all procurement types are included, the total weighted summary of expected DBE participation is approximately 28.4 percent. Staff then reviewed data for any necessary adjustments related to market area, projections of specific procurement activities, public comment (only favorable comments received), and stakeholder comment. Staff also looks at historical DBE achievement, which in the past have aligned favorability based on historical performance, as well the DBE goals of other similar entities. It was noted that RTC members discussed the lack of disparity studies for this analysis at the July 11 meeting. Staff also reviewed the amount of DBE participation that would be achieved through DBE contract goals (race conscious) versus DBE participation that would be achieved without establishing DBE contracts goals (race neutral) and expect that approximately half of the DBE goal will be achieved through race neutral participation. Mr. Kirkpatrick noted that staff also spent significant time reviewing subrecipient procurement data. The same two-step process was followed for subrecipients that primarily include small transit providers in Parker and Kaufman County, as well as rural portions of Denton, Johnson, and Ellis counties. These subrecipients have different types of procurements that influence their DBE participation such as vehicle maintenance and operations support. When all procurement types are included, the total weighted summary of expected DBE participation is approximately 5 percent. Staff then used the same second step of the process to review for potential adjustments and proposed a subrecipient DBE goal of 5 percent. As a result, the overall NCTCOG and subrecipient FY2020-2022 DBE goal was proposed at 19.4 percent. The schedule for this effort was reviewed, and details were provided in Electronic Item 8. A motion was made to approve the 19.4 percent Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2020-2022 for United States Department of Transportation contracting opportunities. T. Oscar Trevino Jr. (M); Theresa Daniel (S). The motion passed unanimously.

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

Update: Lori Clark presented staff recommendations for endorsement of an application submitted to the Federal Highway Administration (FHWA) Solicitation for Alternative Fuels Corridor Development Plans, as well as an update on FHWA alternative fuel corridor designation and electric vehicle trends. As a reminder, the United States Department of Transportation is required to designate alternative fuel corridors with the goal of increasing usage and providing information to the traveling public about the availability of alternative fuels. In addition, alternative fuels help to reduce pollutants that cause ozone formation which fits appropriately into the air quality plans for the region. Beginning in 2016, and most recently in 2018, the RTC acted on highway corridors proposed for inclusion in the Texas Department of Transportation's nominations to FHWA. Projects submittals for 2018 were highlighted, as well as the resulting corridor network that provides connectivity from the Dallas-Fort Worth metro area to each of the major urban metro areas surrounding the region. Details were provided in Electronic Item 9. Also highlighted were the FHWA-designated gaseous alternative fuel corridors for compressed natural gas, liquefied natural

gas, and propane. These fuels are increasingly important to the freight industry since there are lower emissions and they perform well powering heavy-duty trucks. She noted that zero-emission vehicles include hydrogen fuel cell electric vehicles and electric/battery electric vehicles such as traditional consumer-type vehicles, as well as heavy-duty freight and transit bus vehicles. In addition, Toyota has collaborated with Kenworth to develop a hydrogen fuel cell truck. Ms. Clark also discussed the growth of electric vehicles in the region and noted that staff is finalizing analyses and new processes for these types of vehicles. For Regional Transportation Council action, Ms. Clark noted that the FHWA released an alternative fuels corridor solicitation in July to fund corridor development plans or infrastructure development plans for corridors that FHWA has designated as pending, such as IH 45 in Texas which is pending for electric and hydrogen. Since IH 45 is the only corridor in Texas pending designation for hydrogen, NCTCOG and Houston-Galveston Area Council staffs have coordinated and collectively agreed that focusing on IH 45 as a zero-emission vehicle corridor would be a good strategy. An application seeking full funding of \$60,000-\$80,000 and commitment of the required 20 percent local match (RTC Local) was submitted by staff on September 9, 2019, and RTC endorsement was requested. Michael Morris discussed the importance of the IH 45 designation that would connect the Houston and Dallas region, a large goods movement corridor, that would provide an air quality benefit not only on the roadway but in wind trajectory that helps the Dallas-Fort Worth region. A motion was made to endorse the application submitted to the Federal Highway Administration for the development of a Corridor Deployment Plan that will establish Interstate Highway 45 as a Zero-Emission Vehicle corridor, including both electric vehicle charging and hydrogen refueling infrastructure. This plan would be developed in collaboration with the Houston-Galveston Area Council. Richard Aubin (M); Jim Griffin (S). The motion passed unanimously.

10. **2008 Ozone Air Quality Standard:** Jenny Narvaez provided an update on the 2008 ozone standard reclassification. As a reminder, the Dallas-Fort Worth region is currently under two ozone standards: 2015 standard of 70 parts per billion (ppb) and 2008 standard of 75 ppb. Since the region did not meet the July 20, 2018, attainment date for the 2008 ozone standard, the Environmental Protection Agency (EPA) recently took final action to reclassify the region from "moderate" nonattainment to "serious" nonattainment. Reclassification requires the development of a new State Implementation Plan (SIP) that must be developed and submitted from the Texas Commission on Environmental Quality to the EPA by August 3, 2020. The region has until July 20, 2021, to reach attainment of the 2008 standard. North Central Texas Council of Governments (NCTCOG) staff is currently reviewing the SIP documents published on the Texas Commission on Environmental Quality (TCEQ) website on August 23, and on September 11 the TCEQ approved the proposal for the new SIP. The public comment period extends through October 28, 2019, and a public hearing is scheduled in Arlington on October 17. Ms. Narvaez noted that the TCEQ is expected to make its final adoption of the SIP on March 4, 2020, which must then be submitted to EPA no later than August 3, 2020. For NCTCOG staff, much of the focus regarding the impact of the reclassification to "serious" is related to the region's Mobility Plan and transportation conformity. New SIP development will result in new motor vehicle emission budgets. If the EPA finds the new nitrogen oxides and volatile organic compound budgets adequate, a two-year deadline will be triggered for the region to demonstrate conformity. This two-year deadline of November 2022 is also the timeframe in which Mobility 2045 (the current Mobility Plan) is scheduled to expire. Ms. Narvaez noted that staff will continue to provide air quality standard updates as needed. Additional details were provided in Electronic Item 10.

11. **Virgin Hyperloop One/High-Speed Rail Update:** Michael Morris provided status reports on Virgin Hyperloop One and high-speed rail activities within the region. He highlighted the recent Virgin Hyperloop One Roadshow event held at the AT&T Stadium, including meetings with the private sector, public sector, and the STEM outreach event for students in the region. He also discussed potential interest to have a hyperloop technology certification track in the region and possible locations. In addition, he highlighted high-speed rail recommendations in Mobility 2045 which includes the Houston to Dallas corridor, the corridor connecting Dallas, Arlington, and Fort Worth, as well as the Fort Worth to Laredo corridor. He noted hyperloop is not being considered in the Houston to Downtown Dallas corridor. Staff is focused on the three-station concept that would provide access to the Arlington entertainment district as well as the two air passenger airports. Potential north/south facilities that could be used as a certification track include the area from the Arlington entertainment district to the airport and the former Naval Air Station location between Dallas and Fort Worth. The certification track will be built in four phases with the eventual track being 8-9 miles long. The schedule for Phase 1 and Phase 2 of the environmental review was highlighted for the Fort Worth/Arlington/Dallas corridor. By summer 2020, the region should know if hyperloop or high-speed rail technology is the technology of choice in the corridor. He discussed the upcoming procurement for consultant assistance to complete the environmental document within two years or less. In addition, Mr. Morris provided an update on the high-speed rail feasibility study from Fort Worth to Laredo and potentially to Monterrey, Mexico. There may be considerations for two types of technology within the corridor. A hybrid cross section of a potential elevated facility was shown, with hyperloop on the outside and next generation people mover or autonomous transit vehicle technology in the center. Certification track options are being reviewed that start off at one mile and then on to eight miles, and then an autonomous vehicle in the middle to develop some economies of scale. If the region is not awarded the proposal for a certification facility or if it chooses to build a certification track that does not have the option of technology in a center track, then a lighter structure would be used. He noted that more time should be spent with members of the RTC regarding the certification track and that a work session or subcommittee may need to be scheduled so that the region is prepared once a request for proposals is released for a certification facility. RTC Chair Andy Eads asked when a request for proposals was expected to be released, and Mr. Morris noted that a request for proposals is anticipated to be released between November 2019 and January 2020. Details were provided in Electronic Item 11.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, October 10, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 2:45 pm.

How to Read the Project Modification Listings - Roadway Section

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

TIP Code: 11461 **Facility:** SH 289 **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY **Modification #:** 2017-0004

Implementing Agency: PLANO

County: COLLIN **CSJ:** 0091-05-053

City: PLANO **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED

Request: REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14068	Facility: SH 34	Location/Limits From: AT KINGS CREEK DRIVE	Modification #: 2019-0283
Implementing Agency: TXDOT-DALLAS			
County: KAUFMAN	CSJ: 0173-04-058		
City: KAUFMAN	Desc: CONSTRUCT LEFT AND RIGHT TURN LANES		
	Request: ADD PROJECT TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON DECEMBER 13, 2018; DELAY CONSTRUCTION PHASE TO FY2023; ADD ENGINEERING PHASE TO FY2021		
	Comment: SH 34 PARTNERSHIP WITH KAUFMAN COUNTY		

STTC APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0173-04-058	SW PE:	\$0	\$50,000	\$0	\$0	\$0	\$50,000
2023	CON	0173-04-058	Cat 5:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
Grand Total:				<u>\$1,000,000</u>	<u>\$300,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,300,000</u>

Revisions since STTC Meeting: Added \$50,000 for Engineering Phase in FY2021.

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14085.1	Facility: VA	Location/Limits From: DALLAS CENTRAL BUSINESS DISTRICT (HIGH SPEED RAIL STATION AREA) BOUNDED BY MEMORIAL DR. ON THE NORTH	Modification #: 2019-0476
Impementing Agency: DALLAS		Location/Limits To: CADIZ ST. ON THE SOUTH, RIVERFRONT BLVD ON THE WEST, S. LAMAR ST. ON THE EAST	
County: DALLAS	CSJ: 0918-47-277		
City: DALLAS	Desc:	CONCEPTUAL STUDY TO SUPPORT DEVELOPMENT AND ROADWAY INFRASTRUCTURE FOR NEW MULTIMODAL FACILITY IN AND AROUND DOWNTOWN DALLAS; FACILITY WILL INTERFACE WITH HIGH SPEED RAIL, BUS, RAIL, AND OTHER MODES	
	Request:	ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	RTC APPROVED FUNDING ON APRIL 11, 2019; THIS ACTION IDENTIFIES A SPECIFIC PROJECT TO BE IMPLEMENTED WITH A PORTION OF THE APPROVED FUNDING	

STTC APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-47-277	STBG:	\$2,800,000	\$0	\$0	\$700,000	\$0	\$3,500,000
Grand Total:				\$2,800,000	\$0	\$0	\$700,000	\$0	\$3,500,000

Revisions since STTC Meeting: Updated CSJ to 0918-47-277.

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14087.1	Facility: VA	Location/Limits From: WAYSIDE POWER FOR TRE	Modification #: 2019-0498
Implementing Agency: DART			
County: VARIOUS	CSJ: 0918-00-357		
City: VARIOUS	Desc:	INSTALLATION OF ELECTRIC WAYSIDE POWER AT EXISTING TRE EQUIPMENT MAINTENANCE FACILITY TO REDUCE IDLING, EMISSIONS, AND FUEL CONSUMPTION WHILE IN YARD	
	Request:	ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	TRE LOCAL SWAP/MID CITIES FUNDING; FUNDING WAS APPROVED BY THE RTC ON JANUARY 11, 2018, BUT NOW IDENTIFYING SPECIFIC PROJECTS TO BE IMPLEMENTED; PROJECT WAS PRESENTED AT PUBLIC INVOLVEMENT WITH THE FULL AWARDED AMOUNT OF \$4,250,000, BUT IS NOW BEING SPLIT INTO TWO SEPARATE PROJECTS, WITH THE REMAINING \$2,875,000 BEING MOVE TO TIP 14087.2 FOR THE PURCHASE OF A NEW LOCOMOTIVE	

STTC APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	TRANS	0918-00-357	Cat 5:	\$1,100,000	\$0	\$0	\$275,000	\$0	\$1,375,000
Grand Total:				<u>\$1,100,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$275,000</u>	<u>\$0</u>	<u>\$1,375,000</u>

Revisions since STTC Meeting: Updated CSJ to 0918-00-357.

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11678 **Facility:** VA **Location/Limits From:** DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE) **Modification #:** 2019-0524

Impementing Agency: NCTCOG

County: VARIOUS **CSJ:** 0918-00-324

City: VARIOUS **Desc:** DEVELOPMENT AND DEPLOYMENT OF LOW AND HIGH SPEED AUTOMATED VEHICLE PROGRAMS THAT ADVANCE AV-RELATED TECHNOLOGIES AND PARTNERSHIPS, INCLUDING DATA SHARING, SENSOR AND COMMUNICATIONS INFRASTRUCTURE, AND SHARED MOBILITY COLLABORATIONS

Request: REVISE SCOPE TO ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS; DELAY IMPLEMENTATION PHASE TO FY2020; UPDATE CSJ TO 0918-00-324

Comment: 50,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC[MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL MTP POLICY BUNDLE TDCS

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

Impementing Agency: NCTCOG

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

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

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 12921 **Facility:** VA **Location/Limits From:** FTA ACCESS AND MOBILITY GRANT: VARIOUS LOCATIONS IN 16-COUNTY REGION **Modification #:** 2019-0535

Implementing Agency: NCTCOG **Location/Limits To:** VARIOUS LOCATIONS IN 16-COUNTY REGION

County: VARIOUS **CSJ:** N/A

City: VARIOUS **Desc:** REGIONAL MOBILITY MANAGEMENT PROGRAM TO IMPROVE COORDINATION OF TRANSPORTATION SERVICES AND MEDICAL SERVICES ACROSS THE REGION

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

Comment: FEDERAL PORTION WAS AWARDED THROUGH FTA COMPETITIVE GRANT (LOCAL CONTRIBUTION IS IN-KIND FROM COMMUNITY COUNCIL OF GREATER DALLAS)

REVISION REQUESTED:

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

Revisions since STTC Meeting: **Withdrawn from the roadway section and moved to transit (Page 36).**

TIP Code: 25064 **Facility:** VA **Location/Limits From:** TRINITY RAILWAY EXPRESS (TRE) LINK FROM TRE CENTREPORT STATION **Modification #:** 2019-0536

Implementing Agency: FMTA **Location/Limits To:** DALLAS/FORT WORTH INTERNATIONAL AIRPORT

County: VARIOUS **CSJ:** 0902-90-170

City: VARIOUS **Desc:** PURCHASE OF TRANSIT VEHICLE (BUS) FOR EXPANSION SERVICE

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-47-246	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2019	ENG	0918-47-246	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
Phase Subtotal:				\$800,000	\$1,000,000	\$0	\$200,000	\$0	\$2,000,000
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
Phase Subtotal:				\$2,125,000	\$125,000	\$0	\$250,000	\$0	\$2,500,000
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
Phase Subtotal:				\$13,660,000	\$1,290,000	\$0	\$2,125,000	\$2,925,000	\$20,000,000
Grand Total:				\$16,585,000	\$2,415,000	\$0	\$2,575,000	\$4,025,000	\$25,600,000

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2019 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14087.2	Facility: VA	Location/Limits From: TRE LOCOMOTIVE	Modification #: 2019-0598
Impementing Agency: DART			
County: VARIOUS	CSJ: 0918-00-358		
City: VARIOUS	Desc: PURCHASE NEW LOCOMOTIVE FOR IMPROVED SERVICE (TRE)		
	Request: ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: TRE LOCAL SWAP/MID CITIES FUNDING; FUNDING WAS APPROVED BY THE RTC ON JANUARY 11, 2018, BUT NOW IDENTIFYING SPECIFIC PROJECTS TO BE IMPLEMENTED; PROJECT WAS ORIGINALLY SHOWN AS A PART OF TIP 14087.1 FOR PUBLIC INVOLVEMENT WITH THE FULL AWARDED AMOUNT OF \$4,250,000, BUT IS NOW BEING SPLIT INTO TWO SEPARATE PROJECTS		

STTC APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	TRANS	0918-00-358	Cat 5:	\$2,300,000	\$0	\$0	\$575,000	\$0	\$2,875,000
Grand Total:				\$2,300,000	\$0	\$0	\$575,000	\$0	\$2,875,000

Revisions since STTC Meeting: Updated CSJ to 0918-00-358. Clarified scope from "increased service" to "improved service."

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

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

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

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

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

PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2019-0535

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: FEDERAL PORTION WAS AWARDED THROUGH FTA COMPETITIVE GRANT (LOCAL CONTRIBUTION IS IN-KIND FROM COMMUNITY COUNCIL OF GREATER DALLAS)

Funding Source: TRANSIT SECTION Other - FTA Grant, RTC/Local, LC FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12921.20	FTA ACCESS AND MOBILITY GRANT: VARIOUS LOCATIONS IN 16-COUNTY REGION; REGIONAL MOBILITY MANAGEMENT PROGRAM TO IMPROVE COORDINATION OF TRANSPORTATION SERVICES AND MEDICAL SERVICES ACROSS THE REGION	2020	PLANNING	\$511,106	\$0	\$87,777	\$40,000	0	\$638,883	ADD PROJECT
TOTAL:				\$511,106	\$0	\$87,777	\$40,000	0	\$638,883	

Revisions since STTC Meeting: PROJECT WAS LISTED UNDER THE ROADWAY SECTION OF THE STTC REPORT AND HAS BEEN MOVED TO THE TO THE TRANSIT SECTION FOR RTC APPROVAL; UPDATED CSJ FROM 12921 TO 12921.20

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0565

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12154.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$84,372	\$0	\$0	\$84,372	0	\$168,744
TOTAL:				\$84,372	\$0	\$0	\$84,372	0	\$168,744

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: COMMUNITY TRANSIT SERVICES

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0566

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12827.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$57,017	\$57,017	\$0	\$0	0	\$114,034		
TOTAL:				\$57,017	\$57,017	\$0	\$0	0	\$114,034		

Revision Requested:

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

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0567

Request: REFINE FY2019 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

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

Revision Requested:

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

PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0568

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

UZA: DENTON-LEWISVILLE

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

Funding Source: TRANSIT SECTION 5339 FUNDS

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

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0569

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

UZA: DENTON-LEWISVILLE

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0570

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

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

PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0571

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5337 FUNDS

Revision Requested:

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

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0572

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:

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

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0573

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

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

PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0574

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0575

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0576

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

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

PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0577

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0578

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0579

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:									
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12900.19	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2019	CAPITAL	\$80,000,000	\$0	\$0	\$20,000,000	0	\$100,000,000
TOTAL:				\$80,000,000	\$0	\$0	\$20,000,000	0	\$100,000,000

Revision Requested:

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

PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0580

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12206.18	PROJECT ADMINISTRATION	2019	CAPITAL	\$392,787	\$0	\$0	\$0	78,558	\$392,787
12576.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$1,057,864	\$0	\$0	\$0	158,680	\$1,057,864
12813.18	GENERAL PLANNING	2019	PLANNING	\$740,000	\$0	\$0	\$0	148,000	\$740,000
12863.18	ACQUISITION OF SIGNAGE	2019	CAPITAL	\$275,000	\$0	\$0	\$0	55,000	\$275,000
12870.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$392,787	\$0	\$0	\$0	78,558	\$392,787
TOTAL:				\$2,858,438	\$0	\$0	\$0	518,796	\$2,858,438

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0581

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTHEAST TRANSPORTATION SERVICES

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0582

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

Implementing Agency: NORTHEAST TRANSPORTATION SERVICES

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0583

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

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

PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0584

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

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

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

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

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0585

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12654.19	PURCHASE OF SERVICE	2020	CAPITAL	\$60,000	\$0	\$0	\$0	12,000	\$60,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$60,000	\$0	\$0	\$0	12,000	\$60,000	

PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0586

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12246.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$83,079	\$0	\$0	\$83,079	0	\$166,158		
TOTAL:				\$83,079	\$0	\$0	\$83,079	0	\$166,158		

Revision Requested:

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

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0587

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12150.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$289,111	\$0	\$0	\$289,111	0	\$578,222		
TOTAL:				\$289,111	\$0	\$0	\$289,111	0	\$578,222		

Revision Requested:

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

PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0588

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED BY PROJECT

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12919.19	PURCHASE OF SERVICE - THE COLONY	2020	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000	ADD PROJECT (MPO TDCs)
12920.19	PURCHASE OF SERVICE - LITTLE ELM	2020	CAPITAL	\$15,000	\$0	\$0	\$0	3,000	\$15,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$90,000	\$0	\$0	\$0	18,000	\$90,000	

Implementing Agency: STAR TRANSIT

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0589

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12151.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$1,005,944	\$0	\$0	\$1,005,944	0	\$2,011,888
12627.19	BUS PREVENTIVE MAINTENANCE	2020	CAPITAL	\$330,000	\$0	\$0	\$0	66,000	\$330,000
TOTAL:				\$1,335,944	\$0	\$0	\$1,005,944	66,000	\$2,341,888

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED BY PROJECT

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

PROPOSED NOVEMBER 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0590

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2019-0591

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

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

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2019-0592

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

UZA: DENTON-LEWISVILLE

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

Funding Source: TRANSIT SECTION 5337 FUNDS

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



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

TO: Regional Transportation Council

DATE: October 3, 2019

FROM: Vickie Alexander
Program Manager
Program Administration

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

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

Listed below, and in the following attachment, is the first set of proposed modifications to the FY2020 and FY2021 UPWP. Included in these amendments are project updates and funding adjustments. The proposed modifications have been posted on the NCTCOG website for public review and comment. Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting. The Surface Transportation Technical Committee is scheduled to take action on the modifications at its October 4, 2019, meeting.

Transportation Planning Fund (TPF) Modifications

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

Other Funding Source Modifications

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

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

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

Other Funding Source Modifications

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

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

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2020 and FY2021 UPWP prior to the Regional Transportation Council meeting. The Surface Transportation Technical Committee is scheduled to take action on the modifications at its October 4, 2019, meeting. Your approval of these modifications will be requested at the meeting, as well as your direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

vpj
Attachment

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

1.04 Computer System Applications and Data Management

Geographic Information Systems Coordination

Transportation Planning Funds

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

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

Data Management

Transportation Planning Funds

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

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

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

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

Database and Geographic Information Systems Management

Transportation Planning Funds

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

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

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

Anticipated products include:

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

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

5.01 Regional Transportation Studies

High-Speed Passenger Technology

Other Funding Sources

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

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

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

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

Other Funding Sources

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

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

5.03 Land-use/Transportation Initiatives

Bicycle and Pedestrian Studies and Engineering

Other Funding Sources

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

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

5.11 Automated Vehicle Technology

Automated Vehicles: Development and Deployment

Other Funding Sources

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

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

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

5.12 Red River Navigation System Feasibility Study

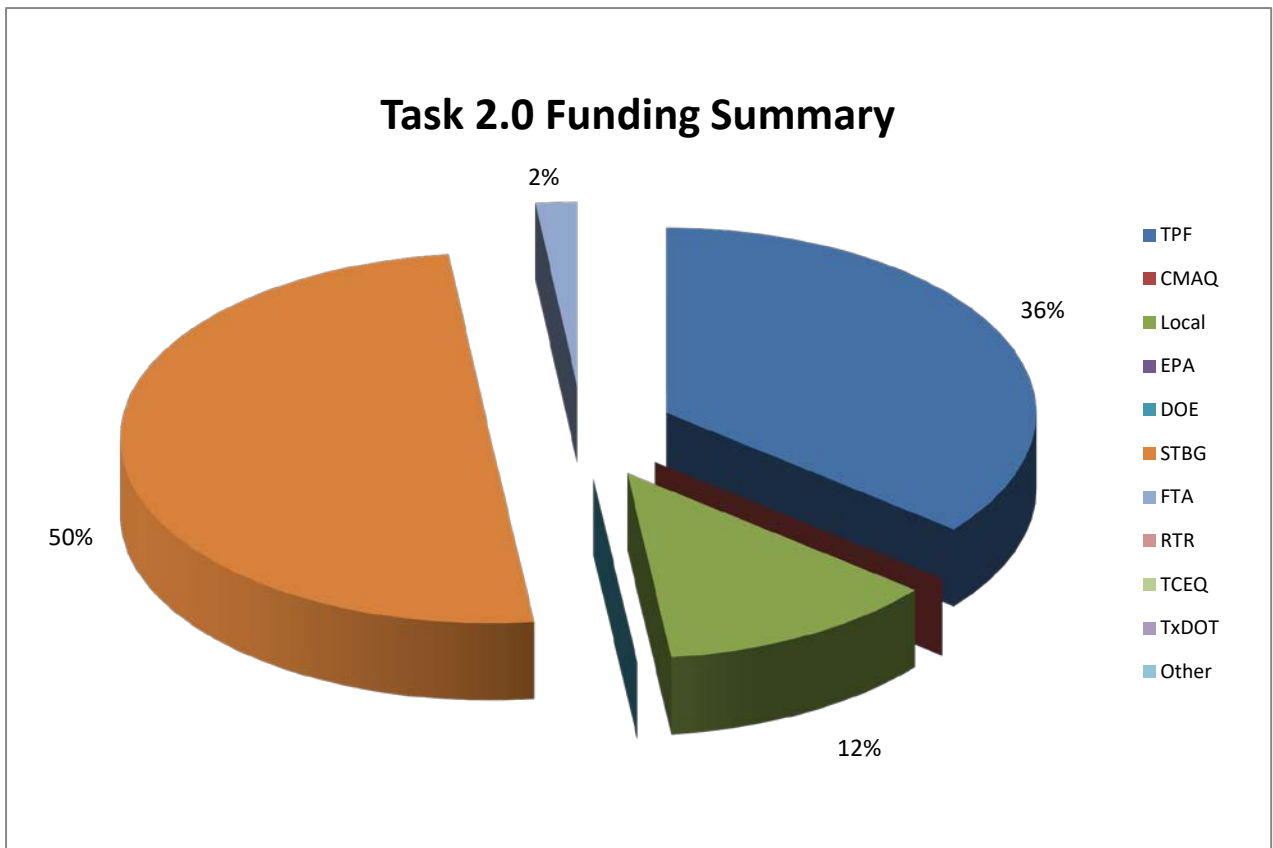
During the 86th Texas Legislative Session, Texas legislators approved the conduct of a feasibility study by the Red River Authority of Texas on increasing navigation on the Red River between Texarkana and Denison, Texas. This is a partnership effort between the states of Arkansas, Louisiana, Oklahoma,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

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

E. Funding Summary

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

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

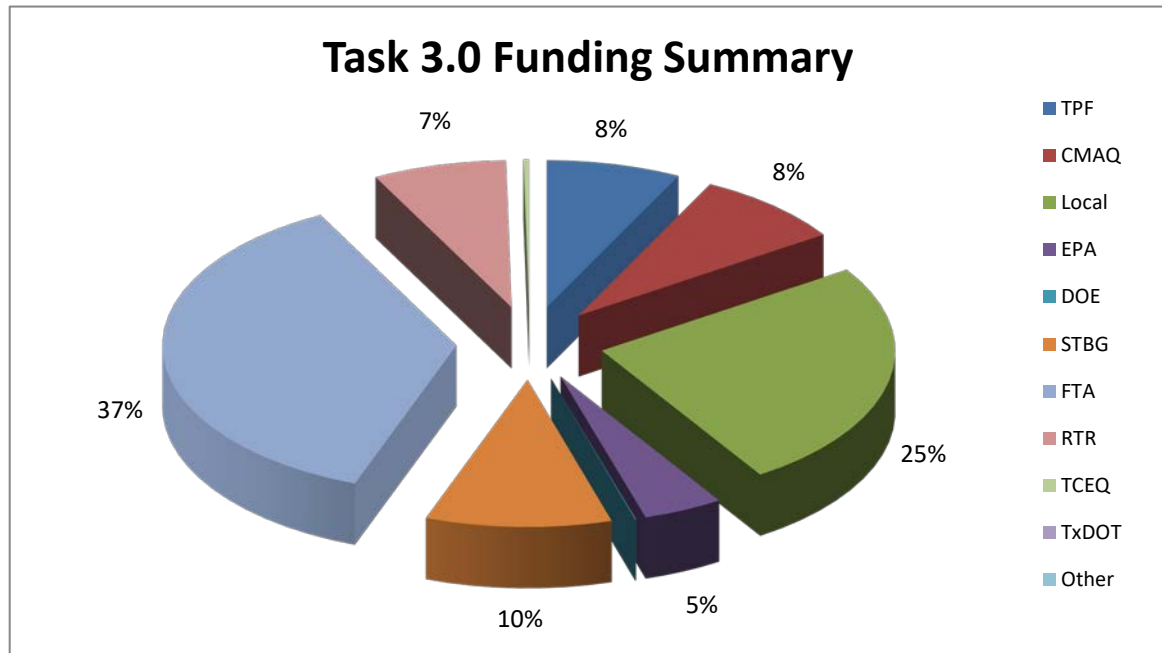


E. Funding Summary

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

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

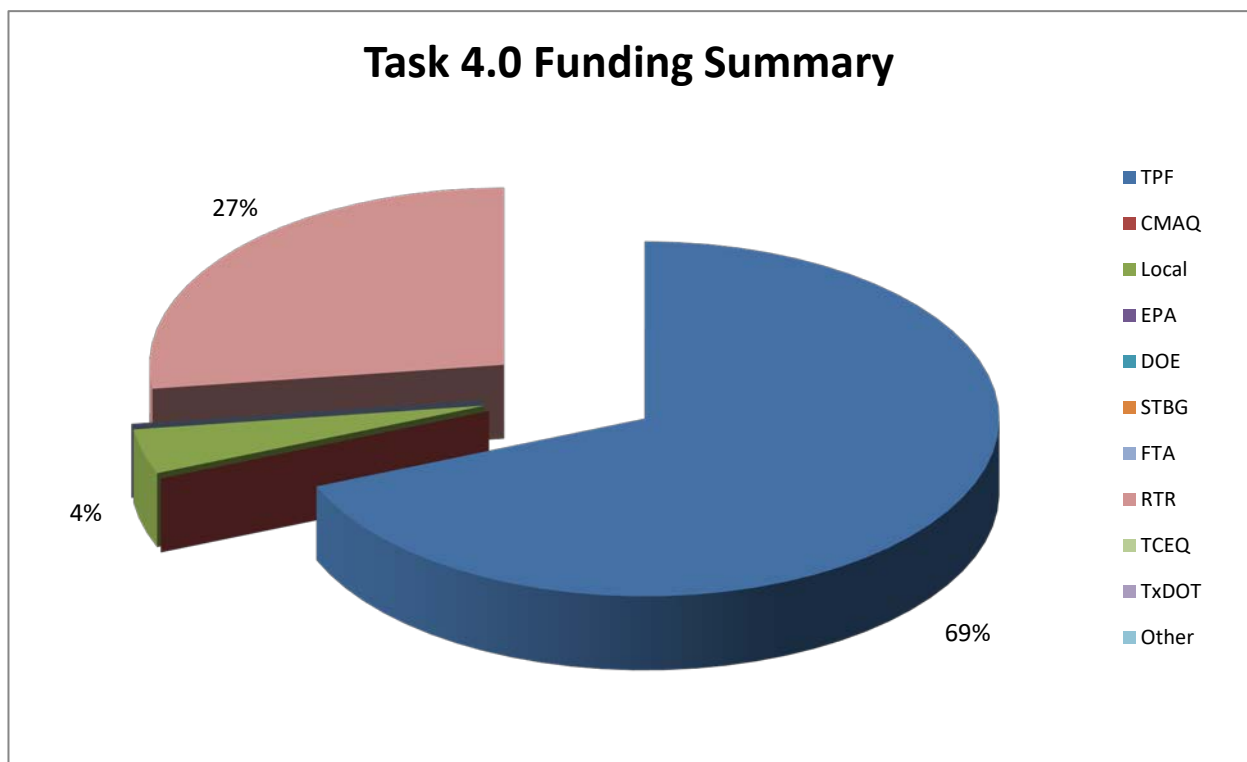
E. Funding Summary



E. Funding Summary

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

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



E. Funding Summary

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

E. Funding Summary

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

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

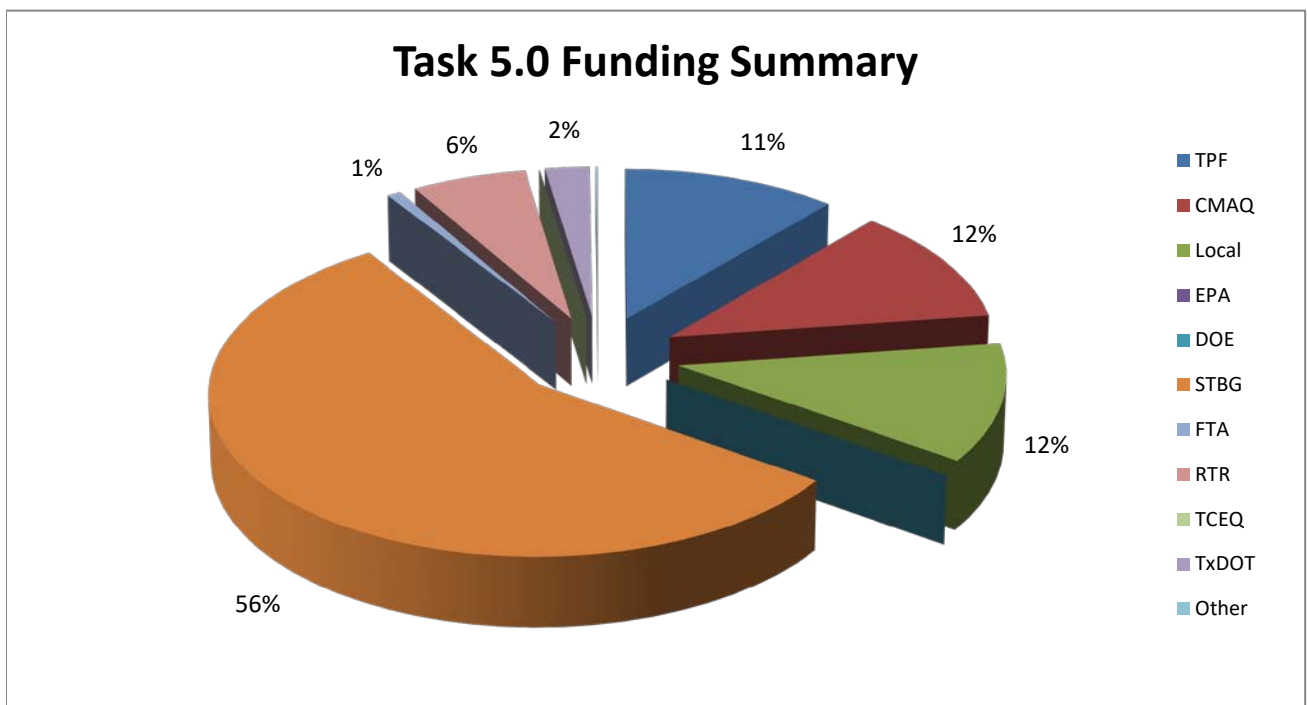
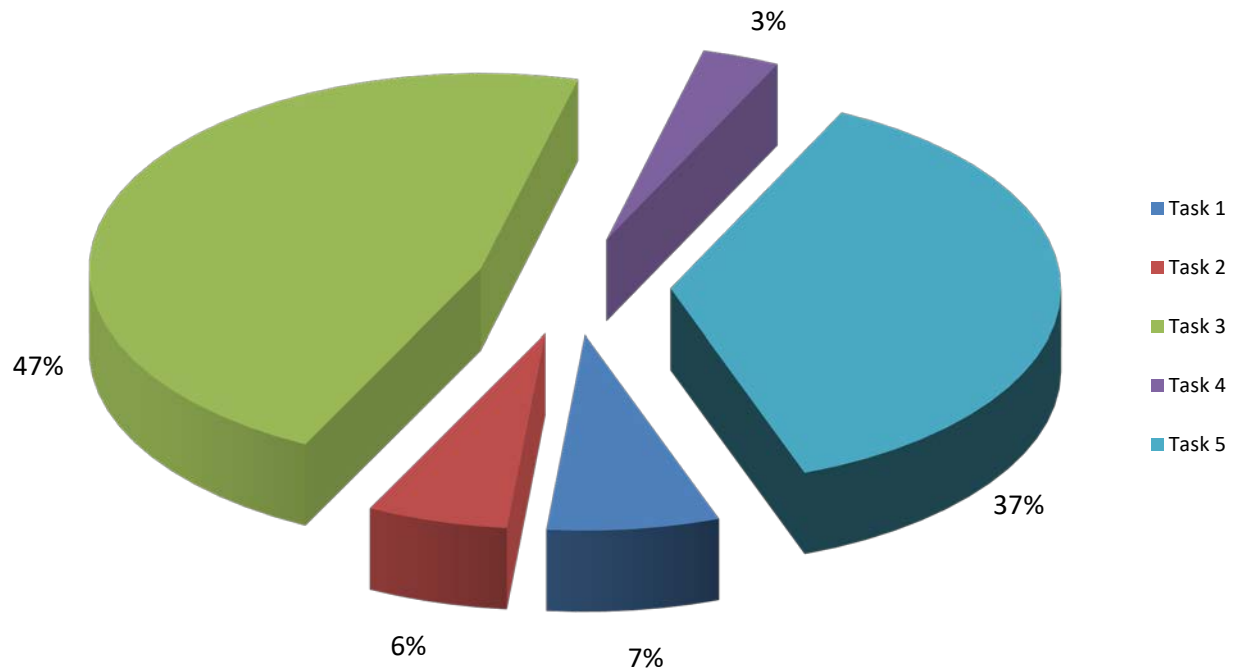


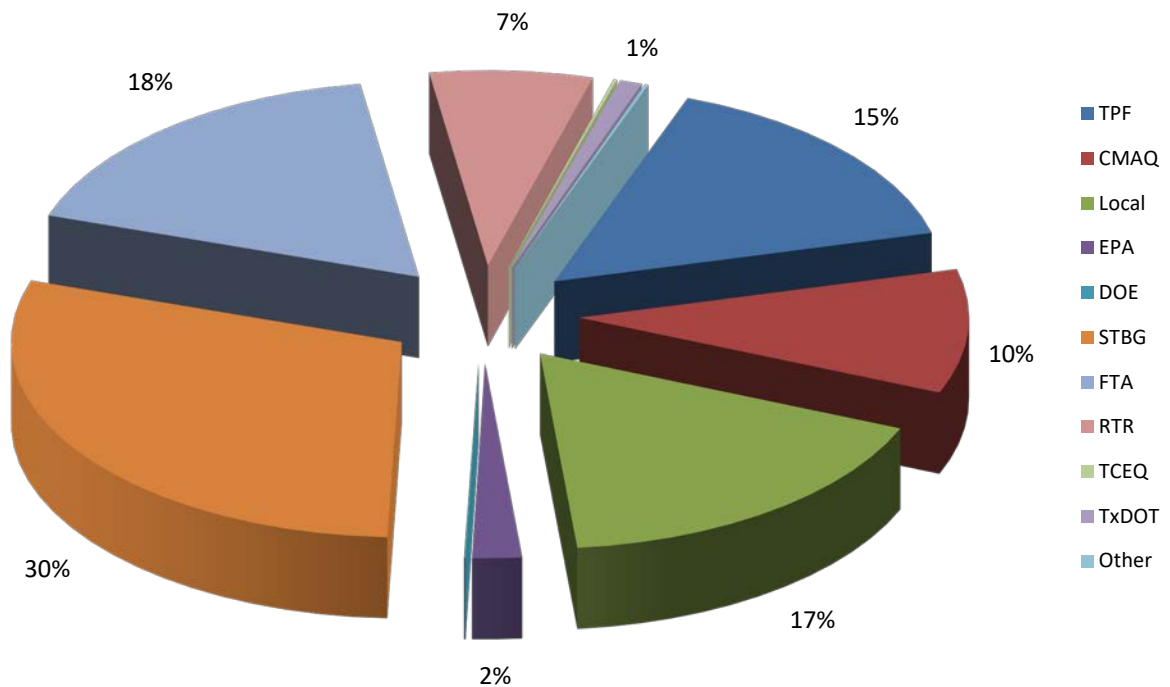
EXHIBIT VIII-4
FY2020 AND FY2021 UPWP FUNDING SUMMARY

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

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2020 and FY2021 Unified Planning Work Program

**Regional Transportation Council
October 10, 2019**

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

Transportation Planning Fund Modifications

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

Other Funding Source Modifications

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

Other Funding Source Modifications (cont'd)

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

Other Funding Source Modifications (cont'd)

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

Total Funding Increase from Other Sources

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

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

Modification Schedule

September 9

Initiation of Online Public Outreach

October 4

**Action by Surface Transportation
Technical Committee**

October 10

**Action by Regional Transportation
Council**

October 24

Action by NCTCOG Executive Board

October 25

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

Requested RTC Action

Approve the proposed UPWP modifications

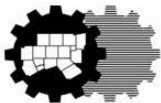
and

Direct staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications

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

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Program Manager
817-695-9242
valexander@nctcog.org

Vercie Pruitt-Jenkins
Administrative Program Coordinator
817-608-2325
VPruitt-Jenkins@nctcog.org



North Central Texas
Council of Governments
Transportation Department

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

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

2018 Safety Program Performance Measures



Establishing NCTCOG's Safety Performance Targets

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

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

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

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

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

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

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

2018 Contributing Factors for Serious Injury and Fatality Crashes

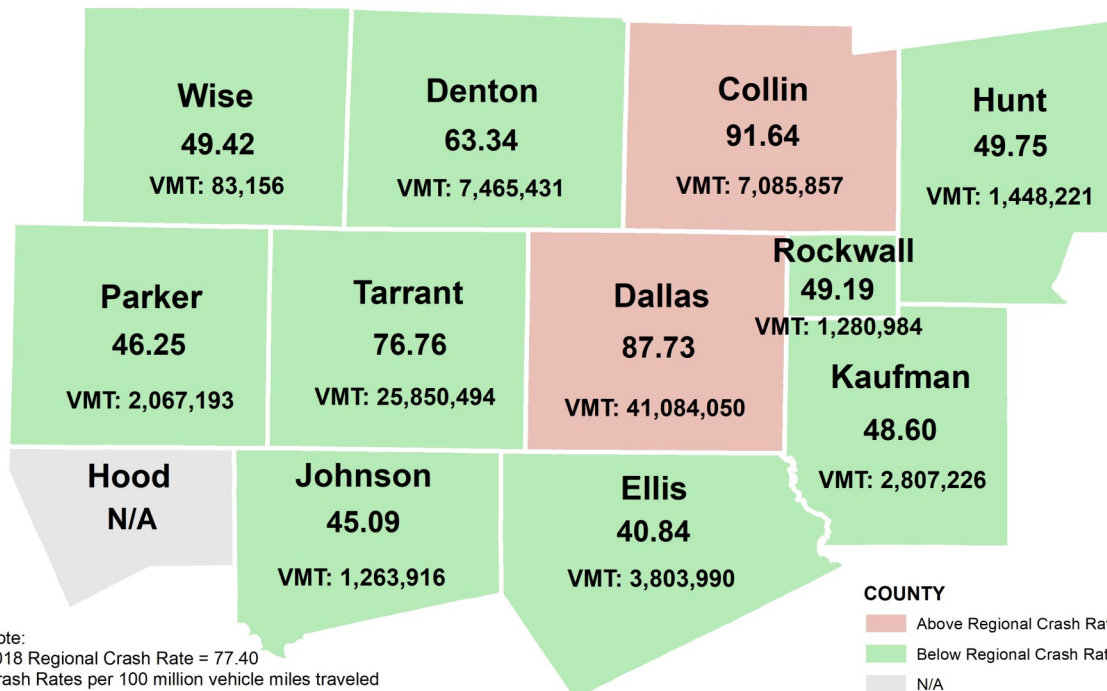
	Top Ten Contributing Factors — Limited Access Facilities Only	2018	2017
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	34.23%	33.15%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights / Cell/Mobile Device Use - (Texting / Other / Unknown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

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

2018 Crash Rates by County

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

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



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

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



0 5 10 20 Miles



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

NCTCOG Bicycle and Pedestrian Safety

Look Out Texans Campaign and Planning Efforts

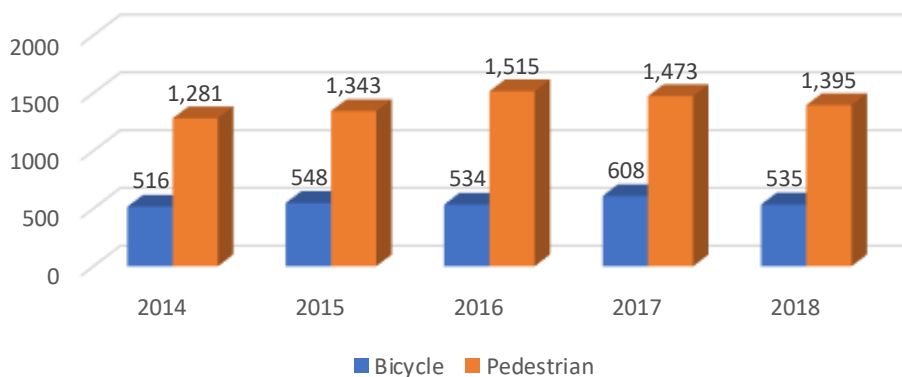
Launched in October 2015, the Look Out Texans Campaign encourages North Texans to watch out for one another and offers specific tips to bike, walk and drive safely together. The campaign was developed by the North Central Texas Council of Governments and funded by the Texas Department of Transportation.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

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

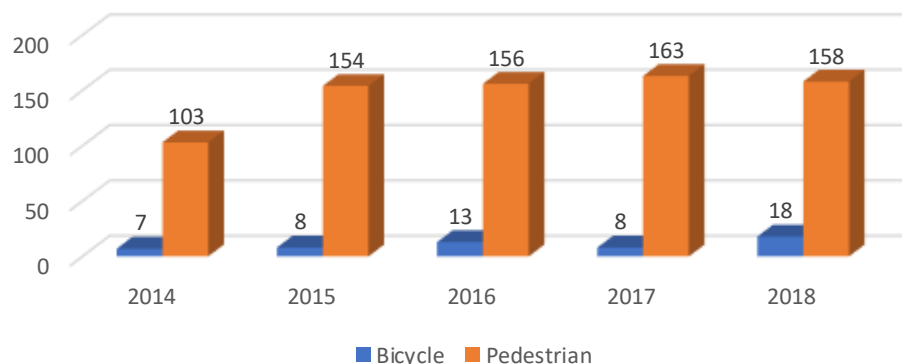
In a focused effort to reduce the number of pedestrian crashes and fatalities, NCTCOG in partnership with TxDOT, is creating a Pedestrian Safety Action Plan. The plan will identify goals and action items in the areas of engineering, education, and enforcement and brings together key stakeholders from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

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

2014-2018 Bicycle & Pedestrian Crashes 12-County MPA



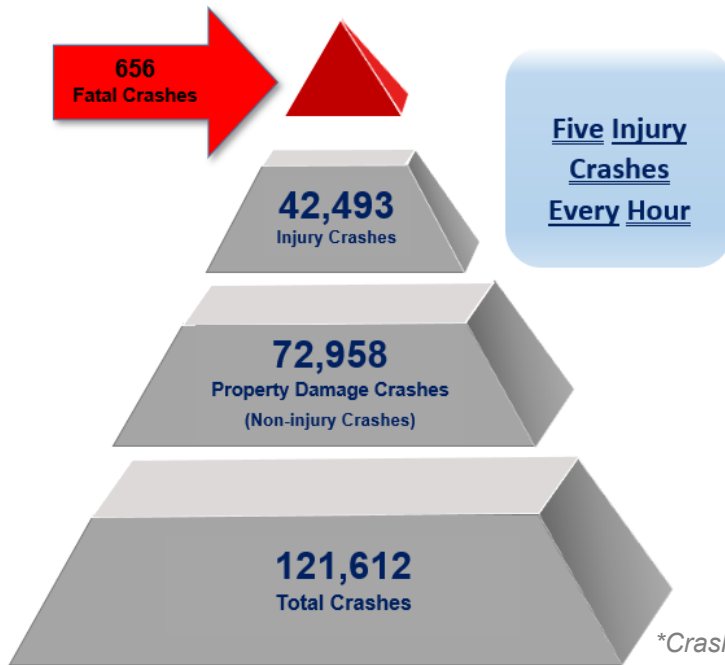
2014-2018 Bicycle & Pedestrian Fatalities 12-County MPA



NCTCOG Traffic Incident Management Program

2018 Regional Crash Pyramid — NCTCOG 12-County MPA

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



On average, each injury crash requires

2 Law Enforcement

4 Fire/Rescue

2 Emergency Medical Services

1 Towing and Recovery

9 Responders

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

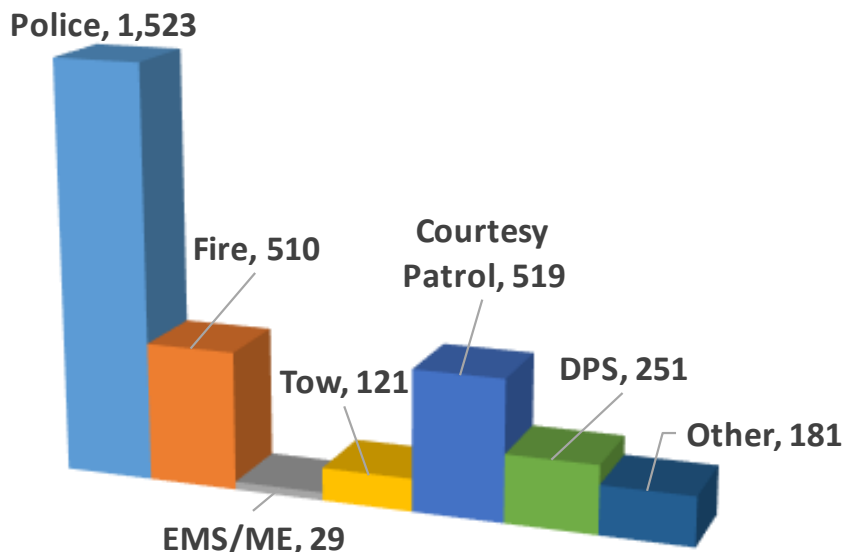
**Crash pyramid does not include “Unknown Injury Crashes”*

NCTCOG TIM First Responder and Manager’s Course

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

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

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



NCTCOG Traffic Incident Management Program

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

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

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

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

Notes:

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

NCTCOG TIM Executive Level Course Attendance

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

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

NCTCOG Photogrammetry Training Attendance: 2007— April 2019

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

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

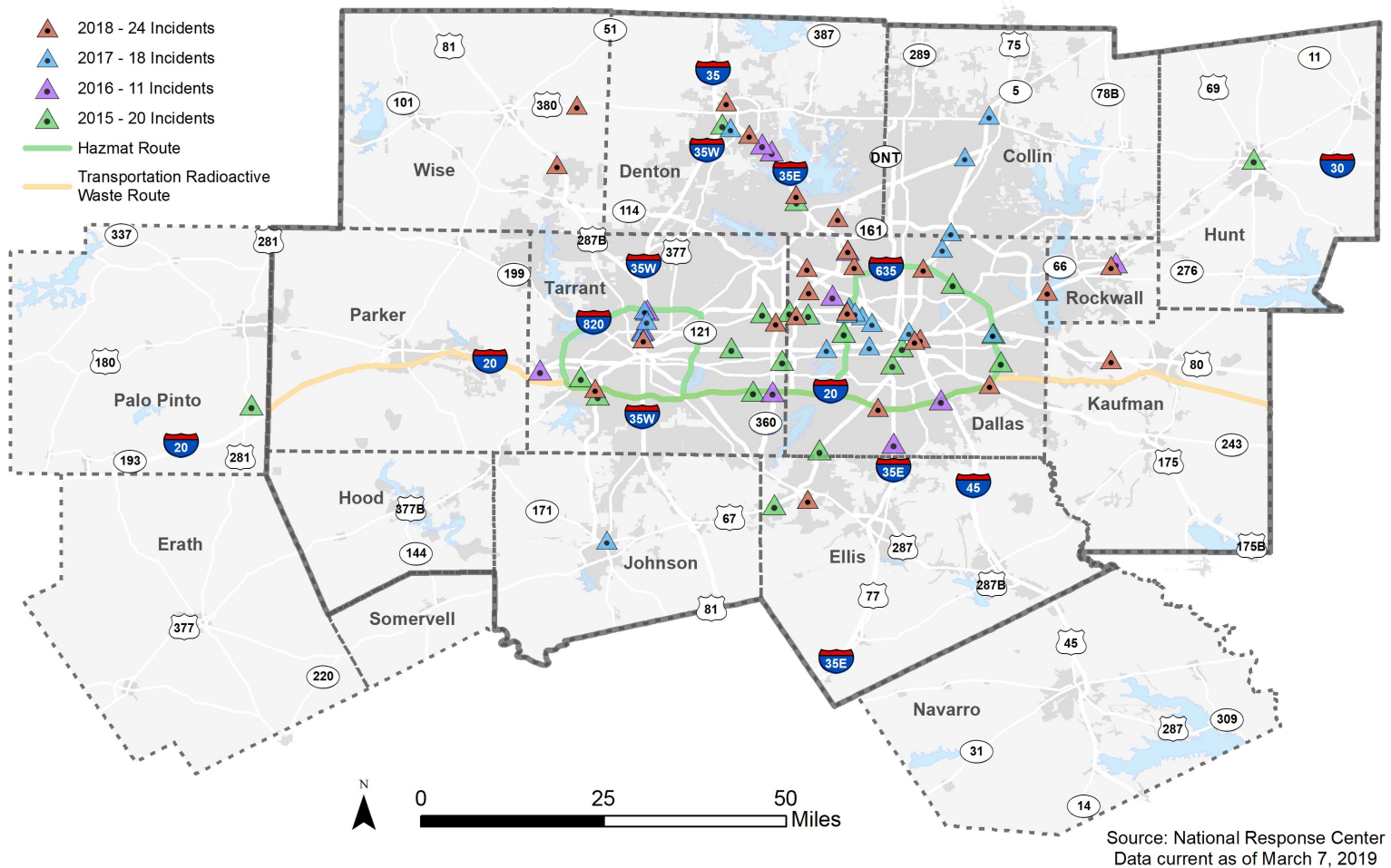
Course	Total
Basic Training	230
Advanced Training	133

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

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

2018 NCTCOG 16-County HazMat Incidents

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



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

Commercial Motor Vehicle Violations Training

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

Roadside Assistance Program

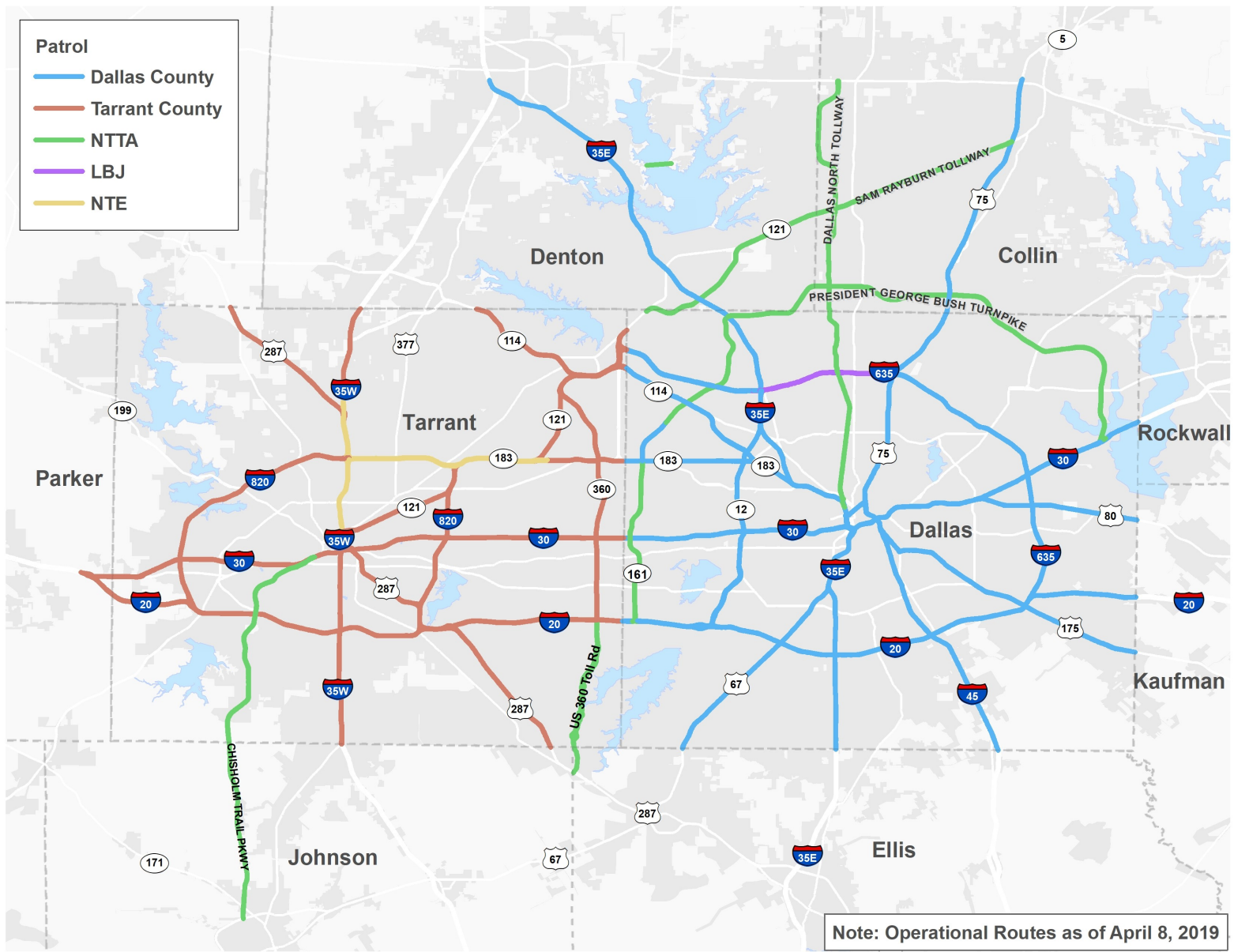
The Roadside Assistance Program (RAP) is an essential part of the region's Traffic Incident Management efforts. RAP coverage is focused on congested roadway systems in Dallas and Tarrant Counties but extends into portions of Collin, Denton, and Johnson Counties. The regional RAP helps alleviate congestion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

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

Roadside Assistance Program Performance Measures

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

Patrol Routes



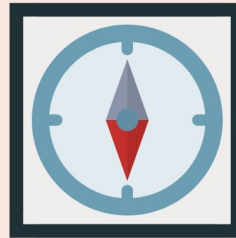
In 2018, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



72,340

**Driver Assistance /
Stalled Vehicle**



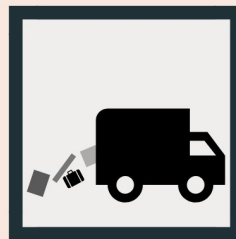
32,053

**Courtesy Check /
Directions**



5,445

**Crash
Assistance**



16,024

**Debris
Removal**



8,860

**Protection to
First Responders**



10,576

**Abandoned
Vehicle Check**

Total Combined Assists: 148,369

Notes:

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

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

Hours of Operation

Phone Number

Dallas County



**Mon - Fri
Sat - Sun**

**5 AM - 9:30 PM
11 AM - 7:30 PM**



(214) 320-4444

Tarrant County



Mon - Sun

6 AM - 10 PM



(817) 884-1213

NTTA



Mon - Sun

24 Hours a Day



**(214) 224-2203
or #999**

**NTE and
LBJ TEXpress**



Mon - Sun

24 Hours a Day



**(972) 661-8693
or #777**



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

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

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

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

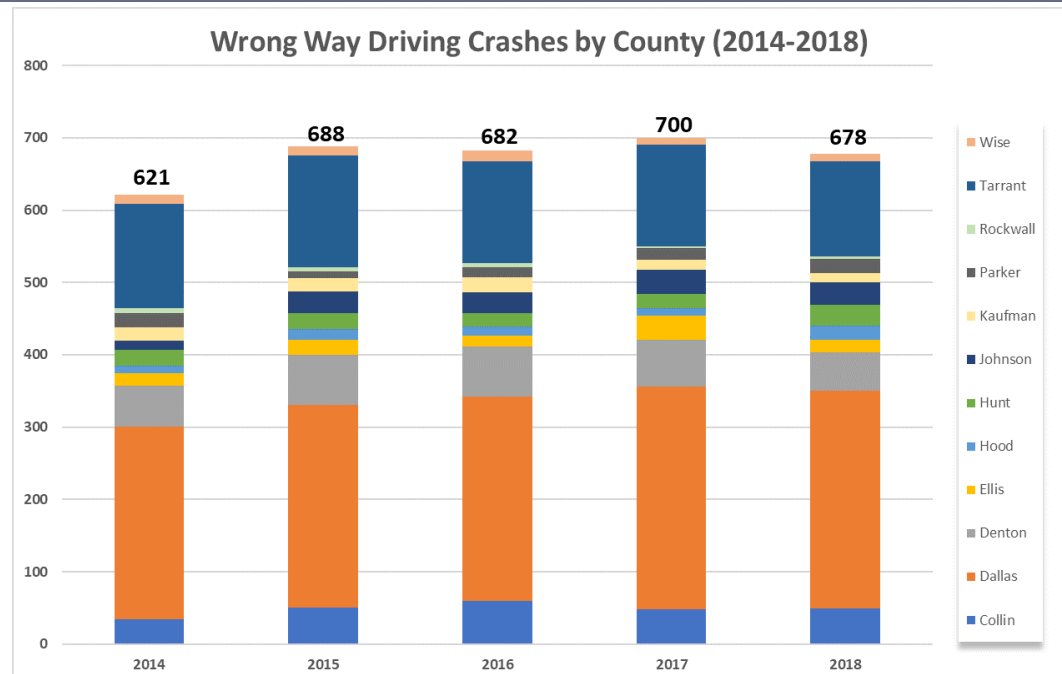
Phase I Signalized and Non-signalized Intersections: TxDOT Dallas District

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

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

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

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



Highway Safety Improvement Program

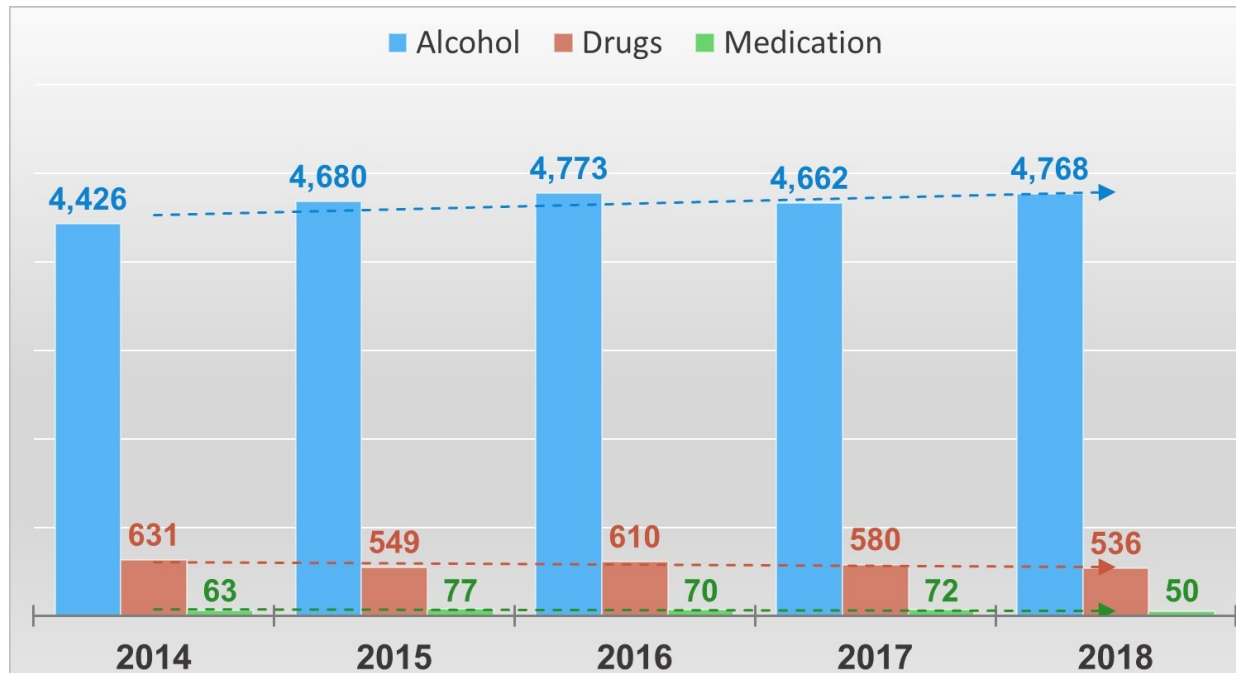
The TxDOT Highway Safety Improvement Program (HSIP) Call for Projects (CFP) is a funding opportunity for highway safety projects that decrease the number of fatalities and serious injuries on all public roadways. Funds are provided for construction and operational improvements that address crash types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

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

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

Crashes Involving Impaired Drivers: 2014-2018

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

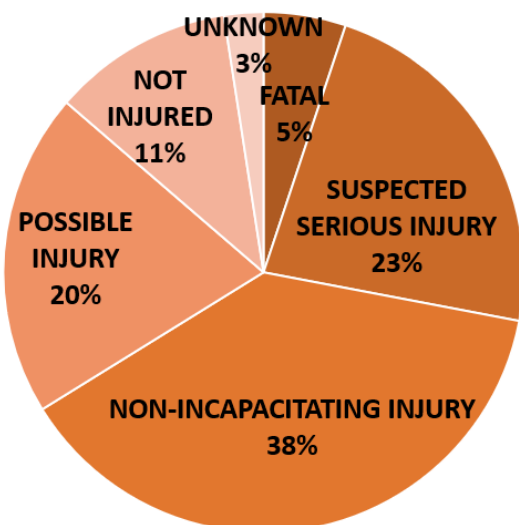


Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as "Had been drinking", "Taking medication", "Under influence—alcohol", or "Under influence—drugs". Motor vehicle crash within the NCTCOG 16-County area are included.

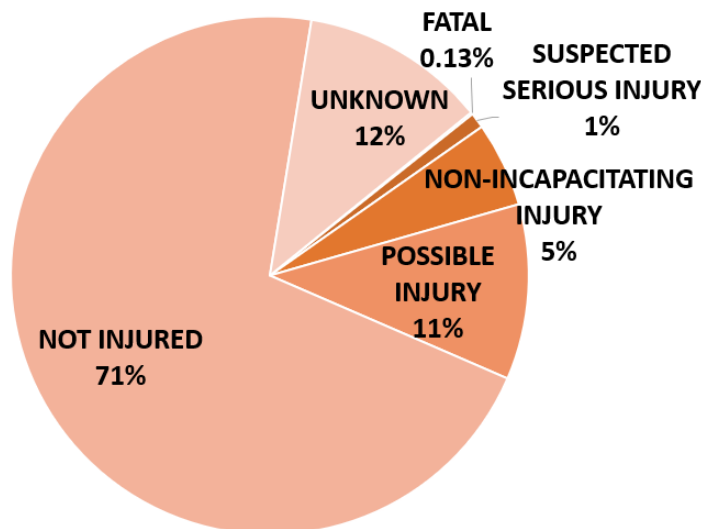
Motorcycle Injuries: 2014-2018

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

Motorcyclist Injuries by Injury Severity (2014-2018)



Motor Vehicle Injuries by Injury Severity (2014-2018)



Contact Information

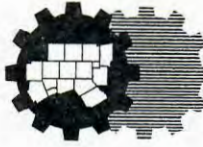
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cfountain@nctcog.org

Kevin Kroll
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(817) 695-9273
slandrum@nctcog.org



North Central Texas
Council of Governments
Transportation Department



North Central Texas Council Of Governments

TO: Regional Transportation Council
(Primary and Alternate Members)
Mayors, City Managers
Surface Transportation Technical Committee
County Sheriffs, Police Chiefs, Fire Chiefs
Medical Examiners and Transportation Providers

DATE: September 30, 2019

FROM: Michael Morris, P.E.
Director of Transportation

SUBJECT: Announcement for the November 2019 Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2018, the 16-county Dallas-Fort Worth region experienced 122,126 total reportable crashes, of which 42,510 were injury crashes, and 678 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents is extremely important and have demonstrated the ability to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 112 classes have been offered at the first responder level to 3,134 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 28 classes have been offered at the executive level to 990 decision and policy makers. For your reference, summaries of the regional attendance levels for the First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training web page <http://www.nctcog.org/FIM>.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour Federal Highway Administration (FHWA) Traffic Incident Management program for all certified firefighters before December 1, 2020. As of September 2019, Texas Commission of Law Enforcement Officers (TCOLE), also mandates that TIM Training is now mandatory for all peace officers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by FHWA. Course participants can also earn continuing education credit for Texas Commission on Law Enforcement and Track Type II Fire by attending the TIM training.

September 30, 2019

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes a preview of the updated ANSI vest standards. Those agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation and best practices. Important to note is that agency attendance at the NCTCOG TIM training, between 2013 to the present will be a scoring component in the upcoming 2020 Incident Management Equipment Purchase Call for Projects (CFP). More information on the 2020 CFP will be provided during the November Executive Level Course.

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, November 7, from 10 am to 12 pm. There is no charge for this class. The course will be held in the NCTCOG Transportation Council Room (616 Six Flags Drive, Centerpoint II, Arlington, Texas).

To RSVP for this course, please contact Barbara Walsh of NCTCOG at 817/695-9245 or bwalsh@nctcog.org. Please note that due to limited space, the course is restricted to the first 50 individuals who RSVP. We look forward to seeing you on November 7, 2019.



Michael Morris, P.E.

CF:bw

cc: Natalie Bettger, Senior Program Manager, NCTCOG
Fire Chief Ron Moore, Town of Flower Mound Fire Department
Lieutenant Daniel Plumer, Dallas County Sheriff's Department

Increase Incident Response

Decrease Driver Delay

Executive Level Incident Management Training Opportunity

Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG). The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages a common, coordinated response to traffic incidents — a source of significant delays in our rapidly growing region.

Goals of the Traffic Incident Management Executive Level Course focus on:

- building partnerships with local emergency response agencies
- enhancing safety for emergency personnel
- reducing upstream traffic accidents
- improving the efficiency of the transportation system
- improving air quality in the Dallas-Fort Worth region

Space is limited. Register today. 817.695.9245 / bwalsh@nctcog.org

Thursday, November 7, 2019
10 am— noon
NCTCOG
Transportation Council Room
616 Six Flags Drive, Centerpoint II
Arlington, Texas 76011

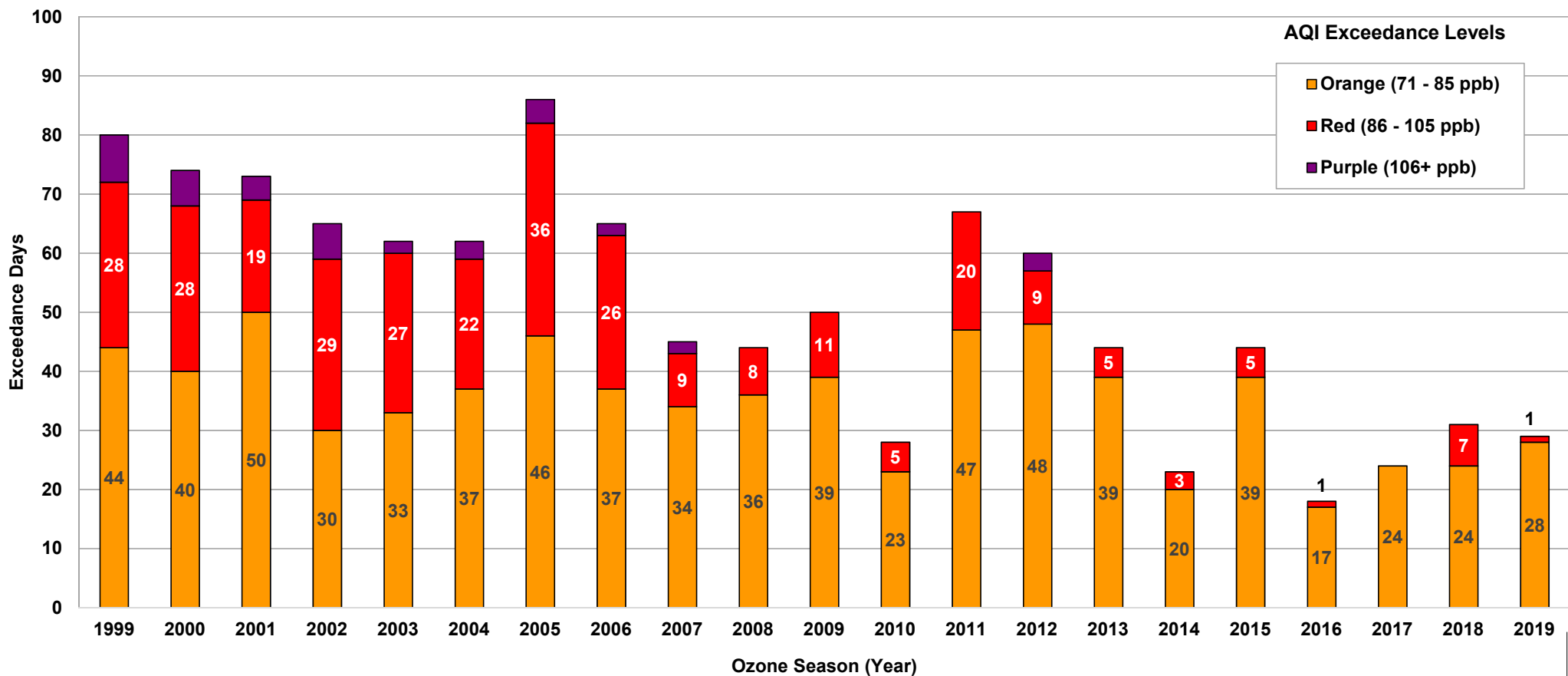


North Central Texas Council of Governments
Transportation



8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of October 2, 2019)

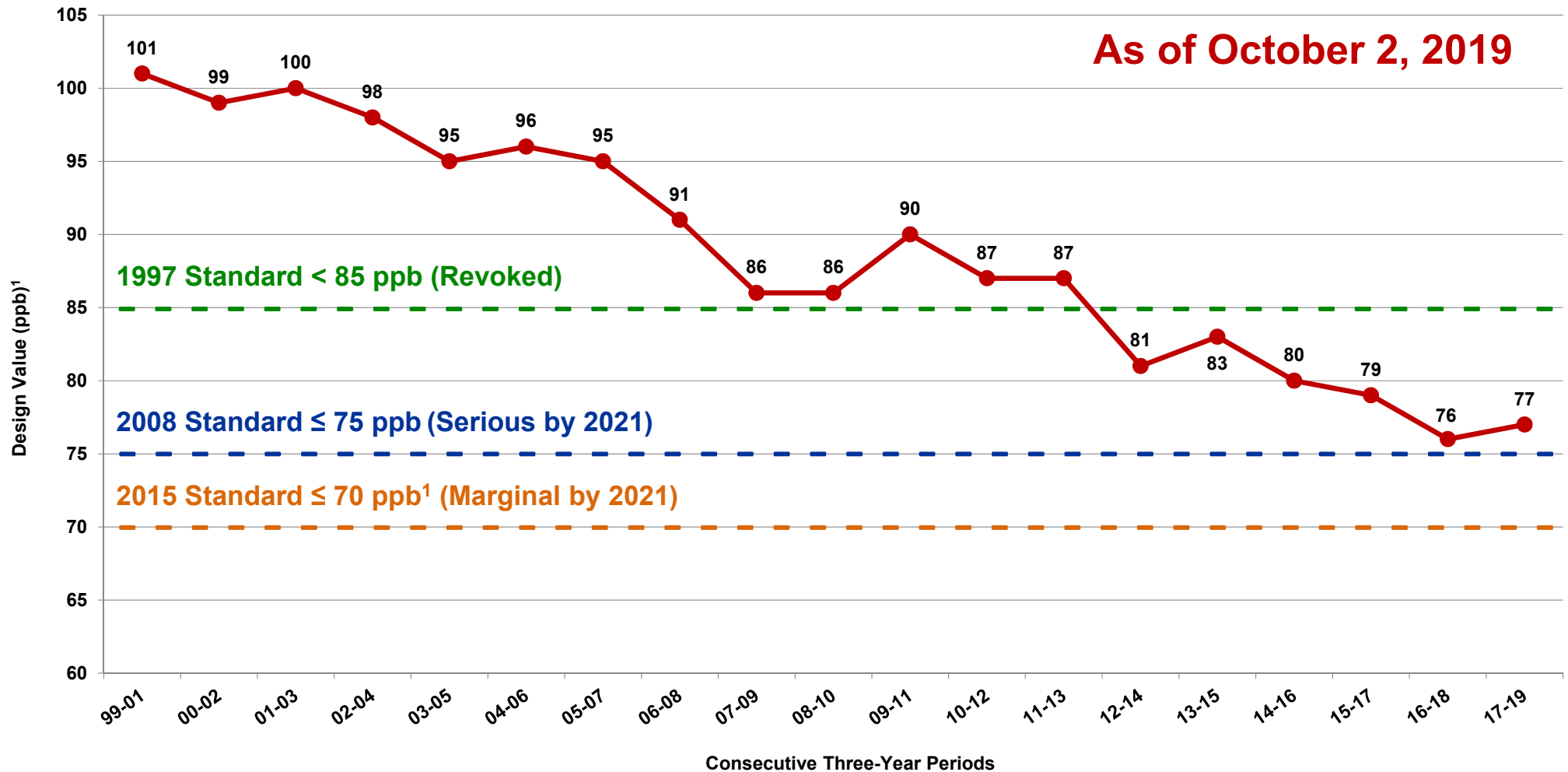


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of October 2, 2019



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

For More Information

Jenny Narvaez
Program Manager
(817) 608-2342
jnarvaez@nctcog.org

Trey Pope
Transportation/Air Quality Planner
(817) 695-9297
tpope@nctcog.org

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

As of August 2019

Overview of Actions Affecting Eastern/Western Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$1,076.54	\$2,436.60
Aug-19	Category 12 Clear Lanes funding for various projects in the region was awarded 69% East/31% West instead of being split 68% East/32% West, which gave the East a small amount of additional revenue compared to the West	\$0.00	\$33.59	\$1,076.54	\$2,470.19
Aug-19	Category 12 Strategic Priority funding for various projects in the East (IH 30 in Dallas County, IH 35 in Denton County, and IH 30 in Hunt County) and in the West (Southeast Connector in Tarrant County and SH 170 in Denton/Tarrant Counties) as approved in the 2020 Unified Transportation Program (UTP)	\$208.33	\$1,018.85	\$1,284.87	\$3,489.04
Updated FAST Act Equity Percentage Share as of August 2019				26.91%	73.09%

Cumulative East-West Equity Share		Cumulative Total	
		West	East
	Cumulative Total	\$1,284.87	\$3,489.04
	Cumulative Percentage Shares	26.91%	73.09%
	RTC Approved Target Shares	32%	68%

FACTSheet

July 2019

North Central Texas Council of Governments

Regional Transportation Council

www.511DFW.org



BEGIN YOUR TRIP HERE.

Quick Take

What:

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

Significance:

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

By the Numbers:

47 minutes

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

511DFW Traveler Information System Upgraded to Enhance User Experience

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

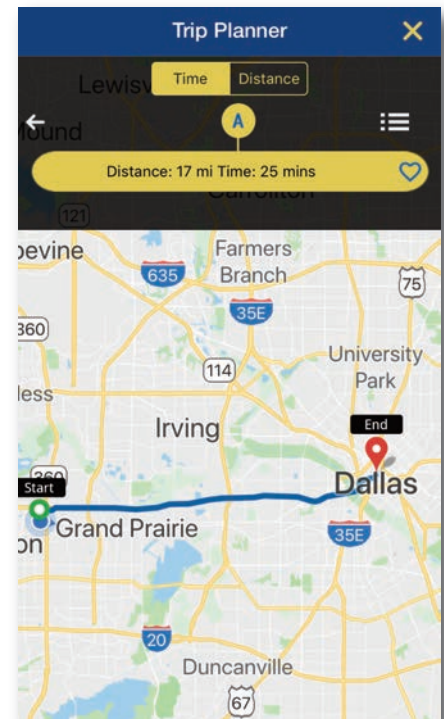
The updated 511DFW provides residents and visitors to the Dallas-Fort Worth area a local resource to get where they are going, whether they chose to drive or take transit. The app and website were recently upgraded to improve the user experience. Refinements are still being made to the website and app,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

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

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

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

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



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

FACTSheet

Personalized Traffic Information

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

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

Transit Trip Planning

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

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

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

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

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



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

Here's what is on 511DFW:

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



North Central Texas Council of Governments

Phone: 817-695-9240 Fax: 817-640-3028

Email: transinfo@nctcog.org

NCTCOG.org/trans

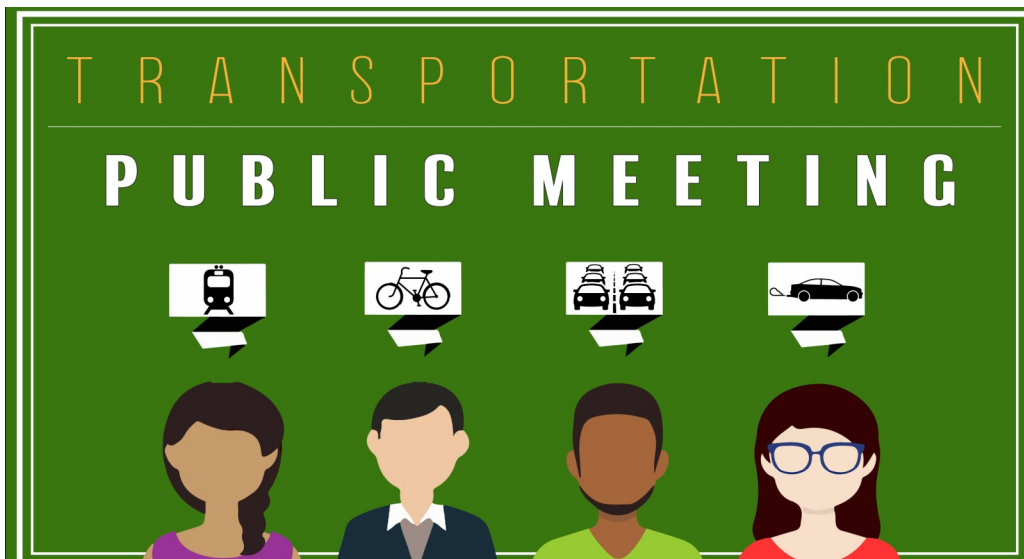
[Facebook.com/nctcogtrans](https://www.facebook.com/nctcogtrans)

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

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

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

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



PRESENTATIONS

Fiscal Year 2019 Public Transportation Funding: Program of Projects

NCTCOG staff will present proposed transit projects funded by the Federal Transit Administration through the final award of Fiscal Year 2019 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities. This input opportunity meets the federal requirement for public participation in programs of projects. Please note Dallas Area Rapid Transit hosts their own public meeting and can be contacted directly for more information.

The following agencies' programs of projects will be presented:

City of Arlington, City of Grand Prairie, City of McKinney, City/County Transportation, Community Transit Services (CTS), Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), North Central Texas Council of Governments (NCTCOG), Trinity Metro, Northeast Transportation Service (NETS), Public Transit Services (PTS), Span, Inc. (formerly known as Special Programs for Aging Needs), and STAR Transit.

Community Schools and Transportation Program Update

The goal of the Community Schools and Transportation Program is to promote best practices and advance coordination between school districts and other governmental agencies on topics of mutual interest. Staff will discuss best practices for relieving traffic congestion around schools and present recommendations for improving school district and public transit coordination.

Clean Vehicle Funding Opportunities

Staff will share information about funding opportunities for vehicle/equipment purchases and replacements as well as funding for parking space electrification at freight terminals.

Regional Transportation Council Public Comment Procedures

Due to the passing of House Bill 2840 by the Texas Legislature, members of the public can now provide comments during Regional Transportation Council meetings. Staff will present a brief overview of this new public input process and next steps.

RESOURCES AND INFORMATION

Car Care Clinics: www.ntxcarcare.org

Know Before You Fly Your Drone Workshops: www.nctcog.org/uas

Regional Smoking Vehicle Program: www.smokingvehicle.net

Mobility 2045 Administrative Revisions: www.nctcog.org/input

The meeting will be live streamed at www.nctcog.org/video (click on the "live" tab). A video recording will also be posted online at www.nctcog.org/input.



NCTCOGtrans



North Central Texas
Council of Governments

**MONDAY, OCT. 14,
2019, 6:00 PM**
**North Central
Texas Council of
Governments**
616 Six Flags Drive
Arlington, TX 76011

For special accommodations due to a disability or for language translation, contact Carli Baylor at 817-608-2365 or cbaylor@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the meeting: 817-608-2365 or cbaylor@nctcog.org.



CentrePort/DFW Airport Station
Arrival Options October 14

Eastbound Train 5:19 pm

Westbound Train 5:31 pm

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

Work Program Modifications

Proposed Modifications to the List of Funded Projects

Online Public Input Opportunity Dates

Monday, Sept. 9, 2019 - Tuesday, Oct. 8, 2019 - The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO), and amended on November 8, 2018. Staff posted information regarding:

1. Work Program Modifications
2. Proposed Modifications to the List of Funded Projects

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

Summary of Presentations

Work Program Modifications presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/09/UPWP.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas:

- Administration and Management
- Transportation Data Development and Maintenance
- Short-Range Planning and Programming and Air Quality and Transit Operations
- Metropolitan Transportation Plan
- Special Studies and System Operations

The modifications included in this round of amendments address additional funding for air quality management and regional transportation studies as well funding adjustments for transit initiatives and automated vehicle technologies.

The RTC will take action on the FY2020 and FY2021 UPWP modifications in October 2019.

Proposed Modifications to the List of Funded Projects presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/09/TIP.pdf>

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.

The current modification cycle includes project updates and adjustments for transportation initiatives in Cedar Hill, Dallas, Frisco, Garland, Haltom City, Hurst and Weatherford. Additionally, proposed projects to be added to the TIP include a feasibility study on the construction of a Texas U-turn at Northwest Highway and Dallas North Tollway as well as a City of Irving bicycle master plan.

WRITTEN COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Propose Modifications to the List of Funded Projects

Email

Richard Shumacher

Comments: Cancel TIP Code: 25063 - STUDY OF THE FEASIBILITY OF INCREASING NAVIGATION ON THE RED RIVER This project would be a ridiculous waste of state resources.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018.

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

This month, there was a large discussion of the pros and cons of electric vehicles on a post regarding the annual National Drive Electric Week event. Aside from this, comments related to transit planning and use were in the majority.

Air Quality

Twitter

1. Stay healthy out there. – Dr. John Biggan (@Biggan4Congress)



Facebook

1. Ozone Action Day – Ozone in the Dallas-Fort Worth area Wednesday is predicted to be at Level Red, unhealthy. Active children and adults and people with lung disease, such as asthma,

emphysema, or chronic bronchitis, should avoid outdoor activity. Everyone else, especially children, should limit prolonged outdoor exertion. Current ozone information: <http://bit.ly/9nC9vy>. Consider a clean air choice: <http://bit.ly/2oAbaPt>. – NCTCOG Transportation Department

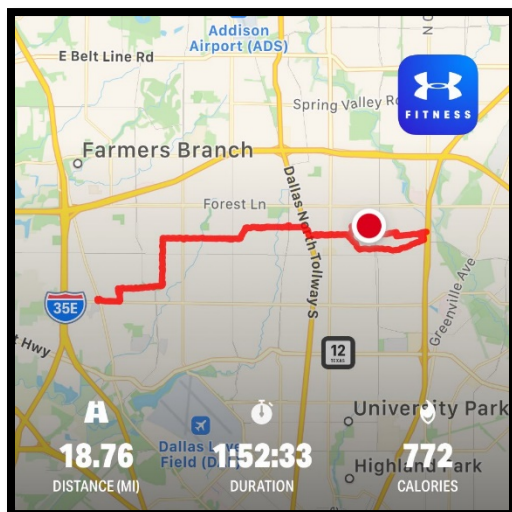


#driveelectric – Chris Hightower

Bicycle & Pedestrian

Twitter

1. @NorthavenTrail ride from Central to Harry Hines and back. Thanks @DallasParkRec @CityOfDallas @DallasCountyTx @TxDOTDallas @NCTCOGtrans @oncor @cmjsgates @VoteOmarNarvaez @elbagarcia @JJKoch – Lee M. Kleinman (@LeeforDallas)



Hope that trail ain't as bumpy as the new ones poured in East Dallas – Tim Rogers (@timmytyper)

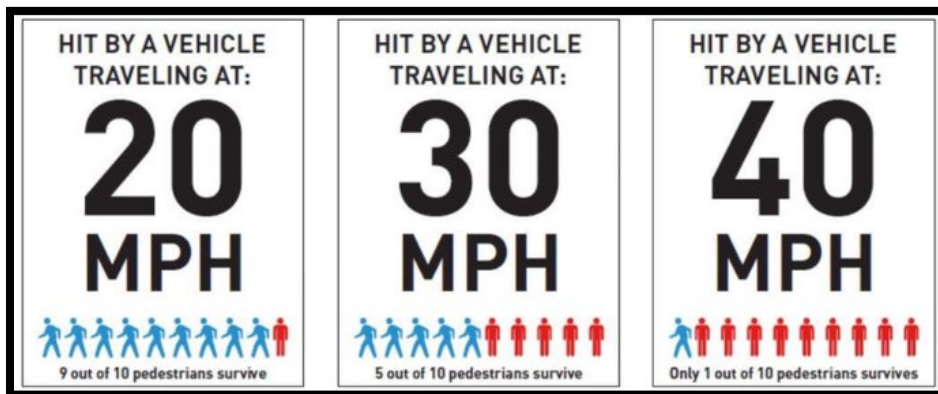
Which trails and which sections? Please be more specific so we can investigate and correct. Thx. – Lee M. Kleinman (@LeeforDallas)

Start w that trail that goes from Mockingbird Station to the lake. – Tim Rogers (@timmytyper)

2. North Texans think lower traffic speeds on community roadways are “essential” or “very important” to improve pedestrian and bicycle safety on the road. Like if you agree. See the results of our Bicycle Opinion Survey at <http://nctcog.org/bikesurvey>. – NCTCOGTransportation (@NCTCOGtrans)



Twenty's plenty for any street on which people live. – Loren S. (@txbornviking)



3. In 2023, you could bike from Fort Worth to Dallas. Here's a look at the trail progress: <http://bit.ly/2klVvyh>. – NCTCOGTransportation (@NCTCOGtrans)



Map of completed vs under construction? Very cool!

Facebook

1. The trail of the month for September is the Cottonwood Creek Trail. It is an approximately 5-mile linear 2-lane concrete trail that runs north-south through the center of the City of Allen. The trail provides a cross-city, off-street bicycle network that connects to places such as the Village at Allen, the Old Stone Dam and the 1910 Railroad Bridge from the Interurban Railroad. The Cottonwood Creek trail also provides a recreational connection to parks such as and transportation option for citizens and visitors alike. Allen Station Park, Ford Park, and access to “The Edge at Allen Station Park” which contain a variety of recreation activities. The trail also connects with the Stacy Trail and the Mustang Creek Trail in the City of Allen. In the future, it will connect to the existing Cottonwood Creek Trail network in McKinney to run north to the El Dorado Pkwy Trail, and south to the Oak Point Park Trail in the City of Parker. – NCTCOG Transportation Department



I walk this trail almost daily when I am working. It is a favorite of mine.. – Kathleen Rice

Cool – Kelly Livingston McGinnis

Innovative Vehicles & Technology

Twitter

1. Nice partnership missing only one thing. EV charging! @NCTCOGtrans Buc-ee's @TxDOT @NTXTeslaOwners – Rick Bollar (@bollar)



Yes make it happen please – Brandon (@Brandon75530242)

I think it would be smart for them to add EV chargers – immtx (@immtx)

2. Registering is cool, exhibiting is cooler than 😎 . It's ice cold ❄️ ! The only ICE there. 😂
#TexasEV #NDEW2019 – N TX Tesla Owners (@NTXTeslaOwners)



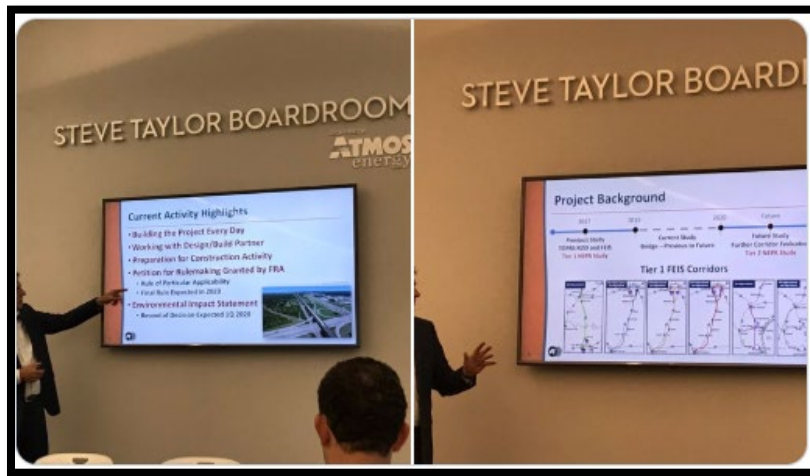
I see what you did there! 😂 – NCTCOGTransportation (@NCTCOGtrans)



– N TX Tesla Owners

(@NTXTeslaOwners)

3. .@NCTCOGtrans's Kevin Feldt provides an update this morning to the Surface Transportation Committee on the @HyperloopOne project. – North Dallas Chamber (@NDCC)



Facebook

1. Traditional on-road vehicles, like cars and trucks, contribute to air pollution. A great alternative is an electric vehicle. Have questions about EVs? Come to our EV showcase 9/21! There, you can meet other EV owners and see what it's like to travel in one. Visit dfwcleancities.org/ndew for more information and to register. – NCTCOG Transportation Department



...except that is a lie. Manufacturing and power plants used to charge your piece of CRAP EV is more costly to the economy and in pollution. Keep your damned snake oil. – Phil Neil

2. Want to make the switch to a cleaner and efficient car with an electric vehicle but don't know where to start? We've got you covered. Our Drive Electric Week event is the perfect way to become educated so you can go electric. Visit www.DriveElectricDFW.org for more information. #NDEW2019 – NCTCOG Transportation Department



***Please note that this post (above) received over 400 comments. To read them, follow the link here: <https://www.facebook.com/NCTCOGtrans/posts/3301444246539894>*

Project Planning

Email

1. Brendan Keane

With new family communities being built to the south of Fort Worth, proposing a railroad quiet zone at the intersection of Chapin School Road (2871) & Aledo Road. The trains are constant and cause excessive noise pollution and deters families from moving into the new homes. The community thinks this would be a game changer for young families interested in the area!

2. Jodi Wooten

Pleased to see that the expansion of 78 from Wylie to FM 205 has made it even easier to go to Rockwall. This new road is working well for residents to quickly get from Wylie to Rockwall and vice versa if needed and is a big improvement from a few years ago. At one point there was talk of building a bridge between Rockwall and Wylie over Lake Ray Hubbard. However, that would be duplicate roads since Hwy 78 and Hwy 66 across the lake in Rowlett are already in existence.

3. Trey Ingram

This public comment is in reference to Item 3.1 from the 8/23/19 STTC Meeting - "Endorsement of Funding for Preliminary Engineering Study for AT&T Way in Arlington".

I was able to view the electronic attachment for this item and noticed that this proposed highway interchange-style preliminary map does not match the appropriate context for this area of Arlington. The trumpet-style loop is shown to be going through the middle of an existing park and would presumably require re-construction of the Abram Street bridge and shared-use path that were just finished within the last year.

In the nearby vicinity, Stadium Drive was also just reconstructed to be a 6-lane arterial to assist with traffic movement out of the stadium district - negating any sort of need of this highway interchange extension of AT&T Way to Abram Street. There are a plethora of 6 lane roadways going in/out of the stadium district that are not anywhere near capacity on a normal basis - or even during gamedays. Please reconsider doing this study - it is not needed and disrupts an active park, a community center, and adds a contextually inappropriate highway-style connection to a downtown-esque street.

4. Erin Larew

The citizens of Wylie do not want a bridge across Lake Ray Hubbard connecting into East Wylie. Please leave east Wylie and Troy Road alone. If you want a bridge so bad put it in Rockwall county and connect to the Bush. Again all residents of Troy Road and Wylie will fight! And just in case you didn't get the idea last time we don't want a bridge across lake lavon either. Thanks so much.

5. Kendra West

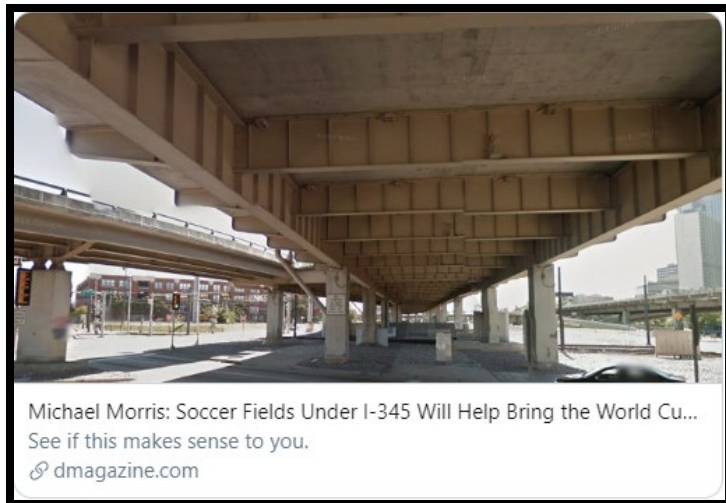
I have heard recently that there is a potential for a toll road with a bridge over the North edge of Lake Ray Hubbard that will span from Greenville to 190 in Garland.

It is very important to be aware of the Bald Eagles living and nesting South of 75 and North of Hwy 66. In a matter of a few hrs you can see for yourself the sheer amount of wildlife but our Bald Eagles are very rare and super special to have here in North Texas!!

Please consider this and vote no to any further building of additional roadways. Expand the ones we have already!!

Twitter

1. Michael Morris: Soccer Fields Under I-345 Will Help Bring the World Cup to Dallas – Wylie H Dallas (@Wylie_H_Dallas)



Michael Morris, director of transportation for the @NCTCOGtrans is captive to his #autocentric mindset. To him transportation = highway, 40yrs working with COG & still he insists more highways are the answer.

It's long past time we prioritize #TransitAlternatives! – Loren S. (@txbornviking)

Believe it or not NTCOG/Morris is also in charge of the only regional process for air quality planning - done entirely thru the prism of highway funding being threatened, not public health. – Downwinders at Risk (@cleanerair)

2. I'm pretty sure that @NCTCOGtrans, Michael Morris, and @TxDOTDallas are planning for cars and traffic. They consider people and places to be nuisances and obstacles to be overcome in pursuit of their perfect, dystopian "system." – Wylie H Dallas (@Wylie_H_Dallas)



Public Meetings & Forums

Twitter

1. Thank you to the Society of Commercial Realtors for inviting me to be a part of the Transportation Panel w/Michael Morris from Reg. Transp Council & Scott Williams from @GrapevineTXCity at today's breakfast. @TrinityMetro @CityofFortWorth @GFWAR @NCTCOGtrans @NCTCOG_Official – Sal Espino (@SAL_FW)



Transit

Email

1. **Richard Sickler**

We need Bussing in N.R.H. and pray that it will happen soon so we can get to our new train and back.

2. **Diana Vivas-Monroe**

We need better transportation from Fort Worth/Arlington to Alliance. Trinity metro has only on route and it doesn't run at certain hours/days. The Alliance area has many competitive jobs and we need to take advantage and help our community overcome the lack of transportation. We could incorporate what DART and Uber has (the first last mile) or something even better.

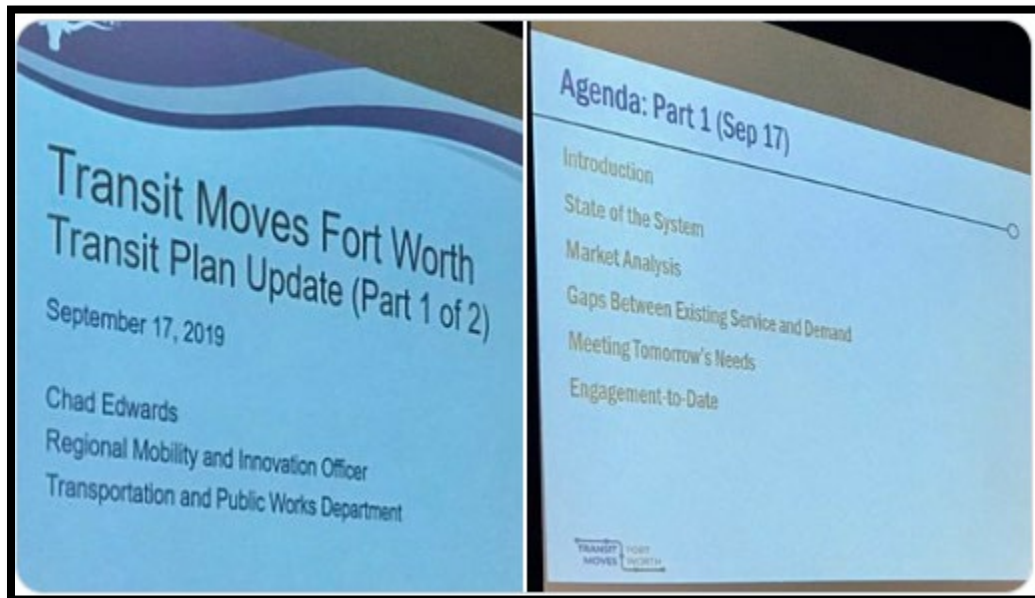
Twitter

1. "The future of transportation depends on expanding the capacity of existing networks like public transit, not flashy private options" @NCTCOGtrans @TxDOT – Loren S. (@txbornviking)

2. CMember @carlosfloresfw from @CityofFortWorth hosted Job Fair in @GrapevineTXCity w/ @WfSTarrant & @TrinityMetro for jobs in Grapevine & @DFWAirport area. Fair promoted use of #TEXRail & transit to connect folks to jobs. @FTWChamber @GrapevineCoC @NCTCOGtrans @NTxCommission – Sal Espino (@SAL_FW)



3. At presentation of Transit Moves Fort Worth Transit w/ @TrinityMetro VP/COO of Bus/Paratransit Wayne Gensler & Senior Dir of Planning Kiran Vemuri. Thank you to @CityofFortWorth for support to improve transit/mobility. @Genz26 @FTWChamber @fwhcc @FWMBCC @DTFortWorth @NCTCOGtrans – Sal Espino (@SAL_FW)



4. Check out The Dash & join @TrinityMetro on 9/23 from 10 am to 1 pm in Crockett Row off West 7th. See you there! @CityofFortWorth @DTFortWorth @CrockettRowW7th @FTWChamber @fwhcc @FWMBCC @VisitFortWorth @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL_FW)



5. Appreciate the great partnership between @GrapevineTXCity and @TrinityMetro! Great city and a great stop on #TEXRail! @GrapevineCoC @VisitGrapevine @DFWAirport @TarrantCountyTX @TarrantTransit @NTxCommission @NCTCOGtrans – Sal Espino (@SAL_FW)



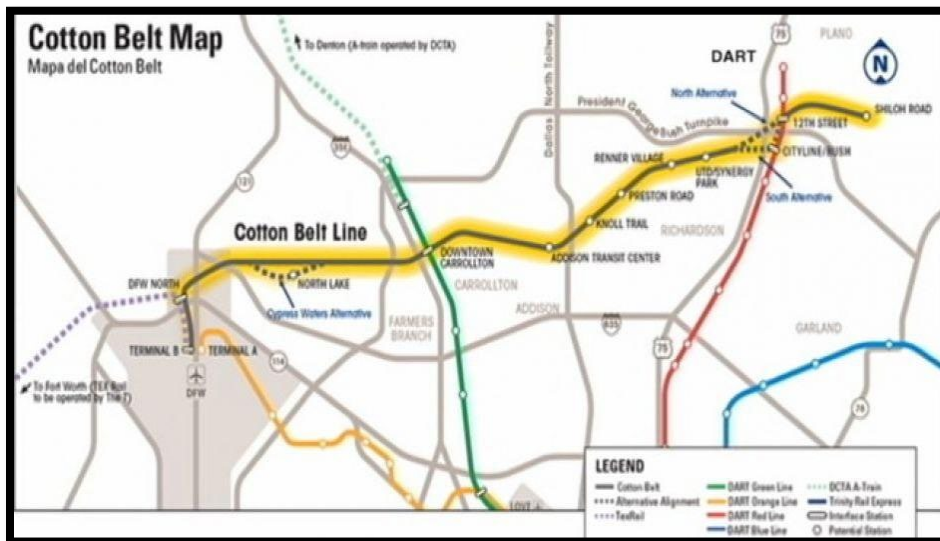
Facebook

1. "Fairgoers can save \$27 when buying a combination ticket through DCTA. The \$16.50 package covers a local pass on the DCTA system, a pass for Dallas Area Rapid Transit and admission to the State Fair in Dallas." <http://bit.ly/2m05PSA> – NCTCOG Transportation Department



Plus, for everyone reading this post, DCTA's A-Train now runs every 30 minutes on weekdays through the early evening hours, allowing for more connections to DART's Green Line light rail at Trinity Mills Station in Carrollton and making for a terrific and relaxing way to get and from the fair in order to help reduce car traffic, road congestion, and parking hassles! – Paul McManus

2. DART breaks ground on Silver Line along the old Cotton Belt corridor: <http://bit.ly/2kuM1qm>. – NCTCOG Transportation Department



As DFW continues to grow very rapidly, the Silver Line will be absolutely wonderful in helping to reduce car traffic and road congestion, as well as to help improve air quality and regional mobility! Plus, the Silver Line will also connect to Trinity Metro's TEXRail in Grapevine! – Paul McManus

Other

Email

1. Jan Kearney

I have an ultra lite travel trailer with 2 axles. I use a pickup truck with 2 axles (not a dually) to tow it. Why are the fees for 4 axles (due to towing a trailer) cost so much more than 2, 2 axles vehicles.

Carli Baylor

Hi, Jan

Thank you for contacting the NCTCOG Transportation Department. Can you provide me with a bit more context so I can provide you with the best answer possible?

Are you referring to toll and/or managed lane fees?

Jan Kearney

I'm talking about toll roads in general for example 121 or George Bush or the toll road that goes around Austin

Carli Baylor

Hi, Jan

Please find enclosed below NTTA's answer to your question. Let us know if you need additional assistance.

Thank you,

Carli

Toll rates on the NTTA System are calculated using an "N-1" multiplier, where N is the number of axles. The base per mile rate applies to two-axle vehicles, and the N-1 multiplier is used to calculate rates for vehicles

with 3 or more axles. For a four-axle vehicle the rate would be three times the base rate ($N-1 = 4-1 = 3$).

For the customer's specific question, let's assume a base two-axle rate of \$1.00. For the two-axle vehicle pulling a two-axle trailer, the toll charged would be the four-axle rate of \$3.00. Conversely, two 2-axle vehicles would each pay \$1.00 for a total of \$2.00.

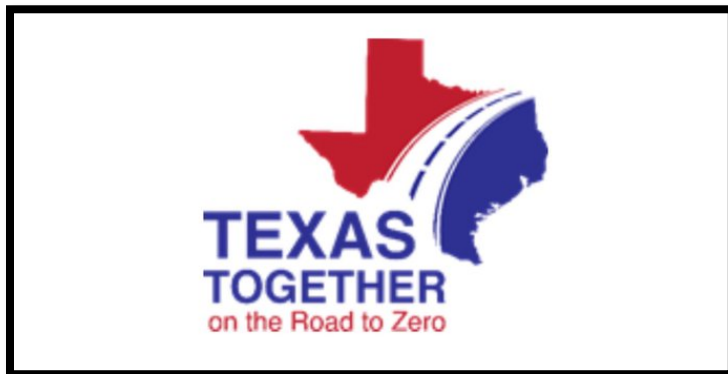
Rates are higher for vehicles with more axles because those vehicles are typically much larger and heavier than passenger cars (e.g. large trucks). The larger vehicles are significantly more wearing on the roadway surface, which increases the ongoing maintenance costs of the facility.

Twitter

1. Check out the updated, revised, and interactive Texas SHSP website:

<https://texasshsp.com>

#VisionZero #EndTheStreakTX – Rob Severance (@ChiefSeverance)



Facebook

1. TEXpress Lanes consist of corridors with rebuilt frontage roads, non-tolled highway lanes and tolled lanes, resulting in reliable travel times and less congestion. Learn more and plan your trip at www.TEXpressLanes.com. – NCTCOG Transportation Department



And OWNED BY OTHER COUNTRIES!! – Billy Crouch Jr.

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



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

September 16, 2019

Mr. Anthony Moffa
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005

Subject: Vehicle Inspection Advisory Committee Appointment

Dear Mr. Moffa:

Thank you for your interest in serving as a member of the Vehicle Inspection Advisory Committee. It is my pleasure to inform you that you have been selected by the Texas Commission on Environmental Quality to serve a three-year term beginning on September 16, 2019 and expiring on September 16, 2022. I am confident that your experience with programs related to vehicle inspections in Texas will be a great asset to the committee.

If you have any questions or concerns, please contact Mr. Walker Williamson, Manager, Air Quality Planning, at (512) 239-3181 or Walker.Williamson@tceq.texas.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon Niermann", with a long horizontal flourish extending to the right.

Jon Niermann
Chairman

JN/ST/rg



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

September 16, 2019

The Honorable Scott Lemay
Mayor
City of Garland
PO Box 469002
Garland, TX 75046

Dear Mayor Lemay:

On behalf of the Regional Transportation Council (RTC), I would like to thank the City of Garland for its partnership during the Texas Department of Transportation (TxDOT) procurement process for IH 635 East. This letter is in response to the City of Garland's letter of June 11, 2019. The alternative technical concepts for the Garland Avenue intersection led to a lower cost but were not equivalent to all the desires of the City of Garland. However, the City of Garland accepted the design to avoid potential complications with the Kansas City Southern Railroad which allowed IH 635 East to be procured as one project.

The RTC recognizes the City of Garland's commitment to the region and at its September 12, 2019, meeting, action was taken to develop a new partnership program to pursue solutions that will mediate the City of Garland's concerns. Approximately \$15 million in new funds will be used to implement projects in the Garland Avenue area. North Central Texas Council of Governments staff will negotiate options with the City of Garland and proposed projects will be presented to the RTC for consideration.

The RTC looks forward to continuing its partnership with the City of Garland. Please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org with any questions or concerns.

Sincerely,

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

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

MM:al

cc: The Honorable Richard Aubin, Councilmember, City of Garland
Michael Morris, P.E., Director of Transportation, NCTCOG



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September 6, 2019

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

Re: Oncor Electric Delivery Company's Proposed Sargent Road – Oakland Avenue Tap
138 kV Transmission Line Project in Dallas, Dallas County, Texas

Dear Executive Director Eastland:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 138 kilovolt (kV) transmission line from Sargent Road Switch to the Oakland Avenue Tap point in Dallas County. The proposed Sargent Road – Oakland Avenue Tap transmission line would be located approximately 3.5 miles southeast of downtown Dallas crossing the Trinity River and Interstate Highway 45. Please refer to the attached map depicting the project study area and Oncor's existing facilities.

Freese and Nichols, Inc. is preparing an Environmental Assessment (EA) for the proposed route to support an application for a Certificate of Convenience and Necessity (CCN) from the Public Utility Commission of Texas (PUCT). This proposed route will be within Oncor fee-owned property parallel to an existing transmission line. Freese and Nichols is currently in the process of gathering data on the existing environment and identifying environmental land uses within the project study area that will be used in the creation of an environmental and land use map. Freese and Nichols will evaluate the route relative to these identified environmental and land uses.

Freese and Nichols is requesting that your office provide environmental and land use information, existing or planned capital improvement projects, or other areas of interest to the North Central Texas Council of Governments within the study area. Your comments will be an important consideration in the evaluation of this route and in the assessment of impacts. Upon certification of the route for the proposed project, Oncor will determine the need for other approvals and/or permits. If your jurisdiction has approvals and/or permits that would apply to this project, please identify them in response to this inquiry. If permits are required from your office, Oncor will contact your office following certification of this project.

Thank you for your assistance with this transmission line project. If you have any questions or require additional information, please contact me at (817) 735-7332 or Kimberly.Buckley@freese.com. Your earliest reply will be appreciated.

Sincerely,
FREESE AND NICHOLS, INC.

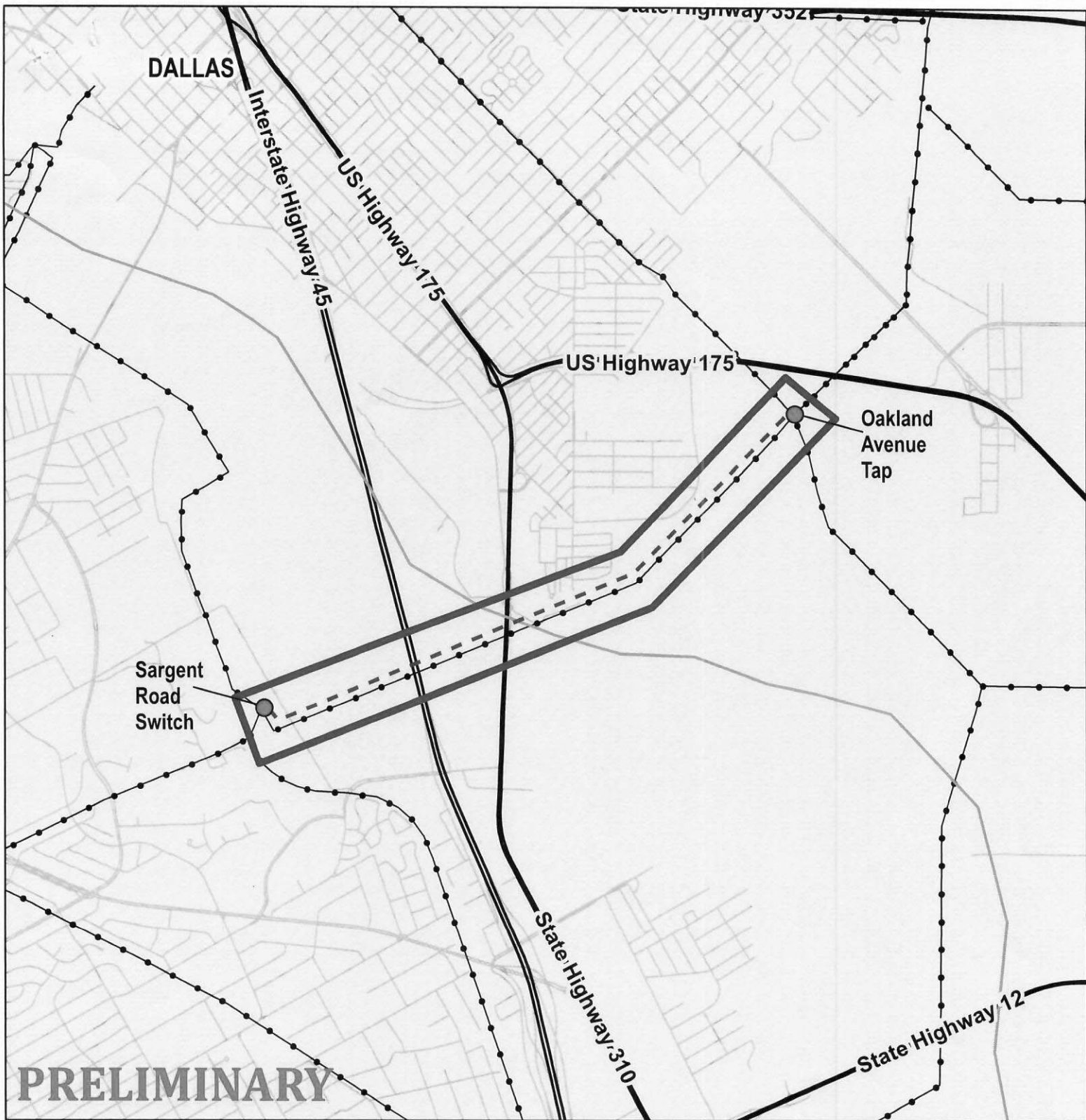
Kimberly Buckley, PG
Associate, Project Manager

Enclosure

RECEIVED

SEP 18 2019

TRANSPORTATION



PRELIMINARY



SARGENT ROAD - OAKLAND AVENUE TAP 138kV TRANSMISSION LINE PROJECT



0 0.25 0.5 1 Miles

Note:
Data is for display
purposes only. All
features and
boundaries have
been approximated
from public resources.



Legend

- Proposed Transmission Line
- Study Area
- Existing Transmission Line
- Major Roads
- Minor Roads
- Incorporated City Limits

Extent Map



Vicinity Map





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

September 24, 2019

Dr. Yan Wan
Associate Professor
University of Texas at Arlington
416 Yates Street, Box 19016
Arlington, Texas 76019-0016

Re: National Science Foundation Cyber-Physical Systems Program

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, I would like to express our support for the proposal submitted by Dr. Yan Wan at the University of Texas at Arlington entitled *CPS: Frontier: Collaborative Research: Cyber-Physical Systems for Safe Urban Air Mobility*. If the application is selected for funding, by the National Science Foundation, the RTC will collaborate with the University as detailed in the project description or the "Facilities, Equipment and Other Resources" section of the proposal.

If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,

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

SD:kw



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

September 26, 2019

The Honorable Robert Vaughn
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

Dear Commissioner Vaughn:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, I would like to congratulate you on being appointed to the Texas Transportation Commission. The Texas Department of Transportation's partnership with MPOs is vital to transportation planning, as it helps to identify and prioritize projects that improve mobility and safety throughout the state.

I would also like to invite you to an upcoming RTC meeting. The next meeting takes place October 10th at 1 pm at the North Central Texas Council of Governments' (NCTCOG) office at 616 Six Flags Drive in Arlington. If you are unable to attend the October meeting, the RTC meets the second Thursday of every month at the same time and location. Please let us know if you can attend an upcoming meeting.

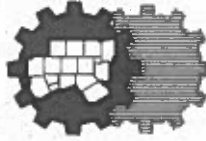
We look forward to working with you and discussing important transportation matters. Again, congratulations on your appointment and for your leadership on transportation issues. If you have any questions, feel free to contact me on my mobile (214) 450-3184 or Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,

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

SD:kw

cc: Michael Morris, P.E., Director of Transportation, NCTCOG



North Central Texas Council Of Governments

September 27, 2019

Mr. Ron Hieser
MC 204
Implementation Grants Section
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, Texas 78711-3087

RE: Governmental Alternative Fuel Fleet Grant Program

Dear Mr. Ron Hieser:

As the Texas Commission on Environmental Quality (TCEQ) is soliciting stakeholder comments on the implementation and administration of the Governmental Alternative Fuel Fleet Grant Program (GAFF), the North Central Texas Council of Governments (NCTCOG) appreciates the opportunity to provide feedback regarding the program. This commentary is informed by conversations with local government fleets regarding obstacles and constraints in the other grant programs.

Ensure Eligibility for Alternative Fuel Vehicle Replacements

NCTCOG supports the eligibility for replacement of current alternative fuel vehicles. Old alternative fuel vehicles have the potential to be as high-emitting with regard to ozone-forming emissions as their conventionally fueled counterparts. This is due to the fact that new emissions standards for criteria pollutants were phased in based upon model year, irrespective of fuel type. The emphasis on diesel replacements across most grant programs fails to provide incentives to replace these older high-emitting alternative fuel vehicles. This program has the potential to fill this gap and assist in retiring old, high-emitting natural gas and propane engines.

Additionally, NCTCOG recommends that the TCEQ clarify that replacing an existing alternative fuel vehicle with a new alternative fuel vehicle is an eligible project type, provided that the new alternative fuel vehicle is lower-emission and higher fuel efficiency. This project type is interpreted to be eligible based on statutory language and slide 14 of the presentation given to the GAFF stakeholder meeting held on September 4, 2019. However, it is not explicitly listed as an "Eligible Project Type" on slide 13. Adding this to slide 13 (or a similar slide in future presentations) and other reference material would alleviate confusion.

Administer on a Competitive Basis

NCTCOG recommends that applications be considered through a competitive process rather than on a first-come, first-served basis. The competitive process ensures that the projects selected would maximize emissions reduction achieved with the limited amount of funding.

September 27, 2019

Consider Budget Cycles When Determining Schedule

Public fleets often are constrained in their fleet replacement plans by approved budgets, and/or need to know about availability of grant funding in time to inform budget planning in the spring of each year. TCEQ may benefit from a specific inquiry to the priority fleets (state agencies, local governments in nonattainment and near-nonattainment areas) to determine when to schedule grant solicitations, including best timing for application deadlines and award announcement, to ensure maximum participation.

Prioritize Low-Emission Engines

NCTCOG supports the alternative fuels listed under applicant priorities and recommends prioritizing funding for projects that lead to the use of vehicles powered by engines certified to the California Air Resources Board Low-NO_x emissions reduction standards, or zero emission vehicles, to achieve the highest level of emissions reduction during the project's activity life.

Require Applicant Cost Share

NCTCOG recommends requiring match from the applicant for total eligible costs to ensure that applicants have a financial interest in the project and to help stretch the funding to more projects, which leads to more emission reductions. Following the success of the Texas Volkswagen Environmental Mitigation Program, NCTCOG suggests offering a funding level of up to 80 percent of incremental cost for purchasing an alternative fuel vehicle and associated refueling infrastructure.

Clarify Grant Language and Requirements

NCTCOG recommends that the TCEQ clarify the term "highest total mileage" listed under applicant priorities. For example, the term could mean the vehicle with the highest annual mileage or the vehicle with the highest odometer reading at the time of application. Additionally, NCTCOG notes that there does not appear to be a restriction on model year eligibility; the mileage criterion appears to be the only "age" related item associated with the replacement vehicle. NCTCOG supports this approach, as model year restrictions associated with other grant programs have often led to public fleets retaining particularly old vehicles well beyond scheduled replacement.

NCTCOG also recommends that the TCEQ identify a data source to assist applicants interested in purchasing available fully electric and electric hybrid plug-in vehicles that meet the statutory requirement of an Environmental Protection Agency rating of at least 75 miles per gallon equivalent or a 75-mile combined city and highway range. For example, the website www.fueleconomy.gov, managed by the Department of Energy, lists miles per gallon equivalent for all fully electric and electric hybrid plug-in vehicles. Identifying a publicly available, reliable source for this data can provide transparency of eligibility for applicants, while avoiding the administrative burden of the TCEQ developing an eligible vehicle list.

Require Refueling Infrastructure with Bi-Fuel Vehicle and Plug-In Hybrid Vehicle Purchases

NCTCOG supports the eligibility of bi-fuel and plug-in hybrid vehicles due to the increased resiliency that these vehicles offer in the case of interruptions in fuel supply, and also the fact that bi-fuel and plug-in hybrid vehicles enable broader adoption of alternative fuels for fleets with extensive travel

Mr. Ron Hieser
Page Three

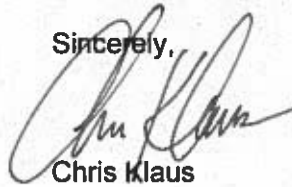
September 27, 2019

needs, where public access refueling infrastructure could be an obstacle to adoption. However, unless certain criteria are placed on these vehicle purchases, there is a risk of grant funds being spent on bi-fuel and plug-in hybrid vehicles that are only fueled with conventional fuels. State agency fleets have long been required to purchase alternative fuel capable vehicles or seek waivers under the Energy Policy Act. This has led to widespread purchase of alternative fuel capable vehicles, especially ethanol-capable vehicles, that are rarely fueled with ethanol. Often, the agency cites lack of nearby infrastructure as the reason for not using the alternative fuel. Indeed, according to the State of the Fleet 2019 report published by the Texas Comptroller of Public Accounts, the state fleet comprises 30,296 vehicles, of which over 16,193 (53 percent) are capable of using recognized alternative fuels. However, only 34 percent (34%) of total fuel purchased by these fleets was alternative fuel.

To mitigate this risk, NCTCOG recommends that for all applications involving purchase of bi-fuel or plug-in hybrid vehicle(s), the applicant be required to also seek funding for purchase/ lease / installation of the necessary alternative fuel infrastructure, unless a refueling station for the proposed bi-fuel or plug-in hybrid vehicle(s) is available within five miles of the location at which the applicant's vehicles are stored or primarily used. Requiring the applicant to include a refueling facility will maximize the potential for the end user to use the alternative fuel in the bi-fuel or plug-in hybrid capable vehicle. The TCEQ may also wish to consider fuel consumption reporting requirements to ensure that the intent of this grant program to increase use of alternative fuels is met.

We appreciate the TCEQ's consideration of these recommendations. If you have any questions or concerns, please contact Lori Clark at (817) 695-9232 or lclark@nctcog.org.

Sincerely,



Chris Klaus
Senior Program Manager

NL:bw

cc: Lori Clark, Program Manager and Dallas-Fort Worth Clean Cities Coordinator, NCTCOG



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

October 3, 2019

The Honorable Devan Allen
Commissioner, Precinct 2
Tarrant County
700 E. Abram Street, Ste. 304
Arlington, TX 76010

Dear Commissioner Allen:

Thank you for your invitation to the Southeast Tarrant Transportation Partnership meeting to receive the organization's Senator Chris Harris Heavyweight Award. I am very humbled. To be mentioned in the same sentence as Senator Harris is quite an honor. He and I had dozens of conversations on how the Regional Transportation Council must take a leadership position to advance SH 360 south of IH 20.

Thank you again for including me as a special guest at your Southeast Tarrant Transportation Partnership meeting.

Sincerely,

Michael Morris, P.E.
Director of Transportation

MM:al

cc: The Honorable David L. Cook, Mayor, City of Mansfield
The Honorable Ron Jensen, Mayor, City of Grand Prairie
The Honorable W. Jeff Williams, Mayor, City of Arlington

Panther Island utility work hits snag on financing

BY LUKE RANKER lranker@star-telegram.com

FORT WORTH

The city of Fort Worth may have to front roughly \$13 million for utility work in 2020 needed to spur economic development on Panther Island and prepare the area for the U.S. Army Corps of Engineers to eventually dig a channel in the Trinity River.

If the work isn't done, Tarrant Regional Water District staff say the city will be holding up the already delayed \$1.17 billion project. But city officials have been cautious as the project continues to lack federal financial support.

Originally, the city and water district agreed that utility work — both the relocation of utilities to make way for the Army Corps to dig a 1.5-mile channel and improvements required for dense development on the future Panther Island — would be done by the city, which would be quickly reimbursed through the \$250 million bond the water district asked voters to support in May 2018.

That agreement has hit a snag, creating tension between the city and the water district.

In order to fund the \$250 million in debt, water district officials say the lifespan of the special tax district designed to repay the bonds must be extended another 10 years. That requires a vote by the city council. The council and Mayor Betsy Price have been unwilling to extend the tax district until questions about future federal funding are resolved.

City Manager David Cooke, Trinity River Vision Authority board member, called it a "Catch-22."

In order for new development to come to the island, it needs infrastructure — but that infrastructure can only be paid for through increased property tax revenue from the development. Meanwhile, the Army Corps can't move forward with designing and digging the channel until certain utilities are moved.

Water district staff including project manager Woody Frossard and J.D. Granger, the son of U.S. Rep. Kay Granger and the director of the Trinity River Vision Authority (TRVA), argued the city would be holding up the Panther Island project. The federal government would be unwilling to move forward with the project unless the city did the necessary utility work, they said.

For a total \$1.17 billion, the endeavor aims to mitigate river flooding by cutting a channel in the Trinity River north of downtown Fort Worth, forming an 800-acre island ripe for development.

But Cooke said the local partners may need to rethink how they move forward since federal funding is in doubt. Congress in 2016 authorized up to \$526 million for Panther Island, but the Trump administration has been unwilling to provide new money. The Corps, in coordination with the water district, has asked for \$30 million to \$40 million each year but has received just \$68 million.

"We keep pretending the world looks the same as it did two years ago," Cooke said. "It doesn't."

As much as \$250 million could come to the project after Price met with Mick Mulvaney, the White House budget director and acting chief of staff, along with U.S. Rep. Roger Williams in July.

The TRVA board — a group of city, county and water district officials who oversee the coordination of the project — approved a \$36.6 million budget Wednesday.

As part of that, it voted to direct the water district to ask the city to cover about \$13.4 million in utilities without getting paid back or extend a special tax district. The water district board will make the final approval of the budget later this month.

Jim Oliver, manager of the Tarrant Regional Water District and a TRVA board member, pointed to other large projects around Fort Worth, including Chisholm Trail Parkway and the TEXRail line to DFW Airport, saying it was not uncommon for the city to invest in a project without knowing if it would recoup the money.

“There is always risk involved in federal projects,” he said.

RIVERON REVIEW

The TRVA also moved forward with some recommendations from an independent review designed to improve the optics of the project.

Dallas-based consultant Riveron found significant public confusion about the project’s goals because the bypass channel is seen as flood control, economic development and recreation. The report suggested splitting those functions apart, with the city managing development and the water district taking on recreation.

J.D. Granger pushed back on both ideas.

He argued to the board that the TRVA is already doing much of what a city-run economic development nonprofit or committee would do, like review design standards for buildings. He also said it was better equipped to obtain sponsorships key to funding river-related events like Fort Worth’s Fourth.

Ultimately, the river authority board approved having Cooke and city staff explore how the city could take on economic development, and asked the water district to lead recreation.

One item from River-on’s report not discussed Wednesday was whether Granger’s position should report to a board or just to Oliver, as he does now. Riveron recommended the position move under the river authority board.

Oliver has previously said he doesn’t support the change, but he would consider a structure where Granger reported to the water district board.

“We cannot go back to the status quo,” said James Hill, a member of the water district and river authority board.

Luke Ranker: 817-390-7747, @lukeranker

Hot corner: Dallas North Tollway and U.S. 380 intersection is center of new land rush

New development deals around the intersection are increasing prices in the area

The intersection of the Dallas North Tollway and U.S. Highway 380 north of Dallas looks like a country crossroads.

You wouldn't guess that it's one of the hottest property corners in North Texas.

Fresh-cut farm fields stretch along the east side of the busy intersection. But a new movie theater on the southwest corners a sure sign that urban growth is knocking at the door.

"I do believe that what you will someday see on those four corners will replicate what you see down in Legacy and at State Highway 121 and the tollway," said investor and Dallas attorney Don Godwin, who owns almost 300 acres at the intersection.

Godwin bought his first tract at the tollway and U.S. 380 in 1991.

"Back then there was no corner at all — it was all open farm land," he said. "There was no tollway and nothing planned."

Now the intersection is on the dividing line between Frisco and Prosper, two of the country's fastest-growing communities with thousands of new residents a year.

Real estate development is already marching down U.S. 380 with new shopping centers and homes.

This spring, Children's Health bought more than 70 acres on the northwest corner, where it plans to build a new medical campus.

Since then, brokers say that activity at the crossing has accelerated.

"The cat's out of the bag," said Tommy Crowell of Standridge Cos., which recently bought 60 acres next to the Children's Health site.

Crowell said his company had quietly contracted to buy the vacant tract just west of the tollway before news of the Children's Health deal was disclosed.

"We were under contract at the time, and our price reflected a different market," he said. "I don't feel like the price we were able to get then is out there today."

Real estate brokers say prices around the intersection have surged past \$15 per square foot and are headed even higher.

There's more attention focused on the area now that construction has started on the PGA of America's new headquarters and the surrounding 2,500-acre Fields development in Frisco, said real estate broker Rex Glendenning.

The land sale to Children's Health also affected the market, he said.

"It's ratcheted up the enthusiasm and velocity of the market," Glendenning said. "Everybody has been waiting for something to happen."

Dallas Cowboys owner Jerry Jones, who is a longtime property investor in Frisco and Prosper, added to his holdings in the area this year. Jones' Blue Star Land purchased more than 600 acres just east of the tollway.

"Real money is showing up around that intersection now," Glendenning said.

Investor interest will rise again next year when construction begins to extend the Dallas North Tollway across U.S. 380 into Prosper. And Frisco is spending tens of millions of dollars to build new roads just south of the intersection to help develop the PGA and Fields projects.

"Before it was a great spot in the map, but you couldn't really get to it," Glendenning said.

Investor Godwin, who started buying land in Prosper in 1979, said he's in no hurry to peddle his land on the tollway. Still, he gets lots of offers for small parts of the property.

"I am prepared to sell now at the right price, but I haven't seen it," said Godwin. "If I sell now I'm going to do fine.

"But if I hold for later, I'll do even better."

<https://www.dallasnews.com/business/real-estate/2019/09/06/hot-corner-dallas-north-tollway-and-u-s-380-intersection-is-center-of-new-land-rush/>

Voters approved new buildings and road work 5 years ago. More than a third aren't done

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH

Back in 2014, the city promised voters in far north Fort Worth a brand new library, featuring abundant natural light, a workshop area complete with a 3D printer and laser cutter, and, of course, thousands of books.

But five years later, the \$9.1 million Golden Triangle Library — originally scheduled to open last summer — is still not done.

“It seems fairly simple to get built, but it’s taken so long, and that’s very disappointing,” said Rusty Fuller, president of the North Fort Worth Alliance. “The frustrating thing is this is a whole new thing and we have no idea how people will respond until it’s done.”

The Golden Triangle Library is one of the most prominent of the yet unfinished projects voters approved in the \$292 million bond election in 2014. Of the 185 promised projects — which were supposed to be completed in five years — 71 are not finished, including major road work that hasn’t even begun along fast-growing corridors like North Riverside Drive.

Despite the delays, voters approved another \$400 million for about 90 projects in 2018. This time around, City Manager David Cooke said residents can expect results. The city is taking steps to be more efficient about those projects by jump-starting design and property negotiations.

“I’m trying to get more accountability in the process and get things done sooner,” Cooke said.

So why are projects like the north Fort Worth library and Riverside Drive behind schedule?

There’s myriad reasons, city staff said, from utilities and property negotiations to unforeseen problems on the job site.

“We can’t really point to one thing,” said Kevin Gunn, interim assistant city manager. “We are evolving because we are realizing a lot of these challenges are common, and they pop up.”

Golden Triangle Library

Asked about the Golden Triangle Library, Councilman Dennis Shingleton, who represents the area, let out a deep sigh, saying he and the neighborhood were “very frustrated” with the library work.

“We promised them — it’s a library for them — with an excellent design, but we can’t get it done,” he said.

Garland-based Denco Construction Specialists was the low bid contractor in 2017. Since taking on the job, several delays have popped up which city staff have attributed to the contractor. As the Star-Telegram reported in June 2018, city inspectors found less-than-satisfactory work and required the contractor to redo parts of the project.

Gunn said the project was a “stretch job” for the small contractor because of the scope of work required. The contractor, he said, would probably argue the design was complicated, unforeseen challenges arose and the city changed its specifications on them. The project is expected to be finished by the end of the year.

“I think the truth is probably somewhere in the middle,” he said.

Denco did not return calls for comment.

Roads and bridges

Shingleton’s district also includes road projects from the 2014 election that have stalled or taken longer than expected.

A roughly \$5.5 million effort to improve Silver Creek Road should be getting started soon, he said. The city encountered issues with utility relocation, according to city documents, but Shingleton also said historic bridges along the route complicated the design. The \$15.6 million Montgomery Street improvement by Dickies Arena should be done in November, but it has been on the books since 2014.

Shingleton said he thought a possible workforce shortage had led to delays across city projects.

He lamented that often it seems like no work is being done on a road project — cones may be diverting traffic, but there are few or even no workers on site. That gave him the sense contractors were either understaffed or spreading themselves too thin, he said.

“It’s finding someone who will step up and do the work, commit to having people out there every day until it’s done,” he said. “There seems to be more contract jobs than there are contractors.”

Lauren Prieur, a transportation and public works administrator, said timing may drive the perception that work isn’t being done on a particular project.

For instance, most of the work remaining on the Montgomery Street project is landscaping. July and August, with temperatures routinely around 100 degrees, is not a great time to be planting grass and trees. Or it could be work paused for further surveying or design changes, she said.

At least two or three contractors bid on city projects, which is not out of line for historical averages, staff said. Growth across DFW has limited the number of contractors, Cooke said.

“This is such a hot construction market, growth market right now,” he said. “When you’re in a market like this, it’s hard to get labor and subcontractors because everyone is so busy. Not just for the city but for everyone.”

Being aggressive

Councilman Cary Moon, whose District 4 has at least two road projects unfinished, said the city needed to be more aggressive when it negotiated with utility companies about relocating and with property owners about acquiring land.

Voters were promised in 2014 that North Riverside Drive would be widened from North Tarrant Parkway to Summerfields Boulevard. It’s crucial to alleviating congestion and improving safety, Moon said. Two schools, including Fossil Ridge High School, are nearby.

That project, which has been in the works for nearly five years, has been delayed because of utility relocation issues. The area included six utility lines that needed to be relocated, delaying the start of construction, Prieur said. Work should begin in January.

Meanwhile, a roundabout on Harmon Road near Highway 287 has created trouble for years because of increased traffic. The plan for the roundabout since at least 2016 has been to add a right turn only lane. City documents show the expected completion date is 2023, which Moon said was too far off for what he called a “simple fix.”

“As a city we’ve been too nice to utility companies and with our use of eminent domain,” he said. “I’m not talking about taking people’s homes or farms. These are large commercial tracts of land where developers hold us up to get more money out of us when we could use eminent domain and move on.”

But city staff said negotiating can often be faster than eminent domain.

On average, property negotiations take 150 to 160 days, said Roger Venables, assistant director of the property management department. Because of state mandates and court proceedings, eminent domain or property condemnation takes at least 240 days, he said.

2022

By the time the city wants to ask voters for more bond money in 2022, which could include funding for a new city hall, Cooke expects to have all of the 2014 projects completed and most of the ones from 2018 wrapping up.

Some of the \$400 million approved in 2018 will pay for design work and property acquisition for projects the city will propose in 2022. That should make those projects move more quickly.

The city is also turning to contracts that commit the construction manager to finish the project within a set price. These contracts place more liability on contractors, but give them freedom to run the project in a way that could save money. To get access to property faster, the city has, in some cases, asked property owners who haven’t yet agreed to sell their land to allow the workers access to the parcel in question.

“We should be able to show great progress on all the projects, whether it’s a library or road or fire house,” Cooke said. “That gives voters great confidence that what they were promised will get done.”

Fuller, the north Fort Worth resident, said these projects are vital to keeping up with growing North Texas population, but voters may not have the appetite to support more if others remain undone.

“There’s no mystery that we’re growing faster than we expected,” Fuller said. “I think they need to demonstrate they can deliver projects”

<https://www.star-telegram.com/news/local/fort-worth/article234508472.html>

We're so done with the bickering, foot-dragging and blame games on Panther Island

By Fort Worth Star-Telegram Editorial Board

All summer, flaws in the Panther Island project have been exposed — muddled missions, a confusing structure and flawed communications.

But last week's conflict over a relatively benign issue, work on utility lines, laid bare the deep divide that threatens the project.

The actual dispute is arcane. City officials are reluctant to extend the life of a taxing mechanism. The Tarrant Regional Water District, which is primarily responsible for the flood-control project, wants the tax extension as a guarantee when it sells bonds that voters have already authorized.

But the real problem is that no one has any answers about why the project can't win federal funding or what to do about it.

So, there they were, some of the most important leaders in the city, county and region, arguing over less than 1 percent of the project's overall \$1.17 billion price tag and whether a taxing district most residents aren't even aware of should last until 2044 or a few years later.

We're 18 years into study and work on this problem, and taxpayers are no safer from a catastrophic flood. But hey, we can marvel at half-built bridges over dry land.

The utility work involves moving and updating power, gas and water lines so the Army Corps of Engineers can begin planning the bypass channel that will divert the Trinity River. It's a potential tripping point; work on the channel largely can't begin until the utilities' locations are clear, and upgrades are needed for future dense development on the island that will be created.

Taken separately, each side has valid points. But the whole purpose of the Trinity River Vision Authority is to coordinate among various governments.

City leaders assure that the utility work will get done. And when we followed up with two leading board members, they finally drove to the real dispute: City Manager David Cooke wants the board to start considering what local governments will do if federal funding is delayed much longer or never arrives at all.

"If that federal money doesn't come, what's plan B?" he said.

Jim Oliver, the water district's general manager, insisted that these kinds of multi-year projects have ups and downs. And he noted that the board had already agreed to the tax extension.

Without federal money, he said, "there is no plan B."

SHOW US THE MONEY

One of them will be proved right. And the reality is, none of this would be necessary if any federal funding could be pried loose to keep the project moving.

Texas sends more Republicans to Congress than any other state, but none of them seem willing or able to exercise enough clout with the Trump administration to get this project moving.

The utility squabble masked otherwise noteworthy progress on several of the structural issues raised by a consultant's review conducted this spring.

The board voted to address some of the major flaws identified by a consultant's review conducted this spring. Among them is moving the entertainment and development functions around Panther Island to the water district and the city so the river authority can become "solely a flood control and public safety organization," as board president G.K. Maenius put it.

That could be key to the funding question. The federal government is interested primarily in flood control, and the "optics issue" of the board's involvement in planning festivals and condo construction may have given reluctant bureaucrats a reason to overlook the project.

WHAT LEADERS MUST DO

Squabbling over small-bore issues is a gift to any federal official looking for a reason to delay funding, or simply favor other projects. If the locals can't get it together, why should anyone in Washington stick his or her neck out?

Mayor Betsy Price has gone to great lengths to improve the project's profile and try to secure the funding. After a White House visit in July, she sounded hopeful that it would soon come, and her spokeswoman said last week that the mayor's confidence had not changed.

Price, water district leaders such as board president Jack Stevens and County Judge Glen Whitley need to get closely involved to keep the river authority on track, if that's what it takes.

Call it a "Catch-22," as Cooke did. Or a game of chicken.

We call it a distracting blame game. Taxpayers deserve better.

<https://www.star-telegram.com/opinion/editorials/article234789987.html>

Dallas to Houston high-speed rail project passes 'major milestone' to becoming reality

By Evan Hoopfer, Dallas Business Journal

The high-speed rail project that could one day connect Dallas and Houston took a step toward becoming a reality last week.

A petition for rulemaking to issue a Rule of Particular Applicability submitted by Texas Central Partners, the Dallas-based company building the project, was granted by the Federal Railroad Administration. Texas Central first submitted the petition more than three years ago.

"It truly is a major milestone in the history of the project," said Holly Reed, managing director of external affairs for Texas Central. "What it does is it puts us on the path to construction next year."

What this means is the FRA is taking the next steps toward issuing an RPA, which is a set of regulations that will govern Texas Central's project like how it handles safety and security.

Texas Central is waiting for the FRA to take two actions: issue this RPA and the Environmental Impact Study.

Once the government completes those two actions, Texas Central will close financing and begin infrastructure construction, Reed said. The company has said when it has the necessary approvals, it will take between five and six years to build the tracks and stations. That means the earliest the project will finish is 2025.

The project has many in opposition, including Texans Against High Speed Rail. Kyle Workman, chairman and president of the group, said in a statement the RPA moving forward is due to "foreign political pressure."

Texas Central plans to use sixth-generation N700S Shinkansen trains from a Japanese company that can reach speeds of 200 miles per hour. The journey will cut a roughly four-hour drive down to 90 minutes, the company said.

https://www.bizjournals.com/dallas/news/2019/09/10/texas-central-dallas-houston-high-speed-rail.html?iana=hpmvp_dal_news_headline

Do you like driving on roundabouts? Fort Worth canceled plans to build 11 of them

By Gordon Dickson, Fort Worth Star-Telegram

FORT WORTH

Fort Worth is tapping the brakes on its plans to build more roundabouts at busy intersections.

The City Council recently approved plans to instead build old-fashioned traffic signals with green, yellow and red lights at 11 intersections — all of which were previously scheduled to be sites for roundabouts.

The intersections, which are in the fast-growing area of far north Fort Worth, are scheduled to be improved during the next couple of years with proceeds from a 2018 voter-approved city bond election.

City officials told elected leaders during a recent council meeting that, during the engineering and design process for these intersections, it was determined that traffic signals with traditional green, yellow and red lights [would be a better option for managing traffic](#).

Several of the intersections have heavy truck traffic, making them less than ideal for roundabouts, city officials said.

Also, roundabouts tend to require more space than some of the roadways in question had available, a councilman said.

“Roundabouts are becoming more popular with residents. I like them as they are more safe and less expensive to maintain,” Cary Moon, a Fort Worth councilman whose district includes several of the intersections, said in an email. “The challenges with roundabouts is the larger area needed to install.”

WHERE ROUNDABOUTS WERE PLANNED

One area in particular, Kroger Drive near Keller Central High School, was scheduled to get two roundabouts. But city officials realized there was a large volume of truck traffic from the adjacent Kroger supermarket distribution hub and not enough right-of-way in the area to build a circle big enough to accommodate the trucks.

The other nine areas where plans for roundabouts have been replaced by more traditional traffic signals are:

- Blue Mound Road at U.S. 287, where two roundabouts were planned at both freeway frontage roads. City officials said the recent conversation of the frontage roads to one-way traffic makes traffic signals a better option.
- Keller-Hicks Road at Katy Road. Concerns were raised about the proposed traffic circle's proximity to a railroad crossing.
- Bonds Ranch Road at Farm Road 156. The Texas Department of Transportation will be building this intersection, and requested a traffic signal rather than a roundabout.

- Golden Triangle Boulevard at Harmon Road. A traffic signal would be more efficient for local truck traffic.

- Avondale-Haslet Road at Willow Springs Road North; Avondale-Haslet Road at Willow Springs Road South; and Avondale-Haslet Road at Sendera Ranch Boulevard. Three roundabouts were planned in this one-mile stretch, but a recent study shows that a traffic signal would be more efficient for local traffic.

- Park Vista Boulevard and Keller Haslet Road. A traffic signal is recommended as a temporary solution until Park Vista Boulevard's southbound lanes are built.

Fort Worth city staff told council members that the changes could be made while staying within the money allotted for the bond package. The city's voters in 2018 voters overwhelmingly approved Proposition A, which authorized issuance and sale of \$261.6 million in tax-supported bonds for street and mobility infrastructure improvements.

NOT ALL ROUNDABOUTS BAD

Despite the change of plans for those 11 intersections, Fort Worth isn't totally giving up on roundabouts.

The city is moving forward with one roundabout that will require Randol Mill Road to close for three weeks.

The planned roundabout at Randol Mill Road and Precinct Line Road was approved as part of the 2014 bond election. The city council Tuesday will vote on closing Randol Mill between Precinct Line and Lowery Road from Monday to Oct. 4.

Randol Mill Road is too narrow in that area to allow crews to maintain an open line while working on the roundabout and related drainage improvements. Traffic will be diverted to Cooks Lane and John T. White Road.

<https://www.star-telegram.com/news/traffic/honkin-mad-blog/article234887347.html>

In 2023, you could bike from Fort Worth to Dallas. Here's a look at the trail progress

By Nicholas Sakelaris, Special to Fort Worth Star-Telegram

The decades-long quest to build a seamless pedestrian trail system connecting downtown Fort Worth to downtown Dallas is fully funded and scheduled for completion in 2023, regional mobility planners said.

The roughly 52-mile trail mostly follows the Trinity River, offering a scenic and quiet escape from the hustle and bustle of Metroplex traffic. Fort Worth, Arlington, Grand Prairie, Irving and Dallas have individual trail sections already completed but so far, only two cities, Grand Prairie and Irving, actually connect.

Design work is underway now to fill in the gaps between cities and even connect to the new American Airlines headquarters and the Trinity Railway Express' Centreport Station.

"We now have a completely funded trail alignment that will connect Fort Worth to Dallas," said Kevin Kokes, active transportation program manager for the North Central Texas Council of Governments (NCTCOG). "We're gradually getting all these gaps closed. It's really going to be part of a much bigger regional system that connects downtown to downtown."

The plan for the regional trail, which is part of a larger veloweb, has been planned for decades but really didn't come together in a coordinated fashion until about 2013 when the mayors of the five cities met with the NCTCOG.

The mayors are working together on the timing, funding and alignment of the various trails so it will be a seamless journey.

Fort Worth Mayor Betsy Price, an avid cyclist, said she can't wait until the inaugural ride across the five cities.

"I've been riding for 35 to 40 years," Price said. "This opens up whole new sections and gives so many more options for an active lifestyle. It's beautiful to be able to get [to Dallas] from Fort Worth."

To that end, Kokes said they are working on a unified branding and wayfinding plan to tie the project together.

"No matter where you are, you'll see you're part of a larger regional trail," Kokes said.

Price said there will be a unified trail name but each trail section in each city will retain its own, original name.

"If you put these together with one centralized wayfinding system people will know it's part of a bigger veloweb," Price said. "We can have one app that will look at the whole system so people can decide what they want to take."

FORT WORTH

Fort Worth has the most trail left to build but will take a giant leap forward this month when the newest section of the Trinity Trails opens. The majority of the trail will be finished by the end of September from Handley Ederville Road to River Trails Park.

The exception will be the trail under Loop 820 where highway construction will delay it for another three years, said Fort Worth park planner Clarence Byrant. That tiny segment under the highway will be built as Loop 820 is expanded and new flyover ramps connecting to State Highway 121 are built.

That next segment from River Trails Park to River Legacy Park will head southeast along the Trinity River to Precinct Line Road. Park planners took input from residents in the Lakes of River Trails who wanted the trail farther away from their private pond on the south end of their neighborhood.

“We took that into consideration and moved it farther south away from the lake,” Bryant said.

From there, the Trinity Lakes Trail will head north on Precinct Line Road through the Trinity Lakes development, where it has the support of the developer. There’s also one private property owner that Fort Worth needs to negotiate with to finish the right-of-way acquisition.

The goal is to start the project toward the end of 2020 and finish it in early 2022, finally connecting to Arlington, Bryant said.

The city is considering different alignments for where the trail will cross Greenbelt Road, Bryant said.

ARLINGTON

The city of Arlington has finished the majority of its portion of the trail with the completion of River Legacy Park along the Trinity River.

In 2018, voters approved a \$2.5 million bond package to fund the remaining trail section that will head west to the city limits, connecting with Fort Worth’s trail. Voters also approved \$2.6 million to repair and replace several existing sections of the trail that are prone to flooding or worn out.

Last year, Arlington extended the River Legacy Park trail another half-mile east to the city limits at Texas 360.

FORT WORTH

From there, the trail continues into far east Fort Worth where it will connect to American Airlines’ new headquarters and Centreport Station.

Design work is underway now for a trail spur that will go parallel to Texas 360, cross under the TRE railroad tracks and then connect to the AA headquarters.

The main trail will go under Texas 360 using the existing highway bridge that crosses the Trinity River, said Jing Yang, Fort Worth project manager and landscape architect.

Construction on phase one from Arlington’s city limit to Centreport Station could start in July, Yang said.

“We are pushing very hard on the project right now,” Yang said. “It’s a very tight schedule. We’re trying to provide a walking access from Centreport to the American Airlines campus. There will be a lot of employees who use that as an alternate way to commute.”

Phase 2 from Centreport Station east to Grand Prairie will be one of the last segments to be completed, likely in 2023.

That trail will likely follow along the TRE tracks to Trinity Boulevard, where it will follow the road south to the Grand Prairie city limits.

GRAND PRAIRIE

From there, the trail will go along Trinity Boulevard to Roy Orr Boulevard until it reaches Mike Lewis Park and the existing Good Link Trail in Grand Prairie. That portion of the trail along Trinity and Roy Orr boulevards will be one of the final sections to finish, Kokes said.

The existing Good Link Trail continues south to Lower Tarrant Road and CP Waggoner Park. Pedestrians and cyclists wishing to continue on the journey to Dallas will head east on Lower Tarrant Road where another trail is planned in conjunction with the extension of Wildlife Parkway.

Grand Prairie plans to extend Wildlife Parkway west across the Trinity River to Lower Tarrant Road in the next few years and the trail will be built alongside it. Construction on that project could start in 2020, said Brett Huntsman, transportation planner for Grand Prairie.

The next phase of the trail will go along the Trinity River through the Wildlife Industrial Park at Wildlife Parkway and Beltline Road in Grand Prairie. Huntsman said that trail will be built by the developer as the next phase of the industrial park is built.

Design work is finishing up and construction could start later this year and be completed in 2020, Huntsman said. That trail will go under Beltline Road, connecting with the existing Lone Star Trail that loops around Lone Star Park and the Theatre at Grand Prairie.

IRVING

Next, the trail heads east along Hunter Ferrell Road to MacArthur Boulevard where it joins the existing Campion Trail in Irving. That portion of the trail opened in 2015 and connects the Grand Prairie entertainment district to Mountain View Park and multiple neighborhoods.

From there, it's up to the city of Dallas to take the trail at Trinity View Park east for the final home stretch.

Gene Moulden, Irving planning manager, said the city is planning a canoe launch at Trinity View Park. Design work is going on now.

Irving is also planning to connect the southern and northern sections of the Campion Trail in Las Colinas, more than 5 miles of trail that will be built in three phases, Moulden said. The first phase will pick up at the River Hills Park and head north to Texas 183.

The second phase starts on the north end near California Crossing Park in Las Colinas and heads south. The third phase will be the middle section going through Army Corps of Engineers floodplain areas near the former Texas Stadium site.

This fall, Irving will dedicate a new trail in Valley Ranch that connects to Coppell.

DALLAS

The city of Dallas plans to build a bridge over the Trinity River at Trinity View Park near the cricket field just north of Irving Boulevard. The construction contract has been awarded and,

weather permitting, the project could start this fall and finish in April, said Sarah Standifir, director of Trinity Watershed Management.

The Trinity Skyline Trail will then head southeast along the river to Trammell Crow Park at Sylvan Avenue where there's already an existing trail that goes the rest of the way into the heart of Uptown and downtown Dallas.

THE RAILROAD ROUTE

Fort Worth, Grand Prairie and Irving are working on another trail plan that follows along the Trinity Railway Express railroad tracks from Centreport Station all the way to Downtown Irving Heritage Crossing Station. Irving started construction earlier this summer on the stretch from West Irving Station to Irby Road along Rock Island Road. The majority of the trail will actually go underneath the elevated tracks in the area, providing a shaded trail.

Fort Worth, Grand Prairie and the rest of Irving's portion from Irby Road to downtown are not funded.

A separate project will continue the trail southeast along Delaware Creek to Mountain View Park to connect with the existing Campion Trail.

The trail from Rock Island Road south to Centennial Park and Seenter Park is already built. Construction could start this year on the next phase from Seenter Park south to Fritz Park and connecting to Mountain View Park. The trail will be built in coordination with the road improvements on South Nursery Road. That will include converting the sharp turn at Hunter Ferrell Road into an intersection with a traffic light.

This 12-mile trail would be a more direct route rather than winding through all the river trails, Moulden said.

"You could do either one once it's all set and done," Moulden said.

<https://www.star-telegram.com/news/local/fort-worth/article234874557.html>

Are Fort Worth's parking rules getting in the way of development?

By Luke Ranker, Fort Worth Star-Telegram

Fort Worth

Developers trying to re-imagine historic property in Fort Worth may not have to consider parking anymore.

In a report to the City Council this week, city preservation employees suggested doing away with parking requirements for properties with historic designations. Parking requirements vary based on building size and use, but they often run counter to historic preservation, said Justin Newhart, acting manager of the city's preservation department. The proposal is to nix parking space requirements for about 6,800 properties with historic designations.

Guidelines for historic buildings establish lot sizes and configurations based on the the period the structure was built. Most of the older sections of the city were built when Fort Worth was less car dependent, so those sites can be difficult to develop while meeting minimum parking standards, said

"Staff recognized this as an ongoing issue years ago, particularly in areas of higher density," Newhart said in an email.

Parking guidelines are based on the building's use. Office spaces are required to have 2.5 spaces for every 1,000 square feet of floor area, single family homes require one to four spaces and apartment buildings need one space per bedroom plus one per 250 square feet of common space. About 95% of the properties in question are residential and many of those have ample parking in the form of driveways and garages, Newhart said.

These rules can interfere with saving historically important buildings, said John Roberts, a former chairman of Historic Fort Worth.

"A lot of developers or owners will walk a way because of parking issues," Roberts said. "They might just let the building sit in a state of disrepair. We call the demolition through neglect."

Dak Hatfield of Hatfield Advisors, a commercial brokerage and development firm, agreed.

He pointed to 212 S. Main St. as one such property. Though the building now has a parking lot, Hatfield said the former car dealership was built at time when abundant parking wasn't necessarily needed. Later this month remodeling will begin ahead of the opening of Austin bar Nickel City in the front of the building. Offices will be on the second floor.

Hatfield speculated that most visitors to the bar would arrive via ride share, transit or walk from the surrounding neighborhood.

Generally parking requirements should be up to the developer, he said, even at properties that aren't historic in nature.

"My intention is to minimize parking as much as possible," he said. "That way we're not putting a whole bunch of concrete on property that could be patios or landscaping."

In some parts of the Near Southside, developers aren't required to provide a certain number of spaces. Near Southside Inc. and the city are exploring placing parking meters along Magnolia

Avenue and using residential parking permits to limit the number of cars parked on the street in Fairmount.

<https://www.star-telegram.com/news/local/fort-worth/article234979387.html>

Exclusive: Texas Central signs largest partner for high-speed rail project

By Evan Hoopfer, Dallas Business Journal

After gaining regulatory momentum earlier this month, the high-speed rail project that could one day connect Dallas and Houston announced a major partner that will be in charge of an estimated \$14 billion portion of the project.

Texas Central Partners, the Dallas-based company developing the project, signed a contract with a joint venture between Italian firm Salini Impregilo and its U.S. subsidiary Lane Construction Co. to supply the civil and infrastructure scope for the project, the companies announced Friday.

That includes design and construction of viaduct and embankment sections, installation of the track system and the buildings that will house maintenance equipment located along the route. One portion of the project not covered by this contract are the three stations along the train's route.

Texas Central has said the route will never cross a road at grade, and the track will generally be elevated off the ground. That requires a lot of infrastructure along the roughly 240-mile route.

"The civil infrastructure portion of the project is the largest cost to building the project because it covers everything from the ground up to the rails," said Holly Reed, managing director of External Affairs for Texas Central. The company projects the total investment in the project to be around \$20 billion.

Salini Impregilo has built more than 4,000 miles of track around the world, and counts projects like continental Europe's first high-speed rail project between Rome and Florence, the Red Line North Underground of the Doha Metro System in Qatar, and Riyadh Underground, Line 3 in Saudi Arabia among its portfolio of projects.

"This inclusion in bringing high-speed train service to Texas and America, through leading the project's design and construction, is an invaluable experience," said Pietro Salini, chief executive of Salini Impregilo Group, in a prepared statement.

Salini-Lane comes onto the project just after a major regulatory step earlier this month when the Federal Railroad Administration granted Texas Central's petition for rulemaking to issue a Rule of Particular Applicability.

What that means is the FRA is taking the next steps toward issuing an RPA, a set of regulations that will govern Texas Central's project like how it handles safety and security. Texas Central is also waiting on an environmental study, after which it can close financing and begin construction of the project.

The earliest construction would begin in 2020, and the company said it will take between five and six years to build the high speed rail system. Texas Central estimates the project will create 10,000 jobs a year at the peak of its construction, and employ 1,500 people when the train is up and running.

Texas Central plans to use sixth-generation N700S Shinkansen trains from a Japanese company that can reach speeds of 200 miles per hour. The new train will debut in Japan prior to the 2020 Tokyo Olympics.

<https://www.bizjournals.com/dallas/news/2019/09/13/texas-high-speed-rail-salini-impregilo.html>

Panther Island at risk of running out of money; project faces delay

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH —Without new revenue from a \$250 million bond program, the Trinity River Vision Authority will run out of cash this fall, possibly as early as next month.

The budget for the authority, which coordinates the local effort behind the \$1.17 billion Panther Island project, has relied on a \$200 million loan from the Tarrant Regional Water District since its inception. But little of that original loan remains, about \$7 million, so the authority will have to turn to bond money to fund the rest of the \$36.6 million 2020 budget.

The problem: That \$250 million bond can't be funded without extending the lifespan of a special tax district designed to repay the debt. The Fort Worth City Council and Mayor Betsy Price have been unwilling to extend the tax district until questions about future federal funding are resolved.

The TRVA board — a group of city, county and water district officials who oversee the coordination of the project — approved the \$36.6 million budget earlier this month, but final approval came Tuesday from the Tarrant Regional Water District board.

The budget in question won't affect funding for three bridges being built downtown or the salaries for some employees like authority executive director J.D. Granger, who are paid through the water district.

Sandy Newby, finance officer for the water district and authority, said the money left from the loan should last through October or November depending on how much is spent on an upcoming land deal. The authority will also have to slow down relocation, demolition and environmental work related to preparing the land for the Army Corps of Engineers to dig a 1.5 mile channel in the Trinity River north of downtown.

The channel is designed as a flood control measure, but will create an 800-acre island ripe for development. Congress in 2016 authorized up to \$526 million for the project, but the project has not been prioritized in the federal budget. The Corps, in coordination with the water district, has asked for \$30 million to \$40 million each year but has received just \$68 million since its inception in mid-2000s.

In approving the budget earlier this month, the authority voted to direct the water district to ask the city to cover about \$13.4 million for utility work needed to bring development to the island.

The authority is also working out how to move forward with recommendations from Dallas-based consultant Riveron. A report made public earlier this month suggested several structural and management changes to the TRVA.

Those suggestions should be vetted before the city extends the special tax district, called a TIF, Fort Worth City Manager David Cooke said.

"It is our responsibility to be strong stewards of taxpayer dollars," he said in an email. "To that end, we feel it would be irresponsible to extend the TIF without implementing the Riveron recommendations and having a clear path forward to secure federal funds."

<https://www.star-telegram.com/news/local/fort-worth/article235180432.html>

Uber will map Dallas streets this fall, consider city for self-driving cars

Uber halted testing in Arizona last year when one of its self-driving cars killed a pedestrian.

By Melissa Repko, Dallas Morning News

Ride-hailing giant Uber Technologies plans to map streets and gather data in downtown Dallas this fall to help support its development of self-driving cars.

The San Francisco-based company said Tuesday in a blog post that it will start driving two SUVs around the city in early November to better understand how self-driving cars could safely navigate roads, handle traffic patterns and operate in the Texas climate. The white Volvo SUVs will be manually — not autonomously — driven by Uber employees.

Uber has done similar mapping and data collection in Toronto and San Francisco. After mapping Dallas streets, company officials said Uber may launch self-driving cars in parts of the city.

"The deciding factor will be whenever we know that we can safely, reliably operate in a given area of Dallas, given the current abilities of our self-driving system," said Sarah Abboud, a spokeswoman for Uber's Advanced Technologies Group. She said the company would consult the public and local officials before operating cars autonomously.

Uber's mapping in Dallas signals that the company is pressing ahead with its self-driving ambitions, despite a public and tragic setback. The company halted its testing in Arizona last year after the first-ever pedestrian fatality by a self-driving car. Since going public in May, it has also struggled to reassure investors that it can turn its lofty vision for transportation into a profitable company.

Since the Arizona tragedy, Uber has announced new safety protocols and shown off a new version of a self-driving car that it developed with Volvo. It's continued to operate self-driving cars in San Francisco and on a test track and a real-world environment in Pittsburgh, the headquarters of its Advanced Technologies Group.

Uber is significantly ramping up its Dallas presence. It announced last month that it would open an at least 3,000-person office in Deep Ellum, with plans to turn it into the company's largest corporate hub outside of San Francisco. The company said it will hire or relocate about 400 employees to Dallas by the end of the year and grow its headcount over the next several years. Most employees at the office will have administrative roles, such as finance, human resources and sales.

Dallas was the first city to get Uber's ride-hailing service in 2012. Uber chose Dallas as one of the first cities where it plans to test its urban air taxi service, Uber Air. The company also has a contract with Dallas Area Rapid Transit that subsidizes rides within a few miles of some light-rail and bus stations.

Abboud said Uber picked Dallas for mapping because of its strong relationship with local officials and its location in a state that's friendly to self-driving cars. A Texas law allows self-driving cars on the state's roads and highways, so long as they comply with traffic laws and have video recording devices and insurance.

Other self-driving car and truck companies, including Silicon Valley-based Drive.ai, have done testing in Texas, too. Apple bought Drive.ai in June to boost its self-driving efforts.

<https://www.dallasnews.com/business/technology/2019/09/17/uber-will-map-dallas-streets-this-fall-consider-city-for-self-driving-cars/>

Fort Worth approves \$1.8 billion budget with focus on shoring up infrastructure

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH

Fort Worth's budget will grow despite the council cutting the property tax rate by nearly 4 cents.

The council Tuesday approved a budget that drops the tax rate from 78.50 to 74.75, but most Fort Worth homeowners will still see increases in their property tax bill as appraisals climb. The owner of a home valued at \$200,000 with a homestead exemption would pay \$1,119.60 in city property taxes.

"We are the only major city in Texas to lower the tax rate," Fort Worth Mayor Betsy Price said. "I'm excited about what this budget has to offer ... It really does improve services while keeping that rate down."

The council approved the 2020 budget on a 5-3 vote.

The 2020 budget, about \$1.8 billion, focuses heavily on maintaining infrastructure. Increased revenue will fund street repairs, sidewalk work and new street lights. Much of that will be done in low income and minority neighborhoods that may have been neglected over the years, City Manager David Cooke has said.

Cash will be devoted to these efforts:

- \$500,000 more per year for street lighting devoted primarily to minority neighborhoods and the city backlog of work.
- \$750,000 more per year for sidewalks, or eight to 10 blocks worth of sidewalks per year.
- \$1.1 million for mowing and alleyway maintenance.
- \$500,000 more a year for fixing streets.
- \$1.4 million a year for pavement markings.
- \$1.5 million more for public transit programs including app development, a Medical District ZIPZONE and other initiatives.

Residents will see a 6.5% increase in stormwater fees to support up to \$70 million in bond-funded work to tackle flash flooding problems. The budget also includes an increase to the water and sewer fee to cover increased costs for infrastructure and department personnel. The typical homeowner will pay \$2.47 more a month or less than \$30 a year.

The city's operating budget will see a roughly \$68.3 million increase over last year. The police department makes up the bulk of the general fund at \$267.2 million followed by the fire department at \$159.4 million. Both departments will see increased funding and more staff in 2020.

The majority of the new positions will be in the police department. The department could get 58 new positions, including 35 officers and 21 cadets. A new fire station at Highway 287 and Harmon Road will include 14 new firefighters.

The budget includes adding several new positions to other city departments, including a civilian police monitor and a diversity and inclusion director. The diversity and inclusion department will have a budget of more than \$942,000.

The code compliance department will also see a boost with six new code enforcement officers and 29 additional animal control officers for a north animal shelter. In addition to an events coordinator the library will add 10 employees, primarily for the new Reby Cary Youth Library.

Not everyone was on board with the budget and tax rate.

Fort Worth Councilman Cary Moon, whose District 4 includes parts of east and north Fort Worth, was the only “no” vote on the property tax rate and revenue increase, but he was joined by Councilmen Jungus Jordan and Brian Byrd in voting against the budget.

The Fort Worth Star-Telegram reported in August that Moon had reservations about approving the budget, saying he thought more could be done to save money and run departments efficiently. Byrd echoed Moon’s comments Tuesday, saying he wanted more information about possible efficiencies before supporting the budget.

Before voting against the budget, Moon praised city staff.

“As a Fort Worth citizen we can be proud of the stewardship,” he said.

Moon also opposed spending roughly \$300,000 on a two-person civilian police monitor department.

During public comment at two budget hearings and Tuesday night, a handful of residents said they supported the budget but wanted the city to devote more money to a civilian police monitor.

Pamela Young, with the Tarrant County Coalition for Community Oversight, argued that the department would fail if the city didn’t increase funding, staff and resources. She added that trust in the police department was at jeopardy.

“The proposed allocation is woefully insufficient,” she said.

<https://www.star-telegram.com/news/local/fort-worth/article235186467.html>

National Drive Electric Week event draws close to 200 electric vehicles to Irving

By Nicholas Sakelaris, Special to Fort Worth Star-Telegram

IRVING

Electric vehicles are still a small fraction of vehicles sold in Texas, but the drivers who own them are passionate, and many of them vow never to drive anything else.

Shawn Williams waited more than two years for his silver Tesla Model 3, so he could ditch his gas-guzzling Cadillac Denali. It finally arrived in September 2018.

"My wife loved it so much, we bought her one in December," Williams said. "It's zero emissions. I have solar panels, so I can charge it for free. I love that. Of course the acceleration, the instant torque."

Williams' Model 3 was one of 179 electric vehicles that showed up for the annual National Drive Electric Week event Saturday at the Dallas Area Rapid Transit bus station in Las Colinas. It's the largest crowd they've had in the history of the event.

The event gives the public a chance to get up close and personal with electric vehicles, ride in them and ask questions about what it's like to own one.

Teslas made up the majority of the vehicles there with the Tesla Owners Club of North Texas.

"It lets us show off the benefits of driving electric to people who don't normally get to see them," said Rick Bollar, who owns a 2012 Tesla Model S and a 2017 Tesla Model X.

He's logged 80,000 miles on the Model S and has spent about \$2,000 in repairs. Another Tesla owner boasts 400,000 miles on his Model S.

Bollar said the Tesla Supercharger network has expanded in North Texas with a new station on Seventh Street in Fort Worth and new ones under construction in Burleson and outside Wichita Falls.

"It's not just the main roads that are being covered; even the secondary roads are getting chargers," Bollar said.

Other models represented at the event were the Chevrolet Volt and Bolt, Hyundai Kona, Kia Niro and Soul, Nissan Leaf and Fisker Karma.

The Harley Davidson Livewire electric motorcycle debuted at the event and will be in dealerships by the end of the month. The Livewire's 15.5 kilowatt-hour battery has 146 miles of range and can plug into DC fast chargers, which can give an 80% charge in 40 minutes or a 100% charge in an hour.

The motorcycle sells for \$29,999, and new owners will get 500 kilowatts of free charging for the first year.

Jason Martin, riding academy manager for Harley Davidson, said there's an app that will connect to the Livewire's computer, so owners can manage their charging level and input GPS directions, which will play on the helmet's Bluetooth speakers.

Not all of the electric vehicles have to plug in, either.

The Winston School's Solar Car Academy showed off its solar-powered car with co-captain Jacob Timmons doing laps through the parking lot.

The solar panels charge the lead-acid batteries, which power the DC motor. It has a top speed of 25 mph, and the team will race it at Texas Motor Speedway later this year.

In 2021, the team will enter a cross-country trip to Colorado, said Timmons, a junior. The solar-powered car requires direct sun and doesn't get as much charge when it's cloudy. The class of vehicle doesn't allow for more efficient solar panels or lithium ion batteries, so the vehicle can't continuously run off the solar panels while it's driving. The batteries can only charge when it's parked.

<https://www.star-telegram.com/news/local/article235330252.html>

American Airlines opens its new Fort Worth headquarters — take a look inside

By Evan Hoopfer, Dallas Business Journal

The new American Airlines headquarters in Fort Worth has the features and perks expected in 21st century offices of multibillion-dollar companies.

Employees bike from building to building on the 8.3 miles of trails within the car-free campus interior. Signs boast which celebrity chefs are scheduled to visit the company cafeteria.

But one thing is missing — actual offices. And that's intentional.

"The CEO has the same size desk as the new-hire analyst," said Kirk Hotelling, managing director of Corporate Real Estate for the carrier.

Instead, American Airlines Group, Inc. (Nasdaq: AAL) has indoor and outdoor work areas scattered throughout the buildings. The company opened the new campus to local media Monday. To take a look inside the Robert L. Crandall Campus, see the attached gallery.

A lot of research went into how offices today should operate. American leadership visited other company headquarters such as Amazon in Seattle, Nike in Beaverton, Oregon, and Zappos in Las Vegas to draw inspiration, Hotelling said. American decided the 100 percent open environment was right for them to increase transparency throughout the company.

The company saw some pushback along the way from some employees not keen on the open environment, said Jonathan Pierce, director of Campus Culture & Change.

"We had a very thoughtful plan about how to take people on a journey from old headquarters into a very different type of working environment," Pierce said, adding that since people actually started working in the new campus he hasn't heard complaints.

American started moving employees from its old headquarters down the road on Amon Carter Boulevard in June. Moving crews have worked during the weekends to transition everything to the new campus, and have nearly finished. Of the approximately 12,000 employees scheduled to work out of the new campus, 10,500 are currently on site, the company said.

The new campus is a sort of return to home for American. The airline was headquartered on the site in the 1980s before moving to the Amon Carter location.

A few years ago, realizing the need for facility improvements, American decided to blow up, literally, their old headquarters and build a new campus. The company said it invested more than \$350 million in the new campus, the minimum amount required to receive an incentive package from Fort Worth, but hasn't shared a specific dollar figure for the campus.

Keeping American in city limits was a priority for Fort Worth.

The city gave an incentive package worth over \$20 million to keep American headquarters in the eastern-most edge of city limits. The new campus is a few miles from the southern entrance to Dallas Fort Worth International Airport.

"I am confident American's new Fort Worth campus will bring exciting opportunities and continued growth to our community," said Fort Worth Mayor Betsy Price.

Buildings on campus are named Skyview and assigned a number one through eight. For example, the Integrated Operations Center, mission control for the airline, is named Skyview 2, while senior leadership sits in Skyview 8.

Construction on almost all of the campus' new buildings is done with the exception of Skyview 6, the Hospitality complex. This will be a 600-room hotel American employees stay during training, some of which can last several weeks.

Currently, trainees have to stay offsite and commute to the training facility. The Hospitality Center is scheduled to finish by the end of 2021.

Having 600 trainees on campus at the new hotel every night is part of the broader effort to get the 12,000 employees more integrated with one another.

"Part of what we're trying to do in investing money in all these facilities is to really facilitate a culture change within the company," Hotelling said, "to make sure that we create these opportunities where front-line interacts with management.

https://www.bizjournals.com/dallas/news/2019/09/23/american-airlines-headquarters.html?iana=hpmvp_dal_news_headline

Why Fort Worth is running bright red, electric buses from downtown to the museums

By Gordon Dickson, Fort Worth Star-Telegram

FORT WORTH

Fort Worth has added a new, environmentally-friendly layer of public transportation to the city center.

Trinity Metro, the city's transit agency, is now running a fleet of red, electric buses. The service is known as the Dash.

The buses operate every 15 minutes from downtown — with a stop at Fort Worth Central Station, 1001 Jones St. — to the city's cultural district. The Dash stops near the city's museums, as well as the new Dickies Arena.

"The Dash will provide a zero-emissions, high-frequency option for daily trips to popular destinations," Bob Baulsir, Trinity Metro president, said in an email. "This public/private partnership is a great example of how groups can work together to provide innovative transit solutions."

Fares are free through Oct. 31. After that, tickets are \$2 one way — or \$5 for a day pass that offers unlimited rides on all Trinity Metro buses, TEXRail, and Trinity Railway Express as far east as CentrePort. Those who wish to continue to Dallas must have a regional day pass (\$12).

The Dash runs 9:22 a.m.-10:44 p.m. Sunday through Thursday, and 9:22 a.m.-12:44 a.m. Friday and Saturday.

The new Dash service won't affect existing Trinity Metro routes, including Route 2, which also connects downtown to the cultural district every 15 minutes.

Dash was launched with financial help from the North Central Texas Council of Governments and many agencies that made a three-year funding commitment. They include the city of Fort Worth, Blue Zones Project – Fort Worth, Real Estate Council of Greater Fort Worth and Visit Fort Worth.

Other investors include the Kimbell Art Museum, Modern Art Museum of Fort Worth, Amon Carter Museum of American Art, the University of North Texas Health Science Center, Crockett Row, Museum Place, Fort Worth Stock Show and Dickies Arena.

<https://www.star-telegram.com/news/traffic/honkin-mad-blog/article235384297.html>

After a late start, Fort Worth begins census outreach efforts. Arlington's is well underway

By Tessa Weinberg, Fort Worth Star-Telegram

For months now, Texas' largest cities and counties have ramped up outreach ahead of the 2020 Census, funding new positions and approving hundreds of thousands of dollars to ensure their residents are accounted for.

Fort Worth's Complete Count Committee is just getting started — if a little behind schedule.

The stakes are high for Fort Worth, the nation's 13th largest city and one of its fastest growing. The constitutionally mandated survey that comes once a decade will be the basis for funneling millions of federal funds toward Fort Worth, in addition to shaping two new city council districts.

With its first complete count committee meeting in the books, Fort Worth officials stress the city isn't behind its counterparts — like Dallas, Houston, San Antonio and Austin — whose efforts are well underway, and backed by funding too.

"I don't think we are behind an eight-ball because Dallas named a committee or Arlington named a committee, and they've met once or twice, and we hadn't officially named a person and started to meet," said Councilwoman Kelly Allen Gray, who co-chairs Fort Worth's committee. "Every city is autonomous in how they get to do this. I think, ultimately, what's most important is that the work gets done."

Meanwhile, the city of Arlington has dedicated \$30,000 toward census outreach efforts and started its monthly complete count committee meetings in January, Arlington City Councilwoman Victoria Farrar-Myers said.

"As a city, the burden is on us to make sure that we reach (out) to our communities, that we build that trust," Farrar-Myers said. "Because the trust we build in this process is the trust that's going to take us through any kind of adversity or anything that our city faces in the future."

Advocates said they're glad Fort Worth's efforts are getting underway, but that more work needs to be done ahead of April 1, 2020 — census day.

"We are relieved and very pleased to hear that Fort Worth is jumping in the game now to ensure a full and accurate Census count," said Ann Beeson, the CEO of the Center for Public Policy Priorities, an Austin think tank. "Time is of the essence. Hopefully Fort Worth's complete count committee can learn from some of the efforts that have been in the works for several months in other cities."

Fort Worth's plans

In April, a post on the city's website said members of Fort Worth's Complete Count Committee would be announced "in the coming weeks."

It's been five months since then. Earlier this month, Michelle Gutt, a city spokeswoman, said committee members were being finalized and that the goal was for the committee to meet the third week of September.

The committee's first meeting came a week later on Monday afternoon at Hazel Harvey Peace Elementary School.

City officials have stressed that community outreach occurs year round, and that work behind the scenes — like conversations with U.S. Census Bureau staff and assembling members for the complete count committee — has been ongoing.

"From our point of view, we were still progressively building toward that effort. Now, were we say, to the point in time where we needed to be? No, there's always room for improvement. We're doing that," said Councilman Carlos Flores, who co-chairs Fort Worth's committee. "This meeting is that major first step."

Appointed by Mayor Betsy Price, Gray and Flores worked to select committee members. For Gray, diverse backgrounds and voices were a priority.

"I want the complete count committee to look like our city and to represent our entire city and not just particular segments of our city," Gray said.

The 25 members, announced Tuesday, include representatives from the mayor's office, Tarrant County, the Fort Worth school district and the Hispanic and Metropolitan Black chambers of commerce.

Those members will be divided into subcommittees, which will focus on six areas: government, education, faith-based, media, community-based organizations and business.

More members may be added, and the committee will meet monthly through April, according to an informal report from City Manager David Cooke.

As of now, there is no additional funding toward outreach initiatives. After state lawmakers failed to approve funding for Census outreach at a statewide level, cities have stepped up to devote their own resources.

"The best way to get out the count is to invest in trusted community organizations and trusted messengers, but those messengers can't do this challenging work without resources," Beeson said.

"Twenty-four percent of people in Fort Worth live in hard-to-count communities. That is a very high number and is similar to the high risk of an undercount in the rest of the state. That's why it's so important that the city and county develop detailed outreach plans now."

Gutt previously said Fort Worth's census outreach will come from existing budgets, but Flores said there could be the potential for additional resources down the road.

"Funding is of course an important aspect of that," Flores said. "To that end we've been having discussions with the city manager to find avenues for which we can go ahead and have that funding realized."

Gray also served on the city's complete count committee in 2010, and she noted that Fort Worth has gone through a census without additional funds before.

"There's enough ways that we can count people and be involved, that we don't have to take dollars out of the budget and allocate to different things," she said. "A big part of it is partnerships. You can make it work using those partnerships that you have available to you,

from Tarrant County and the city of Arlington, and all of the smaller cities around Fort Worth. You can do so many things.”

Arlington and Tarrant County

Those partnerships are just beginning for Tarrant County.

Bill Hanna, a spokesman for the county, said Tuesday afternoon the county will be collaborating with cities, with plans for Tarrant County commissioners and the Mayors’ Council to be briefed on the census in the coming weeks.

But Tarrant County also hasn’t put any funds toward its efforts.

“Historically, Tarrant County has relied on non-county sources for funding as it relates to the Census. Currently there are no funds budgeted for outreach regarding the 2020 Census,” Hanna wrote in a statement. “Tarrant County is working with the North Central Texas Council of Governments on technical aspects of ensuring an accurate count.”

In Austin, the city partnered with Travis County to jointly fund a census program manager position. Houston and Harris County have joined forces, with the commissioner’s court approving spending up to \$4 million on outreach efforts. And San Antonio and Bexar County have devoted over \$400,000 to their joint efforts.

“Most of the other major metro areas in Texas have worked hard to raise public and private dollars to get out the count, because it is such a good return on investment,” Beeson said. “Spending a little bit of resources now can leverage literally billions of dollars in federal funds for the state as a whole, and obviously that would be in the millions annually for Fort Worth.”

In 2016, the census was the basis for allocating \$59 billion in federal funding to Texas, according to the George Washington University Institute of Public Policy. And because of the state’s growth, Texas stands to gain up to three more seats in Congress.

In Arlington, the city’s 26-member complete count committee has been working to develop outreach strategies. Supported by 11 staff liaisons and with \$30,000 set aside for outreach, the committee has brainstormed ways to reach specific groups, like foreign-born residents within certain demographics or transient communities.

The committee plans to release a calendar in October, with a list of events, including a town hall. In the meantime, the city has resources and information on its work on its website.

“The key to making sure this process goes seamlessly is coordination. It comes down to the two C’s: communication and coordination,” Farrar-Myers said of working with Census Bureau staff and community partners. “There’s a multitude of events on any given day in our city, and so by piggybacking into many of those events, we’ve really been able to drive costs down.”

Farrar-Myers said each city needs to look at its own needs, and for Arlington the goal is to not only ensure an accurate count, but forge stronger bonds as a community.

“We want to use this as an opportunity to build not just for (the) census, but to build a greater, stronger community to help us with much more vexing problems going forward,” Farrar-Myers said.

<https://www.star-telegram.com/news/politics-government/article235384292.html>

Fort Worth put the brakes on 11 roundabouts, but not this one. Here's why

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH

For nearly a decade, residents in far east Fort Worth have told city officials they don't want a roundabout at an increasingly busy intersection.

With construction underway, Mary Kelleher, a former Tarrant Regional Water District board member who lives nearby, said she wanted the city to prove the roundabout at Randol Mill and Precinct Line roads is the best way to control traffic along the corridor. City employees say traffic studies, including one done in May, show a roundabout is safer and more efficient than a traffic light.

"We've pretty consistently told them we don't want it," Kelleher said. "We always thought this would never happen and now it's happening fast."

Kelleher and the neighborhood's 11th hour attempt to convince the city to ditch the roundabout was spurred by news that city planners hit the brakes on 11 roundabouts planned for busy intersections in far north Fort Worth. City officials told elected leaders during a recent council meeting that engineers determined traffic signals would be a better option for managing traffic.

With a swath of Randol Mill closed until Oct. 4 for the roundabout construction, Kelleher said she wondered why the city was sticking with the roundabout despite opposition. She said neighbors want a traditional light with turn lanes. Fearing increased traffic from possible housing development, Kelleher is also worried Randol Mill is too narrow to handle additional traffic.

Though surrounded by suburban DFW, this particular stretch of Randol Mill Road near the Trinity River has remained mostly rural. Many, like Kelleher, have owned large tracks of land where they raise cattle, horses and other livestock. Kelleher said she worries the roundabout won't accommodate large stock trailers.

"Randol Mill is such a poorly maintained road," she said. "It's a safety concern."

The city has no plans to pull back on the roundabout, a spokeswoman said.

A May study showed that while a light and roundabout would operate similarly with current traffic patterns, the roundabout was more efficient during peak traffic hours because cars would be able to flow through the intersection with less delay. That study showed traffic was sustainable through 2040 with a roundabout.

The roundabout is also safer with less predicted fatal crashes, city spokeswoman Janice Thompson-Burgess said.

The construction of a roundabout will cost about \$200,000 more than a traffic light, but the light would require additional property, making the price almost the same, she said.

Councilwoman Gyna Bivens, who represents the area, recently organized a town hall where city officials presented information about why the roundabout was chosen. She said neighbors were not swayed and wanted additional data.

“I think we need to use money smartly. If the data we used is valid then lets keep going, but if the data is faulty then let’s rethink this,” Bivens said. “We just want to know the truth.”

<https://www.star-telegram.com/news/politics-government/article235365402.html>

Spending too much time in DFW traffic? How better transit could shorten your commute.

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH

Stephen West stood on a platform at Fort Worth Central Station with his phone out, a large suitcase at his feet.

West, who owns a car but hates to drive, was frustrated. He needs multiple apps to plan and pay for trips around Dallas-Fort Worth and often has trouble getting where he wants to go. He wants more frequent service and more transit options — but most of all, he doesn't want to sit in traffic, whether it's in his car or in a ride share.

"I don't think a lot of people understand how inept our transit system is," he said.

Inept or not, bus service in Fort Worth is not always rider-friendly, said Chad Edwards, the city's regional mobility and innovation officer.

Of Trinity Metro's 48 bus routes, five carry 50% or more of the system's weekday riders. That means the bulk of the system isn't doing much to connect riders. Weekend service is even more sparse, with fewer routes and longer wait times.

That's likely because service is infrequent on most routes. Only seven operate every 15 minutes — the ideal frequency to attract riders — and 33 routes end service by 6 p.m. This makes using the metro tricky for all sorts of riders, whether they're trying to get to and from work, headed to the grocery store or riding for fun, he said.

Better transit is not just about improving bus service for current riders. It's also about diminishing the number of cars clogging DFW freeways as the region adds more and more people. DFW motorists are losing nearly three days of their lives per year — 67 hours per motorist — stuck in traffic, according to a report by the Texas A&M Transportation Institute. Gridlock will only get worse as the region adds close to 100,000 people a year.

"The more people on a bus or using transit in general, the fewer people there are on the roadways," Edwards said.

Trinity Metro and the city could do more to help riders, ease congestion and make public transit more appealing, according to a mobility consultant. The growth of Fort Worth's transit system is at least two decades behind the city's growth, and languishes behind other large Texas cities in ridership and funding.

According to a 2015 transit plan, a little more than \$71 million went to Trinity Metro, then called "The T." That's more than \$75 million below the average for Texas's five largest cities, which spend about \$147 million on average, and well behind the \$254 million spent on Dallas Area Rapid Transit.

Though the numbers are a few years old, Edwards said they likely haven't changed significantly.

“Part of our challenge is making it useful and easy for people who are not familiar with transit,” he said. “We need to be a competitive option that makes people think about how they want to get around.”

TRANSIT FOR THE FUTURE

Geoff Slater, a transit expert with mobility consultant Nelson\Nygaard, laid out several ways Fort Worth and Trinity Metro could tackle the growing need for transit.

Without adjusting funding, incremental changes can be made to the system, he said.

Those include improving frequency on at least 12 routes, adding three rapid routes and extending TEXRail to the Medical District. The six transfer stations across Fort Worth would become “mobility hubs” where riders could connect to other modes of transportation, like ride and bike share. Small improvements to bus stops, like adding benches and shelters, could also draw in more riders.

This is the weakest option Slater outlined, and wouldn’t add services to match the rate of Fort Worth’s growing population, he said.

It wouldn’t include bus rapid transit — fast moving bus routes that have fewer stops and travel farther distances, often in dedicated lanes. It also would only modestly improve the frequency of bus service and would not address TEXRail extension to the southwest and the new Tarleton State University campus.

To catch up with the city’s growth, a more robust plan would significantly increase the frequency of bus service on at least 16 routes and extend TEXRail to the southwest. Bus rapid transit lines would include Interstate 35W to Denton as well as AllianceTexas, west on I-30 and along Chisholm Trail Parkway.

The third scenario, described as what Fort Worth could do with robust funding to be a “visionary” transit city, features extensive changes.

This plan calls for two light rail routes down Lancaster/Camp Bowie and North Main/Hemphill. Those routes mimic historic streetcar lines. Rapid bus service would be available along the length of Riverside Drive and Jacksboro Highway. At least 19 of the bus routes would have frequent service at 15 minutes.

Two other commuter rail lines would join an extended TEXRail line and the TRE. One would run south from downtown to Crowley while another would connect far southeast Fort Worth to downtown.

The city has not finalized the cost of each option, Edwards said, but it should have more details before a series of public meetings this fall. Costs also vary based on the type of transit. Light rail, like a streetcar, costs as much as \$100 million per mile while a bus rapid transit line is close to \$5 million, according to a Trinity Metro estimate.

The City Council briefly discussed the options Tuesday. Councilwoman Ann Zadeh called the modest option “a no brainer” and said she supported expanding services as much as possible. Other council members homed in on specifics they’d like to see in their districts, like a connection between the Northside TEXRail station and the Stockyards, which Councilman Carlos Flores has pushed. Councilwoman Kelly Allen Gray urged better transportation options near the rapidly evolving Texas Wesleyan Campus.

FUNDING

Absent from the conversation was talk of funding.

That's the biggest hurdle, said Councilman Jungus Jordan, a former chairman of the Regional Transit Council who has worked on North Texas transit plans since 2005.

"There's just not enough funding out there for all the needs," he told the Star-Telegram.

The city could draw some funds by reallocating some of its 2 cent sales tax. Fort Worth collects a half-cent sales tax for transit, compared to a full cent in Dallas. But city commissioners have had little appetite in recent years to take money from the general fund or the Crime Control and Prevention District. The city could draw down federal and state transit dollars and partner with other cities.

Across the Metroplex, the North Central Texas Council of Governments has identified more than \$136 billion in transportation needs, including roadways, rail and other transit modes.

There are other, more creative ways to fund transit projects, said Kevin Feldt, a project manager with the council of governments.

Train and other rail stations attract dense development, which drives up property tax revenue. Capturing some increased tax revenue in these areas and diverting the funds to transit has worked in other parts of the country, he said. Selling ad space and easements in rights-of-way can yield additional money.

Jordan said other Tarrant County cities will have to consider joining a regional system. The combined efforts of multiple cities spreads costs around and increases the likelihood of federal assistance, he said. Plus a regional system does more for commuters.

"At some point — I don't want to get the cart before the horse, because we have a lot to do — it doesn't really make sense without regionalizing," he said.

Feldt said now is the time for Fort Worth and other cities to act on improving transit. Not only will construction costs increase, but the amount of available land will decrease.

"The sooner you can do something, the better off you are," he said. "If you wait for some perfect time it may never come."

TRINITY METRO TODAY

Trinity Metro is already preparing to make significant changes, said Wayne Gensler, a vice president and chief operating officer.

The city allocated an extra \$1.5 million in the 2020 budget. Part of that will go to starting a [ZIPZONE](#), where bus riders can connect to a ride share service in the medical district. But the highest priority is redoing the app and rerouting buses.

Over the next year, the metro will study ridership and population data to determine how to reroute buses. If it finds pent-up demand on some routes, Gensler said, increasing bus frequency or service time are fairly easy.

“The routes haven’t been looked at in probably 40 years,” Gensler said. “We could make some fairly quick changes.”

This ridership study will help determine which aspects of the consultant’s scenarios make the most sense in both the short and long term, he said.

At the same time, Trinity Metro is working with DART to revamp the app used to purchase tickets and plan trips. Gensler said riders on either side of the Metroplex will be able to use one app that connects them to routes depending on their location.

Some small changes may also have big impacts on ridership. Trinity Metro has installed more than 100 bus shelters over the last year and a half and plans to install another 50 this year.

Back at the Fort Worth Central Station, Tamika Gamble was boarding the Route 11 bus to North Beach Street. She rides “everyday, everywhere,” she said, and complimented the clean, updated buses. But she wished routes like the 11 were more frequent. The half-hour schedule switches to an hour between 10:15 a.m. and 3:15 p.m. and after 6:15 p.m.

“If you’re late by a minute you gotta wait a whole hour,” she said. “I’ve got a lot of places to go.”

<https://www.star-telegram.com/news/business/growth/article235461207.html>

PRESS RELEASE

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NCTCOG to Open Online Input Opportunity July 15

Comments accepted on transportation, air quality topics through August 28

July 15, 2019 (Arlington, Texas) — The North Central Texas Council of Governments will conduct an online input opportunity beginning July 15 to allow residents to comment on transportation projects and programs affecting the region.

Anyone with questions or comments is encouraged to provide input at www.nctcog.org/input from July 15 through August 28.

As a recipient of federal transportation funds, NCTCOG is required to establish and periodically update Disadvantaged Business Enterprise (DBE) participation goals to encourage contracting opportunities for minority and historically underutilized businesses. The draft update of the DBE participation goals for Fiscal Years 2020 through 2022 will be posted for review and comment.

The Texas Department of Transportation, working through the Texas Transportation Commission, develops a 10-year listing of major transportation projects in Texas. A status report on projects in the Dallas-Fort Worth region will be posted.

Additionally, efforts are underway to develop a new program aimed at preventing the impacts of storm water in flood-prone areas of the region. Federal, State and regional partners are working together to determine how the Dallas-Fort Worth area could become a national leader in reducing loss of life and financial impacts of major flooding events. Details of this proposed project will be provided online.

Finally, information on the Regional Smoking Vehicle Program (RSVP) and the Volkswagen Settlement will be available. RSVP is a program that allows motorists in North Texas to report vehicles emitting excessive smoke. Volkswagen Settlement funding is helping Dallas-Fort Worth and other metropolitan regions across Texas improve air quality.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 229 member governments including 16 counties, 167 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit NCTCOG.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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PRESS RELEASE

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NCTCOG to Open Online Input Opportunity September 9

Comments accepted on transportation, air quality topics through October 8

September 5, 2019 (Arlington, Texas) — The North Central Texas Council of Governments will conduct an online input opportunity beginning September 9 to allow residents to comment on transportation projects and programs affecting the region.

Anyone with questions or comments is encouraged to provide input at www.nctcog.org/input through October 8.

As a recipient of federal transportation funds, NCTCOG is required to establish and periodically update Disadvantaged Business Enterprise (DBE) participation goals to encourage contracting opportunities for minority and historically underutilized businesses. The draft update of the DBE participation goals for Fiscal Years 2020 through 2022 will be posted for review and comment.

A comprehensive list of funded transportation projects through 2022 is maintained and regularly updated in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are also included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis and will be posted for review and comment.

Additionally, information on the Dallas-Fort Worth National Drive Electric Week event September 21 at the Dallas Area Rapid Transit North Irving Transit Center will be available. This is an opportunity to get an up-close view of electric vehicles and talk to owners who have made the switch from gasoline-powered cars. Learn more at www.driveelectricdfw.org.

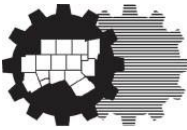
Finally, information on the upcoming Car Care Clinics and the Regional Smoking Vehicle Program (RSVP) will be available.

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North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

PRESS RELEASE

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Get an Up-Close Look at Electric Vehicles Sept. 21

Learn about exciting technology from vehicle owners at North Irving Transit Center

Sept. 17, 2019 (Arlington, Texas) – You probably have seen electric cars and chargers around town. But how close have you gotten to them? Are you curious about driving one?

Electric vehicles have been around for many years, and they continue to become more widespread. There are currently nearly 13,000 EVs registered in North Texas, an exponential increase since 2011, when there were only a little more than 200.

Last year alone, the number of EVs on the roads increased approximately 50 percent.

The Dallas-Fort Worth area's annual National Drive Electric Week celebration on Sept. 21 will give you an opportunity to have your questions answered in a low-pressure environment, directly from owners of electric vehicles.

Sponsored by the Dallas-Fort Worth Clean Cities Coalition, the event is scheduled for 10 a.m.-2 p.m. at the North Irving Transit Center. This new location will allow people to access the event via public transportation, from the nearby Irving Convention Center Station. Being close to light rail has an added advantage for those who want to travel to the event without their own vehicles. DART allows bicycles on its buses and trains, opening the option of "zero-emissions" trips to an event showcasing an emissions-free technology. Afterward, there are many entertainment and dining options to enjoy in the nearby Las Colinas area of Irving.

The event represents the largest showcase of EVs in Texas each year and the second largest in the country, behind California. And this year is no different. Organizers expect up to 200 electric vehicles, representing numerous makes and models, as well as a variety of price points. The entire family is welcome to attend to experience the silent, clean and fun technology. There will be no sales pitches and no pressure, just real owners and enthusiasts sharing what it's like to drive an EV every day.

More than 200 events are planned across the US, Canada and Mexico during NDEW, which starts Sept. 14 and concludes Sept. 22. The goal of the national celebration of electric vehicles is to provide people the opportunity to learn more about the availability and benefits of these innovative and environmentally friendly options.

As EVs continue to grow in popularity, it is also becoming easier to charge them in public. There are currently over 200 public charging stations throughout Dallas-Fort Worth. Together with improved battery life, this is increasing the range EVs can be driven. Although NDEW is a low-pressure environment where attendees can simply learn about the technology without feeling compelled to buy vehicles, assistance is available for anyone who wishes to purchase one.

The Light Duty Vehicle Purchase or Lease Incentive Program, administered through the Texas Commission on Environmental Quality's Texas Emissions Reduction Plan, will provide rebates of up to \$2,500 for a limited time to people who purchase or lease eligible new light-duty hybrid or plug-in vehicles. Combined with the federal tax incentive for up to \$7,500 for EVs, potential buyers could get up to \$10,000 off new vehicles.

NDEW started as a one-day celebration in 2011 to recognize this new idea of plug-in vehicles and then developed into an entire week highlighting the state-of-the-art features of EVs.

For more information on NDEW, how to register a vehicle and why North Texans should be involved, visit www.driveelectricdfw.org. If you come, you will have the opportunity to win your own vehicle charger. A representative from Plug-In America, which is organizing the national event, will be in attendance to raffle off a Level 2 home charger. Level 2 devices can charge vehicles more quickly than their Level 1 counterparts (e.g. typical wall outlets) and are considered better for drivers who travel more than just a few miles on a single charge.

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NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About Clean Cities:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally-based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector.

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Students Encouraged to Walk to School on Oct. 2

Schools across the region to participate in annual celebration of active transportation

Sept. 26, 2019 (Arlington, Texas) – Students across the Dallas-Fort Worth area are encouraged to forego the bus or the carpool line on October 2 in favor of a more active and fun way of getting to school. For those who can, that means pounding the pavement with their own two feet during National Walk to School Day.

More than 75 North Texas schools plan to participate, according to www.walkbiketoschool.org, a resource to help schools and their students organize efforts to celebrate this annual event.

In the Fort Worth Independent School District, for example, members of the city council plan to join students at two of the campuses participating, Daggett Montessori School and Tanglewood Elementary School.

The North Central Texas Council of Governments is providing school districts with free student giveaways and resources for organizing walk-to-school efforts through its Safe Routes to School Program, which works to improve safety and encourage more students to walk or ride their bikes to school.

Walking to school can include the following benefits:

- Encourage students to be healthier
- Reduce traffic congestion around schools
- Improve air quality
- Teach students about traffic safety
- Focus attention on ways to enhance safety
- Build stronger school-community relationships

While walking is highlighted one day a year, students are encouraged to continue opting for active ways to get to school after Oct. 2. Resources are available at www.nctcog.org/saferoutestoschool. Continued investment in Safe Routes to School projects such as improved sidewalks and crosswalks could motivate more students throughout the region to walk or ride their bikes to school.

Walk to School Day has been celebrated in the US since 1997. In 2000, it became international, when the US joined with Canada and Great Britain, which already had

celebrations of their own, for the first ever International Walk to School Day to encourage more students to participate. The event brings together students, their parents, schools and public officials to celebrate walking, promote healthy behaviors, and galvanize support for safety improvements.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

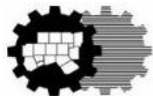
NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

###

REGIONAL 10-YEAR PLAN COMMITMENTS

Regional Transportation Council

October 10, 2019



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) on September 12, 2019.
- Approved changes included removal/temporary removal of funding from several projects or swaps from one funding category to another (e.g., Category 2 funds were swapped for future Category 12 funds).
- These changes were made to help leverage Category 12 funding from the Texas Transportation Commission (TTC) in the 2020 Unified Transportation Program (UTP).

CATEGORIES OF CHANGES

- Projects To Be Re-funded in a Future 10-Year Plan Update
- Projects Staying Unfunded (2 Categories):
 - Projects Remaining Unfunded
 - Funding Transferred to Other Project(s)
- Continue to Request TTC Concurrence
- TxDOT to Lead a Conversation Regarding How to Fund Project

PROJECTS TO BE RE-FUNDED IN A FUTURE 10-YEAR PLAN UPDATE

- Collin County
 - North/South Roadways – Swap of Category 12 for Category 2 funding to be reversed
- Dallas County
 - IH 35E from IH 30 to SH 183 (Lower and Lowest Stemmons) – Category 12 funding to be requested in a future UTP
 - IH 30 at SL 12 – Category 12 funding to be requested in a future UTP
 - IH 30 from IH 45 to Bass Pro – Category 2 funds to be added for the tolled components and Category 12 funding to be requested for non-tolled components in a future UTP
- Denton County
 - Greenbelt/Regional Outer Loop at FM 428 – Category 2 funding to be replaced
- Hunt County
 - IH 30 at Monty Stratton – Category 12 funding to be requested in a future UTP
- Tarrant County
 - IH 30 from IH 820 to Summit Avenue and from US 287 to Cooper Street – Category 2 funding to be replaced

PROJECTS STAYING UNFUNDED

- Projects Remaining Unfunded
 - IH 35E from US 67 to Laureland Drive (Dallas County)
 - IH 35E Interchanges at Bus 287, US 287 Bypass, Lofland, and Sterret (Ellis County)
- Funding Transferred to Other Project(s)
 - SH 183 from IH 35E to PGBT (Dallas County)
 - IH 35E Phase 2 (Denton County)

CONTINUE TO REQUEST TTC CONCURRENCE

- Collin County
 - North/South Roadways
 - US 380
- Hunt County
 - FM 1570 from IH 30 to SH 66
 - FM 2642 from FM 35 to SH 66
 - IH 30 at FM 1903
 - SH 24/SH 11 from Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street
- Tarrant County
 - SH 183 at Pumphrey

TXDOT TO LEAD A CONVERSATION REGARDING HOW TO FUND PROJECT

- US 377 in Granbury (Hood County)

NEXT STEPS

- Engage in discussions with the Texas Department of Transportation (TxDOT) as noted in Item 5 on the agenda
- Identify available funding for next iteration of the 10-Year Plan/2021 UTP
- Coordinate with TxDOT on the next round of candidate projects

CONTACT/QUESTIONS?

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

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

HIGH-SPEED RAIL WORK PLAN: DALLAS/ARLINGTON/FORT WORTH

Regional Transportation Council

October 10, 2019

Michael Morris, P.E.
Sandy Wesch, P.E., AICP



North Central Texas
Council of Governments



EFFORTS TO DATE

Request for Information on High-Speed Rail

Alignment Study

Station Studies for Fort Worth, Arlington & Dallas

Funding

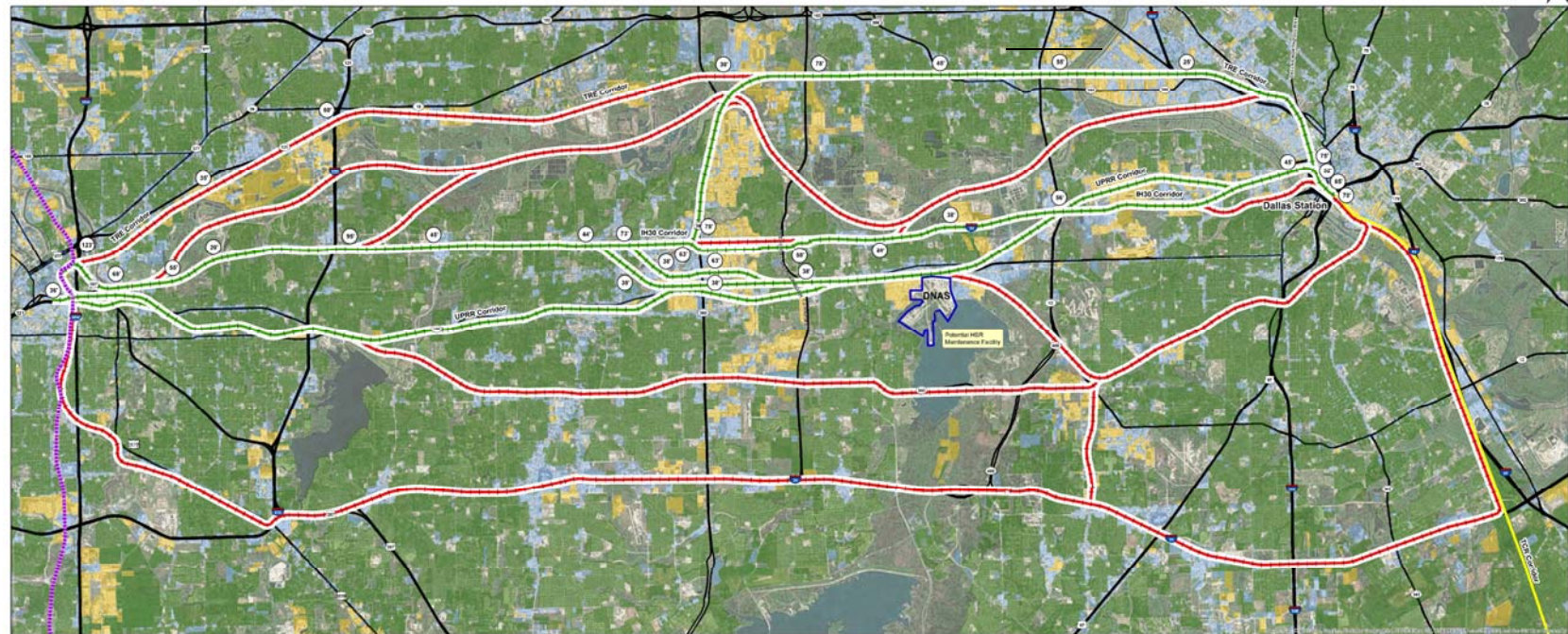
Technology/Site Visit (Hyperloop)

Agreements

ALIGNMENT STUDY RECOMMENDATIONS

3/17/2017

Dallas-Fort Worth CES HSR Alignment Study Recommendations



0 2½ 5 10 Miles
1 in = 1 miles



Legend

- Recommend Further Study
- Recommend Elimination
- Texas Central HSR Alignment
- TOPRS Alignment
- Commercial
- Industrial
- Residential
- Distance HSR Tracks Above Natural Ground

CURRENT EFFORTS

Public & Agency Engagement Plan

Travel Demand Forecasting Methodology

Draft Purpose & Need

Project Re-Branding

Data Collection

Detailed Work Plan

DETAILED WORK PLAN OUTLINE

Project Overview

Description of Work

Schedule & Deliverables

Budget

Project Management Plan

- Project Team/Roles & Responsibilities
- Project Management Controls
- Communication Plan
- Agreements
- Document Management
- Project Modifications Procedure
- Invoicing Procedure
- QA/QC Procedure
- Procurement
- Risk Management
- Closeout Process

SCOPE OF WORK

Phase 1 – Alternative Development

Winter 2021

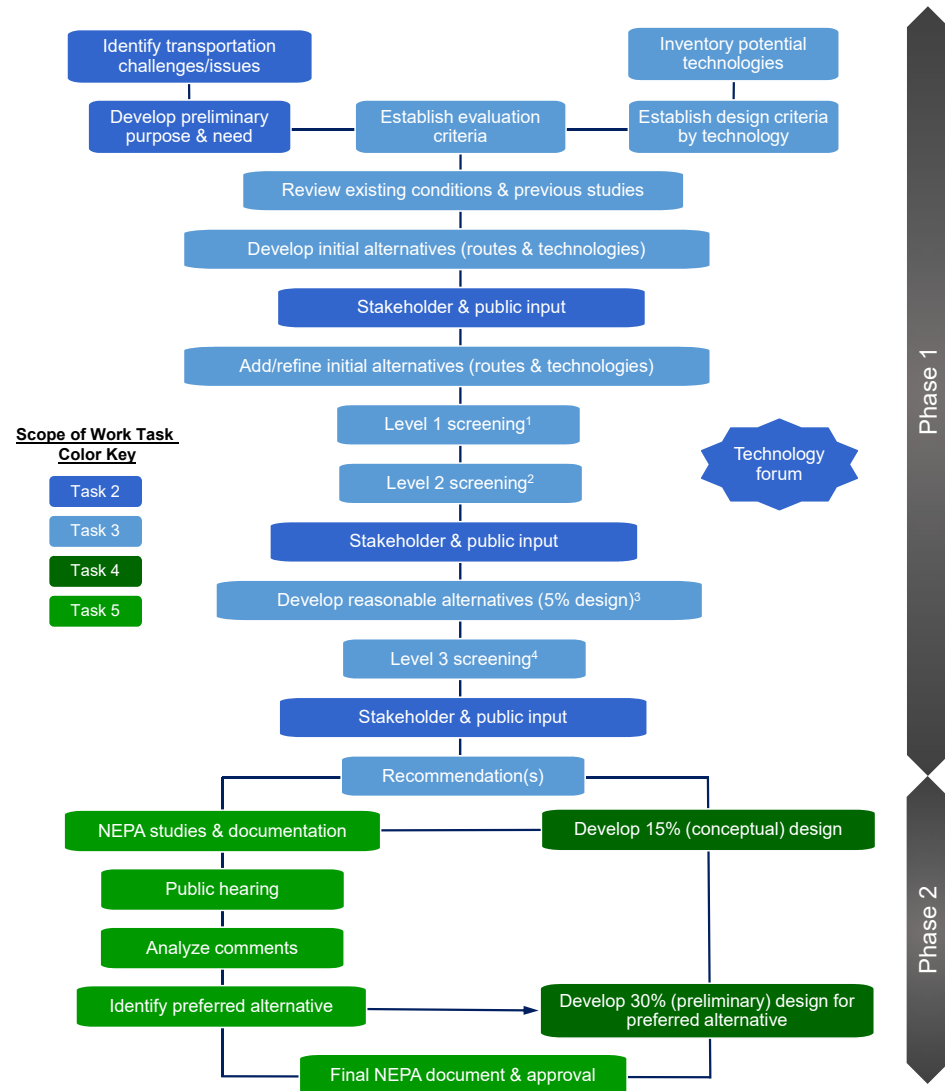
- Public & Agency Engagement  Includes a technology forum
- Alternative Development  Includes alignments & technology
- Alternative Screening

Phase 2 – Engineering & Environmental

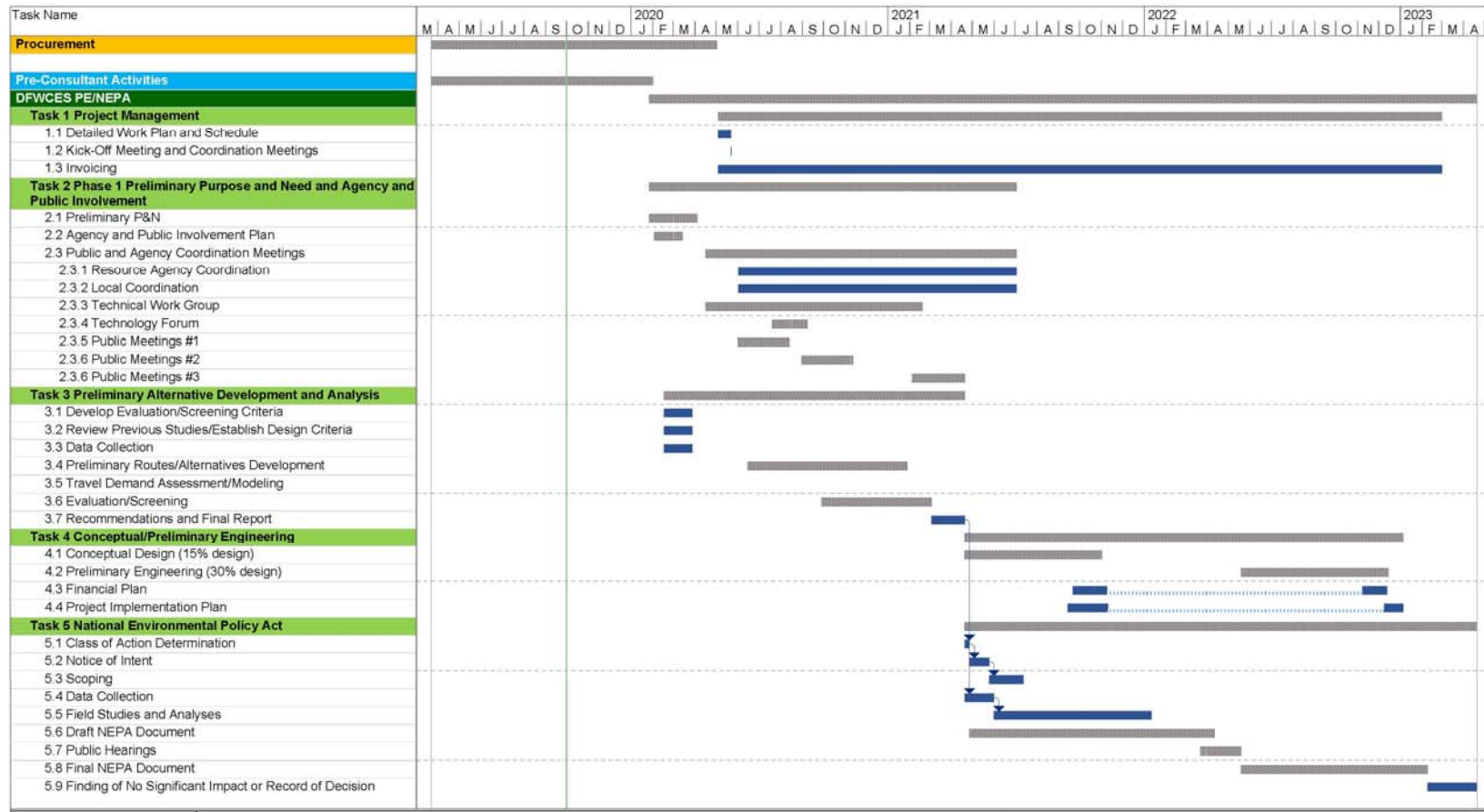
Winter 2023

- Conceptual Engineering
- NEPA Documentation & Approval
- Preliminary Engineering
- Financial & Project Management Plans

SCOPE OF WORK FLOWCHART



DRAFT SCHEDULE



VOLKSWAGEN SETTLEMENT UPDATE AND NEW CALL FOR PROJECTS

**Regional Transportation Council
October 10, 2019**

**Lori Clark
Program Manager & DFW Clean Cities Coordinator**

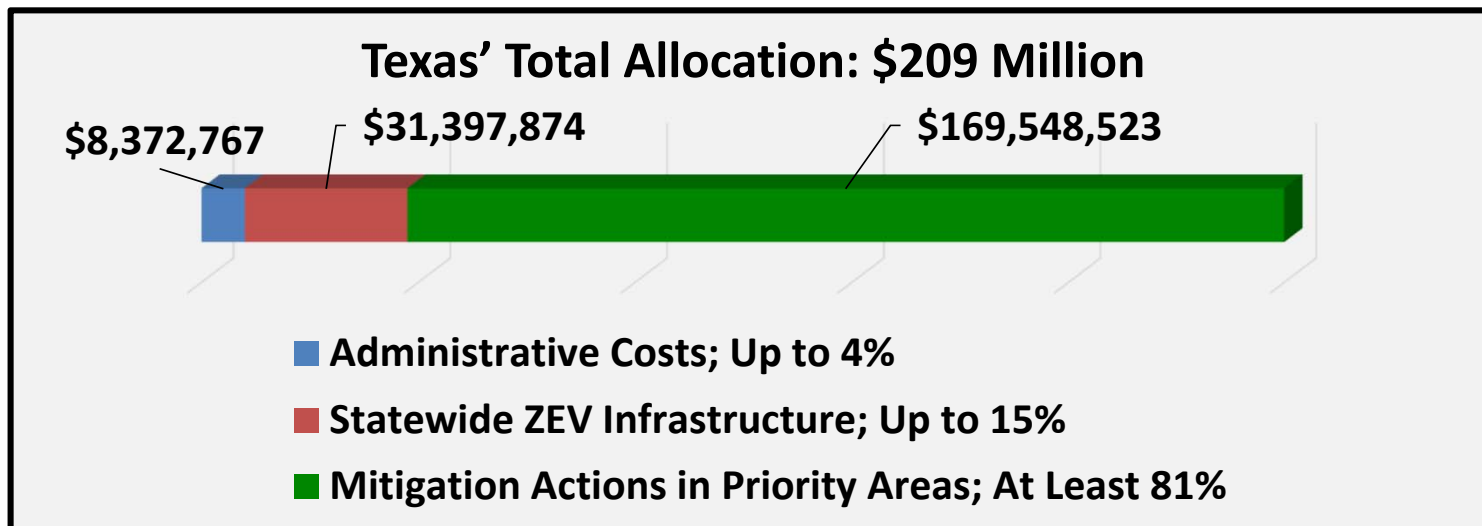


BENEFICIARY MITIGATION PLAN FOR TEXAS

www.TexasVWFund.org

Texas Commission on Environmental Quality (TCEQ) Goals

1. Reduce Nitrogen Oxides (NO_x) 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



FUNDING DISTRIBUTION FOR MITIGATION ACTIONS

www.nctcog.org/smartway

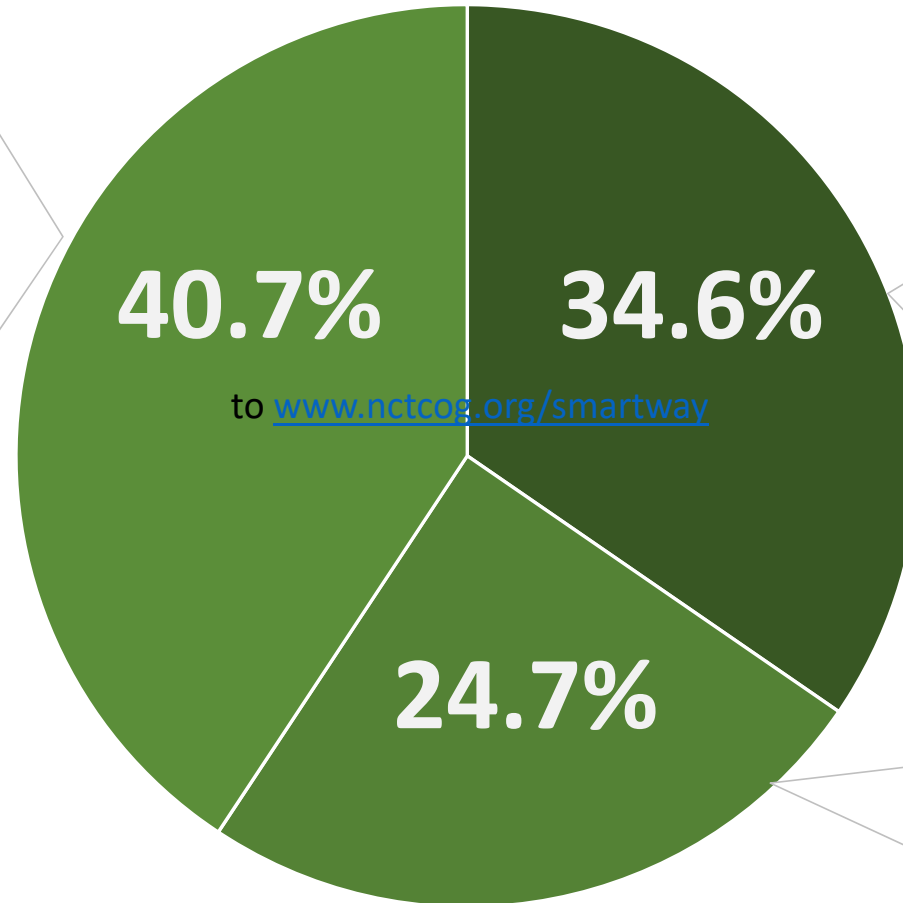
Statewide Total: \$169.5 Million

\$69,000,902

Remaining
Categories:

- Local Freight & Port Drayage Trucks
- Air Ground Support Equipment
- Forklifts or Port Cargo-Handling Equipment

Expected 2020



\$58,652,779

School, Transit, and
Shuttle Buses

**Open, All DFW
Area Funds
Requested**

\$41,894,841

Refuse Haulers

Open

REFUSE HAULER FUNDING AVAILABLE

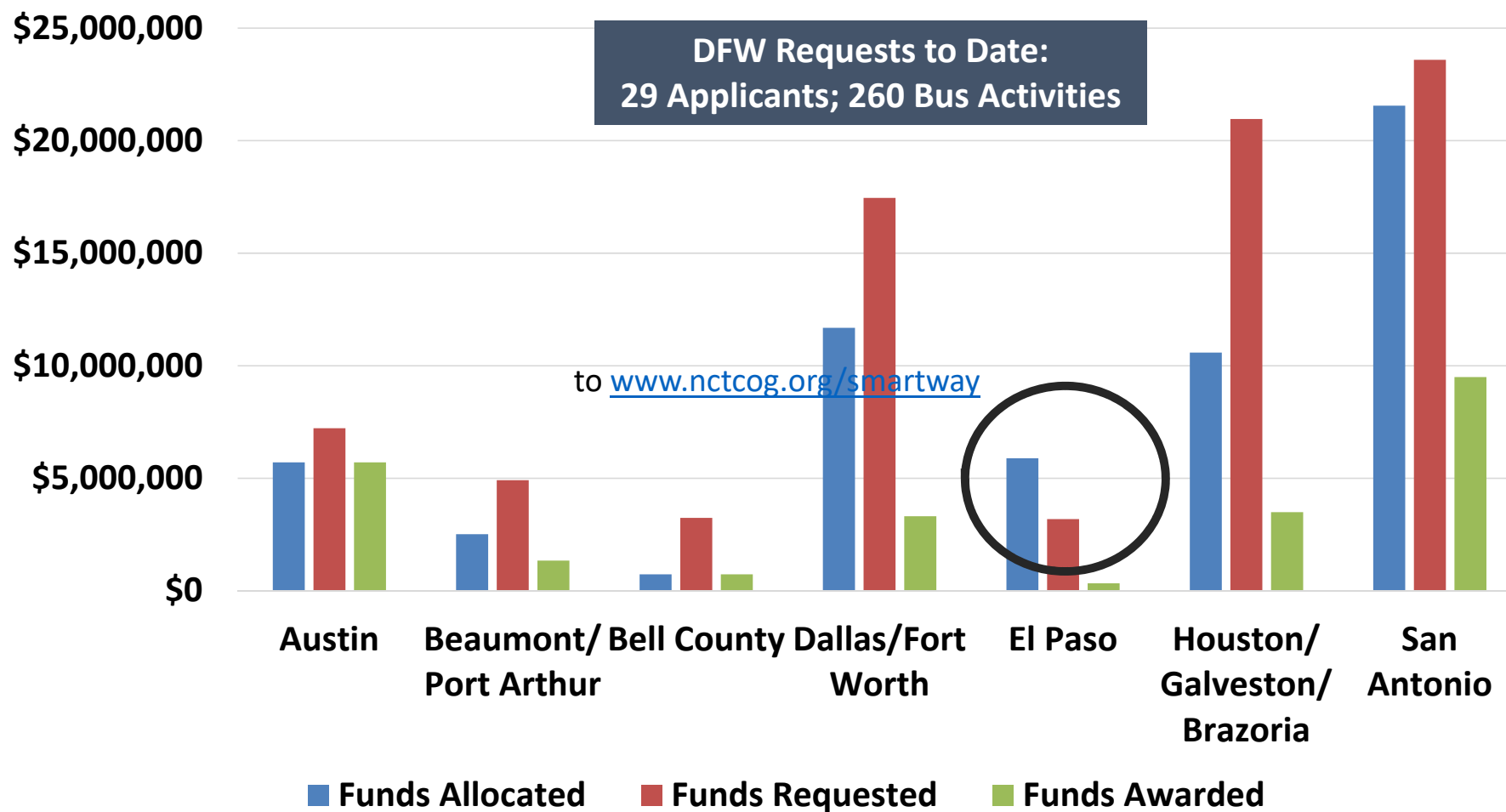
Eligibility: Engine Model Year 1992 – 2009 Refuse Haulers Greater Than 26,001 Pounds That Are Configured To Collect And Transport Municipal Solid Waste

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

Grants Awarded on First-Come, First-Served Basis

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

PROGRESS OF SCHOOL/TRANSIT/SHUTTLE BUS FUNDING



FOR MORE INFORMATION

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

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

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

Go To 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

August 14, 2019

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

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

Dear Judge Eads:

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

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

Sincerely,

Toby Baker
Executive Director

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

RECEIVED

AUG 22 2019

TRANSPORTATION



DRAFT

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

November 14, 2019

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

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

Dear Chairman Niermann:

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

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

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

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

November 14, 2019

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

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

Sincerely,

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

CK:cg

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

AIRCHECKTEXAS FUNDING

Regional Transportation Council

October 10, 2019



PROGRAM INNOVATIONS = LOCAL FUNDS

REBATES:

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

INTEREST:

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

TOTAL LOCAL FUNDS:

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

PROPOSED FUND RETENTION DENIED

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

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

NEXT STEPS

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

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

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

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

RTC action consideration at November 14 meeting

CONTACT INFORMATION

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

Regional Transportation Council Attendance Roster
September 2018 - September 2019

RTC MEMBER	Entity	9/13/18	10/11/18	11/8/18	12/13/18	1/10/19	2/14/19	3/14/19	4/11/19	5/9/19	6/13/19	7/11/19	9/12/19
Tennell Atkins (09/17)	Dallas	A	A	A	A	P	P	A	P	P	P	A	P
Richard E. Aubin (06/18)	Garland	P	P	P	P	P	P	A(R)	P	P	P	P	P
Sue S. Bauman (10/17)	DART	E	P	A	P	P	P	A	P	P	P	A	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	E(R)	P	E(R)	P	E(R)	E(R)	P	P	E(R)	E(R)
Loyl Bussell (05/17)	TxDOT, FW	P	P	E(R)	P	E(R)	P	P	E(R)	P	A(R)	E(R)	P
Theresa Daniel (11/18)	Dallas Cnty	--	--	P	P	A	P	P	P	P	P	P	P
Pat Deen (08/19)	Parker County	--	--	--	--	--	--	--	--	--	--	--	A
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	E	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	P	E(R)	P	P	P
Kevin Falconer (07/17)	Carrollton	E(R)	P	E(R)	P	P	P	P	E	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	P	P	E(R)	P	P	P
George Fuller (07/17)	McKinney	A	A	P	P	A(R)	A	A	A	P	A	E	E(R)
Rick Grady (09/18)	Plano	P	P	A	P	P	P	P	P	P	P	P	E(R)
Lane Grayson (01/19)	Ellis Cnty	--	--	--	--	P	P	P	P	P	P	P	P
Jim Griffin (06/18)	Bedford	P	E(R)	P	P	P	P	P	P	P	P	P	P
Mojy Haddad (10/14)	NTTA	P	P	P	P	P	A	A	P	E	A	A	P
Roger Harmon (1/02)	Johnson Cnty	E	E	P	P	P	P	P	P	P	E	P	P
Ivan Hughes (09/19)	Addison	--	--	--	--	--	--	--	--	--	--	--	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	A	P	P	A	E(R)	P	A(R)	E(R)	P
Ron Jensen (06/13)	Grand Prairie	E	E(R)	P	P	P	E(R)	P	P	P	E	P	P
Jungus Jordan (4/07)	Fort Worth	P	E	P	P	P	P	P	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	A	P	P	P	P	P	A(R)	P	P	P	P	P
Mike Leyman (09/19)	Mansfield	--	--	--	--	--	--	--	--	--	--	--	P
David Magness (06/13)	Rockwall Cnty	P	P	P	P	P	P	E	P	P	P	P	P
Scott Mahaffey (03/13)	FWTA	E(R)	P	P	P	P	E(R)	E(R)	P	E(R)	P	E(R)	P
Curtistene McCowan (06/19)	DeSoto	--	--	--	--	--	--	--	--	--	P	E(R)	P
B. Adam McGough (07/16)	Dallas	A	P	E(R)	P	A(R)	P	P	P	P	P	E	P
William Meadows (02/17)	DFW Airport	E(R)	E(R)	P	E	P	E	E	P	E	A	P	E
Cary Moon (06/15)	Fort Worth	P	A	E	P	A	P	P	P	E	A	E	P
Barbara Odom-Wesley	Arlington	--	--	--	--	--	--	--	--	--	--	P	P
Stan Pickett (06/15)	Mesquite	E(R)	E	P	P	P	P	P	P	P	P	P	P
John Ryan (05/18)	Denton	P	P	P	P	P	P	E	P	P	P	P	P
Will Sowell (10/17)	Frisco	P	E(R)	P	P	A	P	P	P	E(R)	A	A	A
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	A(R)	P	E(R)	E(R)	P	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	E(R)	P	P	P	P	P
Dennis Webb (8/18)	Irving	P	P	P	P	P	A	E(R)	P	P	P	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
September 2018 - September 2019

RTC MEMBER	Entity	9/13/18	10/11/18	11/8/18	12/13/18	1/10/19	2/14/19	3/14/19	4/11/19	5/9/19	6/13/19	7/11/19	9/12/19
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	E(R)	P	P	P	E(R)	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	P	P	E	E	E	P	E	E(R)	P	E	E
W. Jeff Williams (10/15)	Arlington	E(R)	E	P	P	P	P	E(R)	P	E(R)	E	P	P
Ann Zadeh (06/17)	Fort Worth	P	P	E	P	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

October 2019

CALENDAR

October 2, 8:30 am
TRTC

Fort Worth Central Station
1001 Jones St.
Fort Worth, TX 76102

October 4, 11 am
DRMC

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

October 4, 1:30 pm
Surface Transportation
Technical Committee
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

October 10, 1 pm
Regional Transportation Council
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Try Parking It reboot offers more functionality

North Texas' alternative-commute and rideshare website has been updated. The new TryParkingIt.com still allows users to find rideshare matches and record their alternatives to driving alone in return for earning rewards. But there are now improved functionalities that make the experience more personalized and seamless.

For example, residents who vanpool, carpool or take transit to work used to have to track their commute alternatives after every trip. Now, they can mark their choices as recurring trips, meaning they don't have to enter them each time. This saves time and can lead to more accurate records.

Try Parking It also offers a mobile app, allowing people to participate wherever they are. They can also sign up for text or email alerts. The previous app must be deleted and the new one downloaded before users are able to experience the increased functionality.

Whether recorded on the website or app, each alternative commute can earn points toward an expanded list of rewards, including raffles, dining, shopping, activities and services. By establishing a new account, users of the app and website begin with 1,000 points. Those points can either be instantly redeemed for an expanded list of rewards or saved for later.

Many of the trips recorded by Try Parking It users have been commutes to and from work. But the program also encourages people to track other instances where they do not drive alone – shopping, dining, etc. They can even record physical activity, such as bicycling, walking and running. For example, users of the Strava and Under Armour fitness apps can sync their transportation trips with the apps and have them count on Try Parking It. This feature only works when people are traveling somewhere.

An agreement with Enterprise to maintain vanpool information means Try Parking It can offer a more accurate list of available vanpools, which will be automatically updated monthly. When users log on to find a vanpool match, the list will be current. Visit www.tryparkingit.com or download the free Try Parking It app from the App Store or on Google Play.

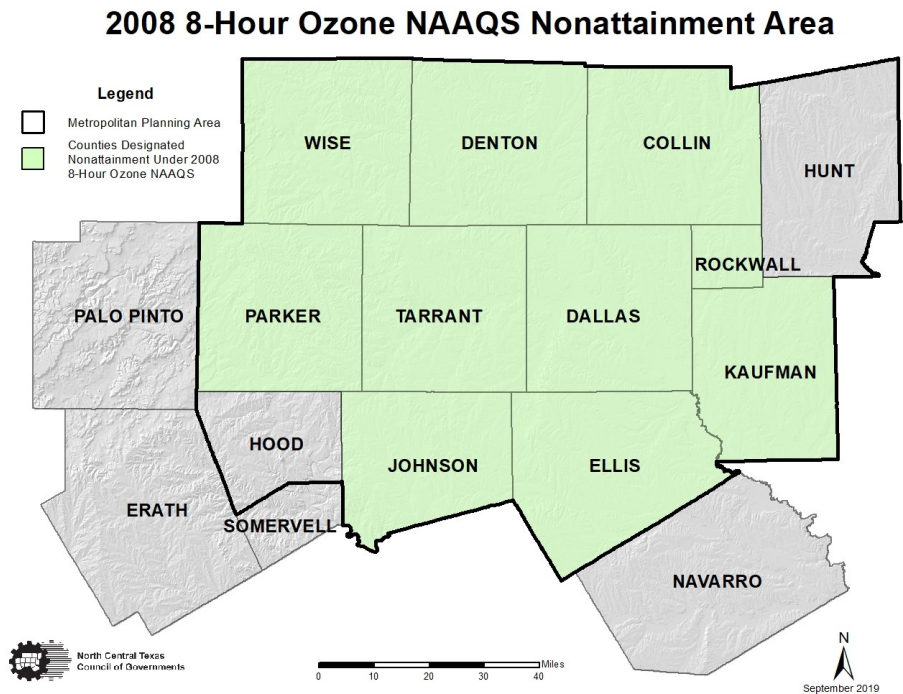
For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.



North Central Texas
Council of Governments

NCTCOG offers \$1M to reduce heavy-duty idling

The North Central Texas Council of Governments, under the Environmental Protection Agency's Clean Diesel Funding Assistance Program, is offering approximately \$1 million in grant funding for projects that reduce idling from transport refrigeration units (TRUs) used by heavy-duty diesel trucks and trailers to keep freight cold. The grants are available through the North Texas Freight Terminal Electrification Call for Projects.



NCTCOG will provide grants to cover up to 30% of eligible project unit costs; recipients must provide 70% of total project costs through non-federal funding.

Specifically, grant funding will be used to assist in construction and installation of EPA-verified electrified parking spaces at truck terminals and distribution centers in the Dallas-Fort Worth 10-county ozone nonattainment area. The technology will be used to power TRUs while heavy-duty trucks and trailers are on standby or currently loading or unloading. For more information, visit www.nctcog.org/AQfunding, or email aggrants@nctcog.org.

Truck stop electrification study examines idling in DFW

NCTCOG partnered with the University of Texas at Arlington to conduct a study to observe the effectiveness of truck stop electrification (TSE) and propose recommendations on how the technology can be made more effective.

Truck stop electrification technology is available to help long-haul truckers avoid idling during their mandatory rest periods. They provide a significant service in the Dallas-Fort Worth area as a strategy to meet the federal government's ozone standards. The study observed idling behaviors at truck stops and one truck terminal. Researchers surveyed truck drivers, truck stop and terminal owners and managers, and TSE electrified parking space system representatives to better understand the perceptions of truck stop electrification.

The study identified common reasons for idling engines during rest periods while having access to TSE systems and what incentives would encourage more truck drivers to use them.

The study was completed this year. The final report can be found at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Air/UTATruckStopElectrificationFinal-Report.pdf.

CAR CARE

Clinics to offer help diagnosing car issues

Is the check engine light on in your car? When it lights up, it is natural to get concerned about what might be wrong. In October, there will be a resource to help you diagnose the problem.

NCTCOG is partnering with local automotive repair facilities in North Texas to conduct a series of Car Care Clinics.

An illuminated check engine light means your vehicle will not pass the annual Texas emissions inspection, which is required to get it registered. The free clinics will provide opportunities to speak with certified technicians about problems and how they may be addressed.

The issues may cost less than you think to repair. Maybe your gas cap is bad and needs to be replaced.

The clinics are not just for motorists trying to diagnose engine issues. They will also offer free multipoint inspections to anyone who attends.

More information, including an updated schedule, is available at www.ntxcarcare.org. Regular maintenance is urged as a way to help ensure vehicles run more efficiently, which improves air quality and can save consumers money in the long term.

NCTCOG recognized as EPA SmartWay Affiliate

NCTCOG was recognized by the EPA in August as a SmartWay Affiliate for sharing information regarding efficient freight transportation during Earth Day through article placement, social media, and website updates.

NCTCOG joined the EPA SmartWay Transport Program as an affiliate in October 2006 and has been recognized multiple times for its efforts to promote freight efficiency.

Efforts to communicate about Smartway are not limited to Earth Day. NCTCOG promotes and distributes EPA SmartWay information and resources through www.nctcog.org/smartway, email newsletters, and outreach events throughout the year.

NCTCOG is dedicated to the promoting SmartWay initiatives in the region and encouraging local freight fleets to join the program and improve environmental performance.

IH 45 could become alternative fuel corridor

The RTC endorsed an application last month intended to establish Interstate Highway 45 as a Zero Emission Vehicle Corridor.

This includes electric vehicle charging and hydrogen refueling infrastructure to improve mobility of vehicles not powered by gasoline.

The Corridor Development Plan will be created in cooperation with the Houston-Galveston Area Council and a variety of stakeholders including fleets, fuel providers, utilities, and vehicle manufacturers.

NCTCOG has been involved in developing recommendations for other alternative fuel corridors since the Fixing America's Surface Transportation Act required the designation of a national network of electric vehicle charging, and hydrogen and natural gas refueling corridors, which began in 2016.

The goal is to make it easier for people to travel across Texas and the US in electric and alternative fuel vehicles. Currently, 16 interstates, one State highway and one US highway in Texas and neighboring states have been designated alternative fuel corridors.

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

\$1 million

Grant funding available for projects reducing idling of trucks using transportation refrigeration units.

PUBLIC *Involvement*

NCTCOG public meeting set for Oct. 14

NCTCOG will conduct a public meeting in October to provide updates on transportation and air quality initiatives.

The meeting is scheduled for 6 pm October 14 at NCTCOG's Arlington offices, 616 Six Flags Drive.

NCTCOG staff will present proposed transit projects funded by the Federal Transit Administration through the final award of Fiscal Year 2019 funds for the following four programs:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

Additionally, residents will hear an update on the Community Schools and Transportation Program. This program seeks to promote best practices and advance coordination between school districts and other government agencies.

Staff will also share information about clean funding opportunities for vehicle/equipment purchases and replacements, as well as funding for parking space electrification at freight terminals.

Finally, staff will present a brief overview of a new public comment process. With the passage of House Bill 2840, the public may provide input during Regional Transportation Council meetings.

Information on the Regional Smoking Vehicle Program, October Car Care Clinics, upcoming drone workshops and administrative changes to Mobility 2045 will also be available.

The meeting will be streamed live at www.nctcog.org/video for those not able to make it in person.

A video of the presentation will be available after the meeting at www.nctcog.org/input.

Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. 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 or the Texas Department of Transportation.